



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

MAY 2015

[HTTP://WWW.CORVAIR.ORG/CHAPTERS/LVCC](http://www.corvair.org/chapters/lvcc)

ESTABLISHED 1976

Inside this issue

Photos from Chevrolet, Dick Weidner Collection	1
Tribute to Rick Norris' Workmanship	2
Interview with Raoul "Sonny" Balcaen	6
Tech: Throttle Adjuster By Ken Schiffner	8
April LVCC Meeting Notes	9
Next LVCC Meeting Weds, May 27, 2015	9
Don't Get Locked Out!	9
Lots of Local Events! LVCC Calendar	10
LVCC Officer Contact Info	12
Next LVCC Meeting: Weds., May 27, 2015	12
Mail Dues to This Address	12



5. MONZA CLUB COUPE IN TUXEDO BLACK



6. LAKEWOOD 700 STATION WAGON IN JEWEL BLUE

SIXTY-ONE DEREUL

The Fifth Wheel is published monthly by the Lehigh Valley Corvair Club (LVCC), Inc. We accept articles of interest to Corvair owners for publication. Classified advertising of interest to Corvair owners is available free of charge to all persons. Commercial advertising is also available on a fee basis. Please contact our newsletter editor, Allan Lacki for details.

LVCC is one of the many regional chapters of the Corvair Society of America (CORSA), a non-profit organization that was incorporated to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Chevrolet Corvair. LVCC caters to Corvair people who live in and around the Lehigh Valley Region of eastern Pennsylvania. This is a very special car club! LVCC dues are \$10 a year for CORSA members or \$15 a year for non-CORSA members.

A TRIBUTE TO WORKMANSHIP

The next three pages of The Fifth Wheel are intended as a tribute to the fine workmanship of Rick Norris.

Rick has been in the Corvair hobby for many years. He was the very first President of the Corvair Society of America back in 1971 and has remained active in Corvairs ever since. Over the years, he restored a number of Corvairs including a pearlescent V8 coupe which scored Gold in CORSA concours events.

About ten years ago, he was bitten by the racing bug. To satisfy the itch, he obtained another Corvair coupe and converted it into a track car. After dabbling in time trials with the Northeast Corvair Council, he obtained his SCCA Competition Permit and began to compete in serious racing events with his Corvair.

Now, you may be saying to yourself, "I'm not interested in racing", but all of us can appreciate quality workmanship. And that's why we included this article.

The Corvair that Rick Norris built for racing was no ordinary track car. It was beautifully prepared and quite competitive. Rick painted it Sunoco blue and yellow to resemble one of Roger Penske's Trans-Am Camaros from the late 1960s. Although it's easy for us to tell the difference between a Corvair and a Camaro, the effect was convincing nonetheless.

Last summer, after several seasons of

racing, Rick's Sunoco blue Corvair came to the attention of Jim Chapman, a racing car driver from England. Jim has this thing for American iron and made Rick an offer he couldn't refuse.

So Rick did the prudent thing. He sold his beloved blue Corvair to Mr. Chapman and packed it off to England. A reporter from one of the British racing journals saw the car on a track over there and mistook it for a real Roger Penske Trans Am car!

But Rick had no intention of getting out of racing. So he found another Corvair to race. The particular Corvair in question had several prior owners and was in somewhat rough condition. But it had a competition engine built by Bob Coffin, who is well known in SCCA circles. This little red Corvair was just the kind of platform Rick was looking for.

Upon taking possession, Rick tore down the red Corvair and began to work his magic using all the tricks and techniques he learned when he built his prior machines. And this time, he did something in addition. He photographed his work each step of the way and posted the photos on Facebook. He captioned each of the photos, explaining exactly how he disassembled and rebuilt his red racer.

As of this writing, Rick's car is almost ready for the track, but not quite. There are still a few things left to do. But it's pretty safe to say that he'll be back on

the track with his newly refurbished red Corvair sometime this summer. And most likely, he'll be using Facebook to report on his latest track experiences.

If you want to keep up with Rick's exploits, join the "Corvair Racers" group on Facebook.

RIGHT TOOL FOR THE JOB

A good mechanic always uses the right tool for the job, and Rick Norris has many tools indeed. His garage includes an air compressor, hydraulic press, bead blaster, welding equipment, and a full array of hand tools. And when those won't do, he makes his own tools.

For example, to remove old rubber and glue out of his Corvair's weather stripping channels, he made a scraper out of a brake spoon.

