



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