But he also uses some surprisingly low-tech solutions. For example, he paints the undercarriage, floors and suspension pieces with rattle cans and rollers. His favorite paint for this purpose is Rustoleum Industrial "Light Machine Gray".

You may also be amused by the fact that Rick made a fancy set of carburetor velocity stacks from a set of aluminum soda cups. He chopped off the bottoms, polished them up, and clamped them onto the throats of his Rochester YH carbs. They aluminum cups happened to be the perfect diameter for the carbs!

Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com



Our 42nd Year!

Get the 2013-2018 Catalog

If you did not get our latest catalog in 2013 or 2014, you can get one free on your first \$50 order during 2015. (Additional catalogs \$3 with an order)

Over 100 new repro parts in the past 3 years.



Underside: Before.. Source: Corvair Racers group on Facebook. All photos by Rick & Janet Norris.



Underside. After. The tubes are oil cooler lines which Rick fabricated from electrical tubing.



Engine: Before.



Engine: After. AN fittings on all fuel and oil lines.



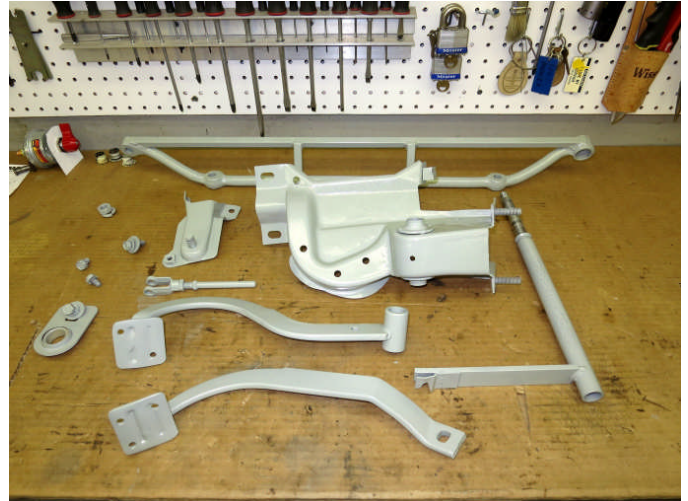
Rick removed weather stripping with a home-made scraper and then used a wire wheel on a die grinder.



Rick fabricated his carburetor velocity stacks from these old-fashioned aluminum beverage cups.



All suspension components were bead blasted and repainted. Trailing arms were reinforced and gusseted.



Even all the under-dash pedal hardware was blasted and repainted.



Interior painted with Rustoleum Industrial paint. Silver gray makes it easy to see any debris on floor.



1965 clutch pedal lever modified to accept heim-jointed 1969 clutch cable. Does not affect pedal effort.



Engine mount drilled out to save weight.



Edge of aluminum oil pan beveled slightly to enable pan to be separated from crank case more easily.



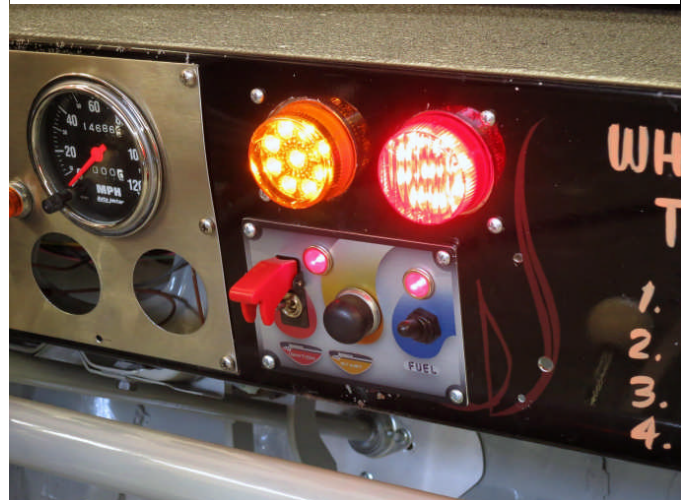
Older paint job buffed out quite nicely.



Front view. Those headlights are actually fakes!



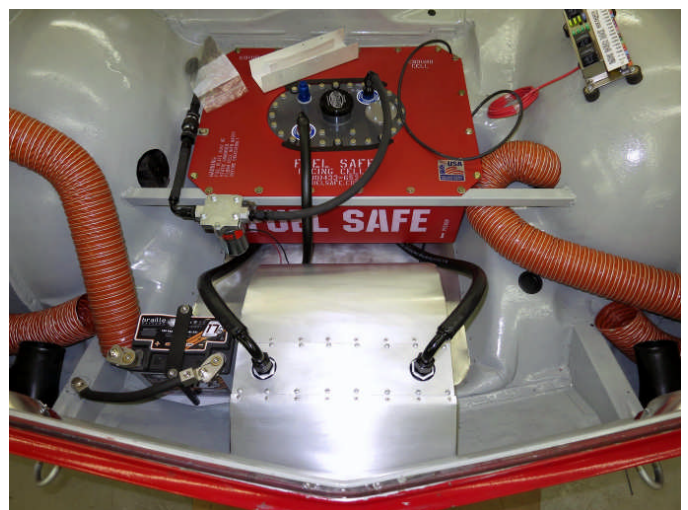
Instrument panel rebuilt with high quality gauges and switches. Entire electrical system rewired.



Testing of large LED warning lights for oil pressure and fan belt.



Front suspension. Drag link is trussed for rigidity. Oil cooler case made from sheet aluminum.



Trunk includes fuel cell, remote oil cooler (inside aluminum shroud), flexible ducts for brake cooling, & battery.

INTERVIEW WITH RAOUL "SONNY" BALCAEN THE IECO ERA.

Topic: Induction Engineering Company, Inc. (IECO)

Interviewee: Raoul "Sonny" Balcaen III

Interviewer: Allan Lacki

Date: April 20, 2015

Time: Approximately 3 PM, Eastern Daylight Savings Time

Length of Interview: 26 minutes.

Introduction by Allan Lacki: It's a pleasure to have the opportunity to interview you. You were a pioneer in top fuel drag racing and then worked for Jim Hall, Carroll Shelby, and Lance Reventlow before you started the IECO parts business.

Answer by Sonny Balcaen: Yes, that's right. Motor racing led to the catalog business.

Question: Have you ever been interviewed about IECO and the IECO Corvair catalog?

Answer: No. I used to speak at Corvair club meetings here in California back when I was promoting IECO, but that was a long time ago.

Question: I notice that you pronounce IECO as "Eye-Co". I always pronounced it as "Eye - EE-Co".

Answer: It's "Eye-Co". That's how we pronounced it.

Question: Were you still with Shelby American when you started IECO?

Answer: Yes, I was. At the beginning, I worked with Shelby during the day time and worked on my own business - IECO - at night. There was a hiatus in Shelby's racing activities right around that time. So, when my own business took off, I left Shelby and went out on my own.

Question: You were in charge of Shelby American's parts department, weren't you? You set up their inventory system.

Answer: Yes, I did.

Question: And didn't Shelby have a mail order catalog for performance parts?

Answer: Yes. Shelby had a parts catalog for high performance Fords back then. Later, I also had a catalog for Fords - Mustangs actually.

Question: You mean as part of your IECO business:?

Answer: Yes, IECO had a Mustang catalog. Also, a catalog for Volkswagens, Ford Pintos and Chevy Vegas, too. The Vega business was a real winner, by the way. Although we started with Corvairs, we branched out as time went on.

Question: Why did you make the Corvair the focus of your business, especially while you were working for Shelby?

Answer: I saw a lot of potential in the Corvair. There was a movement back then for small, sporty cars. And the Corvair had an air-cooled engine in the rear. It was different. With a few upgrades, it could be turned into a poor-man's Porsche. Now, I drive an E63 Mercedes and it will do anything you want in terms of performance. There's really no need to modify cars any more. They come from the factory with all the performance you could possibly want. But back then, you couldn't buy a small performance car. It was a few years before muscle cars came on stream.

Question: What was the impetus for mail order catalog?

Answer: Mail order was the forerunner of doing business over the internet. It was popular in those days.

Question: Did you sell your parts to other retailers, like hot rod shops?

Answer: No, it was strictly through mail order. That way, I circumvented other businesses' credit problems. I didn't have to chase down late payments from anybody. I didn't need to ship anything until I was paid for it. And it gave me better control over quality for customer service.

Question: What came first? The IECO Corvair parts catalog? Or the IECO center-mount carburetor manifold?

Answer: The intake manifold came first. I designed it myself. It was the first one on the market. And before that, I developed a "Dyno-Pak" for the Corvair. It was a performance tune-up kit that consisted of bigger carb jets, distributor advance weights, spark plugs and other parts.

(Continued on page 7)

(Continued from page 6)

Question: Why did you patent the IECO split manifold?

Answer: To protect my design. After I developed the manifold, a number of companies copied it. So, I took them to court. I got settlements from Offenhauser and Eelco. The settlement money more than made up for the attorney fees. Later, as muscle cars came in, those companies got out of performance parts for Corvairs. But back in the early days, it was a big market, a fad.

Question: Did GM provide any assistance to IECO?

Answer: No, not with Corvairs. My contact at Chevrolet, Vince Piggins, insisted that the Corvair needed no improvement. But the situation changed dramatically when we were developing parts for the Vega catalog. Chevrolet provided engine blocks and other assistance. We were able to pull 170 horsepower out of the Vega engine with Weber carbs and other parts from our catalog. We sold replacement engine blocks with steel liners for the Vega too, before the factory did.

Question: Did you know any of the early Corvair racers such as Bill Thomas?

Answer: Yes. In fact, I bought my first Corvair from him. It was a red 1960 coupe. He was working at a Chevy dealership here in southern California at the time.

Question: Was it Bill Thomas' hill climb Corvair?

Answer: No, it was just a stock Corvair. I used it for my development work.

Question: Later, Bill Thomas built the Cheetah racing car.

Answer: That's right. But by the time it came out, front engine cars like that had already become obsolete. Lance Reventlow's Formula 1 Scarab had the same problem. It was obsolete before it entered its first race. I was there when we took it to Monaco - its first time out - and it just wasn't competitive. Jack Brabham was already racing the rear engine Cooper at that time. He won the Championship that year. If I recall, he won it several other times, too. Then, Lotus brought its rear engine cars to Indianapolis. It was all over for front engine cars.

Question: Who did the famous green Corvair artwork for the IECO catalog?

Answer: A friend of mine, George Bartell. George was an automotive illustrator. The original painting is two and half feet by two feet. I still have it. It's in beautiful shape.

Question: Who prepared the catalog? Who printed it?

Answer: I took all the photos of the parts and wrote the text. I bid the printing out to different print shops.

Question: The IECO catalog listed a heavy duty suspension kit for late Corvairs, with springs, roll bars, and other parts. Crown Manufacturing offered something similar for V8 Corvairs. Did you buy your kits from Crown?

Answer: Crown? No, I developed the kit myself. For example, I had the springs wound to my own specifications. For a time, I also sold the transverse leaf spring kit - the camber compensator - manufactured by EMPI. But that was for early Corvairs.

Question: Who made the exhaust extractors & the headers?

Answer: I designed the extractors and the headers. I subcontracted the manufacturing to an exhaust company run by Woody Harrah and Ermi Immerso.

Question: Did you know those exhaust extractors and headers are still being offered by Clark's Corvair? The Clark's versions look exactly the same as yours.

Answer: No. That's a surprise. I imagine they must have bought the rights after I sold the business. In 1982, I sold the business to Tom Keller, the grand son of K.T. Keller who was Chairman of Chrysler Corporation years ago. IECO went out of business a little while later.

Comment by Sonny Balcaen: You might be interested to know that I was involved in those Ralph Nader suits against the Corvair. I wasn't a key player, but Ed Cole sent a letter of commendation to me for my work in the defense of the Corvair. I framed it and I still have it in my collection. I also have photos of the parts I developed for the Corvair, taken while they were prototypes, and a batch of Classic Corvair Club jacket patches.

At this point in the discussion, Allan Lacki thanked Sonny Balcaen for his time and concluded the interview.

TECH: MAKE YOUR OWN THROTTLE ADJUSTER

by Ken Schiffner

You say you're tired of removing the clip to adjust the left carburetor on your Corvair? Fed up with the darn clip cutting your fingers? Or dropping it? Need better adjustment than one full turn either way of the linkage? Is that what's troubling you, Bunkie? *

Now, you can make your own throttle adjuster. With the simple turn of a nut you can adjust the left carburetor and make balancing the carburetors a "piece of cake".

You'll need:

- A piece of 3/16 unthreaded rod about 1" longer than the existing link
- Five (5) washers for 10-32 rod and throttle link
- One (1) thick washer (at least 1/8" thick) for 10-32 rod.
- Square shoulder Rod End (McMaster-Carr 3796K28, stainless steel, about \$10.00)
- Spring (McMaster-Carr 1986K3, stainless steel, about \$1.00, or a compression spring that will fit over a 3/16 rod)
- One (1) or Two (2) Nyloc nuts, 10-32
- One (1) optional knurled thumb nut (McMaster-Carr 95150A160, about \$4.00)
- One (1) die to cut 10-32 threads. (McMaster-Carr, 609-689-3000, <http://www.mcmaster.com>)

The photo on this page shows the adjuster. Basically, the lower clip is retained but instead of using a threaded swivel and clip at the top, a smooth bore rod end is used that slides up and down as you adjust. To allow the movements yet hold position once adjusted, a compression spring is used to restrain the rod end. To make it "deluxe," you can even use a knurled adjusting nut (as shown in the photo).

You start with a unthreaded 3/16 rod (available at hardware stores). The existing link is measured and the rod is cut about 1" longer than the existing rod. The new actuator rod is then bent to approximate the offset of the existing rod (that offset allows clearance for the tang on the carburetor throttle arm). The lower end is bent 90 degrees so that the end will fit into the lower link at the carburetor. A little emery cloth rubbing may be needed to allow the rod to fit loosely into the carburetor lower link.

Using a 10-32 die, the rod is threaded so that the rest of the assembly can be installed. The lower end of the treaded portion is landed by double 10-32 nuts. The length of threading depends upon what spring you use. These nuts allow an adjustment (preload) of the spring so that enough pressure is applied to the rod end so that the rod end can be adjusted but also be able to push down on the carburetor pivot.

A washer above the double nuts allows the spring to be seated. At the top of the spring, a thicker washer is used (so that the rod end slides rather than "racks" and get caught on the threads. (I used a Teflon washer that I happened to have.) Above the thick washer is the rod end. Above that is either another washer and the knurled nut or a washer and Nyloc nut.

The threaded portion of the rod end gets a washer, the throttle actuator arm, another washer and another Nyloc nut. You leave that connection "sloppy) so that everything moves smoothly.

To adjust, just turn the knurled nut (or Nyloc nut) in or out. If you



use the knurled nut, after adjustment the nut is secured with the additional Nyloc nut.

No more upper clip. Fine tuning of balance. Full throttle is maintained even if the right carburetor "lands" full open before the left carburetor (the spring compensates).

I have a drawing of the complete assembly available for anyone who may want it, I can send it as a PDF file.

Ken Schiffner
scrubbr@ix.netcom.com

* Is that what's troubling you, Bunkie? You may recall the inspiration for this line. It was first aired by comedian Eddie Lawrence in a 1950s comedy recording, "The Old Philosopher."

APRIL LVCC MEETING NOTES

Vice President Fred Scherzer presided over our April meeting. Attendees included Fred, Rich Greene, Al Lacki, Larry Lewis, Jerry Moyer, Dave Noneman, and Dick Weidner.

Dick read the March minutes and presented the LVCC treasury report. The club currently has \$1,326.63. The minutes and treasury report were approved by acclamation.

The topic of this meeting was scale

model cars and trucks! Dick Weidner brought a number of assembled and unassembled 1/25th scale Corvair model kits and passed them around the table.

Among them was a rare Premier kit which contained parts for four models in one box: a Corvair, Comet, Valiant and Falcon. Another was a 1960 Corvair kit that was originally offered on the back of a Kellogg's shredded wheat box. The kit was obtained by sending fifty cents and the cereal box top to Kellogg's in Battle Creek, Michigan.

Other kits included a 1961 Corvair with removable roof by AMT, a 1963 snap-together kit by AMT, a 1963 Corvair Spyder kit by Palmer Plastics, and a Corvair 95 Rampside kit cast in resin.

There was plenty of discussion at this meeting, too. There was much talk about Corvair Powerglide transmissions. Fred Scherzer, Rich Greene and Dick Weidner talked about diagnosing Powerglide E-clips and governors. There was also talk about differences in Powerglide flex plates and bellhousings.

Jerry Moyer, Fred Scherzer and Dick Weidner talked about plans to attend upcoming events such as the Virginia Vair Fair, the Detroit Homecoming, and Open House at the Corvair Ranch.

Rich Greene talked about a CORSA chapter newsletter exchange group. Bob Weideman, who serves as newslet-

ter editor for the Philadelphia Corvair Association, has joined the exchange.

Rich mentioned that he and Larry Asheuer will be bringing their yellow drag racing car to Maple Grove Raceway this month for test runs.

Dave Noneman talked about Forward Control windshield replacement. He recalled it as a relatively easy job.

Al Lacki said he interviewed Raoul Balcaen this month. Raoul was proprietor of IECO Inc., a Corvair aftermarket performance parts supplier that was in business during the 1960s and 1970s.

Jerry Moyer announced that he is selling his pristine 1963 Monza convertible. He is asking \$12,900.

NEXT LVCC MEETING

Our next meeting will occur Wednesday, May 27 at the LANTA Community Center room. Mark your calendar!

DON'T GET LOCKED OUT!

If you arrive late, the main door of the LANTA office building may be locked. This is for security purposes. But the facility is open around the clock, so ask one of the garage employees to direct you to the second floor.

LVCC Merchandise!



LVCC license plates and hat pins: \$3.00 each. LVCC T-Shirts: \$6.00 each.
Call or email LVCC Secretary/Treasurer Richard Weidner at (610) 502-1414 rcwvair@rcn.com

Lots of Local Events!

Sunday, May 24, 2015 :: Stars & Stripes Memorial Day Weekend Car & Truck Show

Location: At the Rear 145 Old Newport Street, Nanticoke, PA 18634, Rain Date: May 25. Time: 8:30 AM to 3:30 PM. Pre-registration \$8.00. Day of show registration \$10.00. There will be 28 classes with first, second and third place trophies in each class. Polish platter dinner! Contact Mike Yalch at (570) 417-3878 or Mike@yalch-insurance.com. Website: www.yalch-insurance.com

Sunday, May 24, 2015 :: Pottstown's Cars & Coffee Cruise-In

Location: Stowe Crossing Shopping Center, 1630 West High Street, Stowe, PA. Time: 9 AM to Noon. Price: No Charge. All cars, trucks & motorcycles welcome. Contact Brad Ray (484) 919-3424. Visit us on Facebook - Pottstowncarsandcoffee

Sunday, May 24, 2015 :: Cruise at the No 9 Mine & Museum

Location: No. 9 Mine & Museum, 9 Dock Street, Lansford, PA. Time: 11 AM to 4 PM. Rain or Shine. All antiques, muscle cars, modifieds, & motorcycles welcome. Sponsored by the Anthracite Region AACA. Info: Shawn at (570) 778-7905.

Wednesday, May 27, 2015 :: Lehigh Valley Corvair Club Membership Meeting

Time 7:30 PM. Place: LANTA Community Center, 2nd Floor Meeting Room, 1060 Lehigh Street, Allentown, PA 18103. Latitude : 40.587607 | Longitude : -75.474405. Feel free to bring a guest and Corvair stuff for show and tell!

Friday, May 29, 2015 :: Cruise Night at Penn Forest Township Fire Company

Location: Penn Forest Township Fire Company, Route 903, Between Jim Thorpe and Lake Harmony, PA. Time: 6 PM. Host: Jukebox Cruisers Car Club. Email: info@jukeboxcruisers.org

Saturday, May 30, 2015 :: 1st Annual Telford Fire Company Benefit Show

Location: Penn Valley Church, 320 North 3rd St, Telford, PA. Time: 10 AM to 2 PM. Rain date: June 13. Host: East Penn Modifiers Club. Info: Call Jim Hunsberger (215) 313-7033.

Saturday, May 30, 2015 :: Cruise Trexlertown Shopping Center

Location: Trexlertown Shopping Center, 7150 Hamilton Blvd, Trexlertown, PA 18087. Time: 5 PM to 8 PM. Weather permitting. All vehicles welcome. DJ Sensational Sounds. Host Mopar Madness www.moparmadness.org

Saturday, May 30, 2015 :: Cruise Salvatore's Pizza

Location: Salvatore's Pizza, 302 Town Center Blvd., Rt 115, Forks Township, PA. Time: 5 PM to 9 PM. Host: Lehigh Valley Region AACA. Info: (610) 216-7773 or (610) 759-6295. Website: www.lvraaca.com

Sunday, May 31, 2015 :: Cruise Potsy's Pizza

Location: Potsy's Pizza, 5925 Tilghman Street, Kuhnsville, PA. Time: 1 PM to 4 PM. No rain date. Host: Found in the 60's. Call Linda at (484) 695-3698 or Smokey at (610) 333-6395.

Sunday, May 31, 2015 :: Miracle on Wells Street Carnival and Car Show

Location: Forty Fort Clinic, 190 Wells Street, Forty Fort, PA. Time: 10 AM to 4 PM. No charge for show cars. Host: Villa Capri Cruisers. Info: Contact: Kathy Ostrowski (570) 237-2161. Website: www.villacapricruisers.org

Monday, June 1, 2015 :: North Catasaqua Car Cruise

North Catasaqua Park, 6th & Grove Streets, Catasaqua, PA Time: 5:30 PM to 8:30 PM. Info: Call Marc at (484) 560-1938.

Saturday, June 6, 2015 :: Carnival & Cruise at St. John the Baptist Church

Location: St. John the Baptist Church, 4050 Durham Rd, Ottsville, PA 18942. Next to Moo's Restaurant on the corner of 412 & 611. Begins: 1 PM. Pre-1980 cars only. Donation parking. No trailered vehicles. Goody bags to first 50 participating cars. Car cruise contact: Gene at (610) 585-3943.

Saturday, June 6, 2015 :: Cruise Manor Nursing Home

Location: Cruise Manor Nursing Home, 2021-2029 Westgate Drive, Bethlehem, PA 18017. Time: 11 AM to 2 PM. Host: Lehigh Valley Region AACA. Info: Call Dave at (610) 253-5097.

(Continued on page 11)

Lots of Local Events (continued)

Saturday, June 6, 2015 :::: Cruise Weis Market Schnecksville

Location: Weis Market, 5020 Rt 873, Schnecksville, PA 18078. Time: 6 PM to 9 PM. Host: East Penn Late Great Chevy Club. Contact Bob & Flo Heller at (610) 442-5496.

Saturday, June 6, 2015 :::: High Performance Driving with Northeast Corvair Council (NECC)

Location: New York Safety Track, 396 Zimmerman Rd Jefferson, NY 12093. (Near Cooperstown). Complete details at www.neccmotorsports.com. Lehigh Valley Corvair Club is a member of NECC.

Friday, June 12, 2015 :::: Cruise Night at Lucky Strokes Golf

Location: 7200 Airport Road, Bath, PA 18014. Time: 5:30 PM to 8:30 PM. Price: No price listed. Donations accepted for Camelot House. Contact Debbie at (610) 360-2632 or Dick at (610) 216-3510. www.lehighvalleycruisers.com

Saturday, June 13, 2015 :::: Wheels of Time Cruise Nights

Location: Macungie Memorial Park, 50 S Poplar St, Macungie, PA 18062. Time: 5 PM. Additional dates: July 18, August 15, September 19, and October 17. <http://www.wheelsoftime.org/local-cruises-events/>

Saturday, June 13, 2015 :::: Fleetwood Show of Wheels

Location: Fleetwood Community Park, Park Road, Fleetwood, PA. Time: 8:30 AM to 3:00 PM. Rain or shine. Prices: \$10 pre-register. \$15 day of show. Info: Call Jim Long at (484) 575-8113 or email carshow@jblong.com.

Saturday, June 13, 2015 :::: Car Show at Faulkner Chevrolet

Location: Faulkner Chevrolet & Cadillac, 298 Stoke Park Rd, Bethlehem, PA 18017. Time: 9 AM to 3 PM. Rain or shine. Trophies in five categories. Free entry, Pre-register online at www.faulknermotors.com

Saturday, June 13, 2015 :::: Cruise Trexlertown Shopping Center

Location: Trexlertown Shopping Center, 7150 Hamilton Blvd, Trexlertown, PA 18087. Time: 5 PM to 8 PM. Weather permitting. All vehicles welcome. DJ Sensational Sounds. Host Mopar Madness www.moparmadness.org

Sunday, June 14, 2015 :::: Cruise Dairy Queen Quakertown

Location: Dairy Queen, 206 S Westend Blvd, Rt 309, Quakertown, PA 18951. Time: 4 PM to 7 PM. Price: \$1 donation per vehicle benefits the Children's Hospital of Philadelphia (CHoP) Info: Call George at (610) 395-1558.

Wednesday, June 17, 2015 :::: Cruise Queen City Diner Allentown

Location: Queen City Diner, 1801 Lehigh St, Allentown, PA 18103. Time: 5 PM to 8 PM. Rain date: Next Wed. Price: \$1 donation for Canine Partners for Life. Info: Call Linda at (484) 695-3698 or Smokey at (610) 333-6395.

Friday, June 19, 2015 :::: Cruise Crystal's Cafe

Location: Crystal's Cafe, 1730 PA-309, Quakertown, PA 18951. Time: 5 PM to 8 PM. All makes & models welcome. No Entry Fee. Food specials for cruisers. Info: Call Crystal at (610) 282-2903.

Saturday, June 20, 2015 :::: Palmerton Car Show

Location: Palmerton Borough Park, Delaware Avenue, Palmerton, PA 18071 Time: 10 AM to 3 PM. Rain or shine. Price: \$10 day of show. Host: Palmerton Pace-Makers. Info: pace-maker@juno.com

Saturday, June 20, 2015 :::: Hay Creek Classic & Veterans Car Show

Location: Joanna Furnace, Furnace Rd, Morgantown, PA 19543. (3 miles north of Morgantown, PA on Route 10 – turn at Furnace Road). All classic, antique, military, hot rods, and motorcycles welcome. Time: 7 AM to 3 PM. Price: Pre-Reg. \$15, Day of show \$20. Info: Mark Zerr mzerr@haycreek.org or (610) 286-0388.

Saturday, June 20, 2015 :::: Haldeman Ford Car Show

Location: Haldeman Ford, Rt. 222, 15465 Kutztown Rd, Kutztown, PA 19530. Time: 9 AM to 1 PM. Rain or shine. Open to all years, makes and models of cars, trucks and motorcycles. Day of event registration fee: \$10.00 per vehicle. Event Surface: Blacktop. Contact Teresa Glahn at (610) 914-3426 or teresa@bcmcci.com. Website: www.bcmcci.com

(Continued on page 12)

Lots of Local Events (continued)

Sunday, June 21, 2015 :: Silver Creek Father's Day Car Show

Location: Silver Creek Athletic Association, 2943 Route 212, Springtown, PA 18081. Time: 9 AM to 3 PM. Gates open at 8 AM. Rain or shine. Prices: \$8 pre-register. \$10 day of show. Flea market tables also available. Call (610) 346-6840 or email SilverCreekAA@verizon.net or visit www.silvercreekathleticassociation.org

Sunday, June 21, 2015 :: Father's Day Hot Rods 'n Hot Dogs

Location: Salem Bible Church, 8031 Salem Bible Church Rd, Macungie, PA. Time: 12 PM to 3 PM. 10:30 AM Special Service; Music; Food; Cars and cycles welcome. Info: Call Jim at (484) 239-4124 or email stephensdolphin@aol.com

Sunday, June 21, 2015 :: Cruise Big Woody's Pizza Bethlehem

Location: Big Woody's Pizza & Sports Bar, 2625 Easton Ave., Bethlehem, PA. Time: 5:30 PM to 8:30 PM. Door Prizes; 50/50; Benefits "Camelot House for Children" & Wounded Warriors. Host: Blue Mountain Classics; Info: Donna at (610) 625-0851

Friday, June 26, 2015 :: Cruise Night at Lucky Strokes Golf

Location: 7200 Airport Road, Bath, PA 18014. Time: 5:30 PM to 8:30 PM. Price: No price listed. Donations accepted for Camelot House. Door prizes, 50/50, silent auction, food. Contact Debbie at (610) 360-2632 or Dick at (610) 216-3510. www.lehighvalleycruisers.com

Saturday, July 4, 2015 :: Show and Shine in the Park

Location: Fleetwood Community Park, West Main Street, Fleetwood, PA 19522. Time: 9 AM to 3 PM. Price: \$10. The Hawk Mt. Early Ford V-8 Club hosts a non-judging car show at the Fleetwood Community Park each year on the 4th of July. The show is open to all makes and models, street rods, antiques, trucks, projects. Contact info: Phone: (717) - 336 - 2735. Email: annamaes@windstream.net

Sunday, July 12, 2015 :: New Holland Antique Car, Gas Engine & Tractor Show

Location: New Holland Community Park. Time: 9 AM to 3:30 PM. Judged show. Includes Corvair class. Judged show. You must pre-register for this event by Noon on Saturday, July 11. Price: \$15. Send \$15 check payable to N.H.Car Show to New Holland Band, 331E. Main Street, New Holland, PA 17557.

Saturday, August 15, 2015 :: The Great Phillipsburg Auto Show

Yes, August! We're putting this on our calendar now because the Show Chairman is our very own Ron Peles! Location: St. Philip & St. James School, Roseberry Street, Phillipsburg, NJ. Time: 8 AM to 3 PM. Rain date: 08/16/2015. Show cars will be on the grass. We will have a flea market and food. Ron has declared this show WILL have a Corvair class! Contact: Ron Peles (908) 479-1218 rpeles@embarqmail.com Additional info: www.kofccouncil474.com



Next LVCC Meeting: Weds, May 27 2015

Time 7:30 PM. Place: LANTA Community Center, 2nd Floor Meeting Room, 1060 Lehigh Street, Allentown, PA 18103. Latitude : 40.587607 | Longitude : -75.474405. Feel free to bring a guest.

Mail Dues to:

Lehigh Valley Corvair Club
c/o Richard Weidner
2304 Main Street
Northampton, PA 18067

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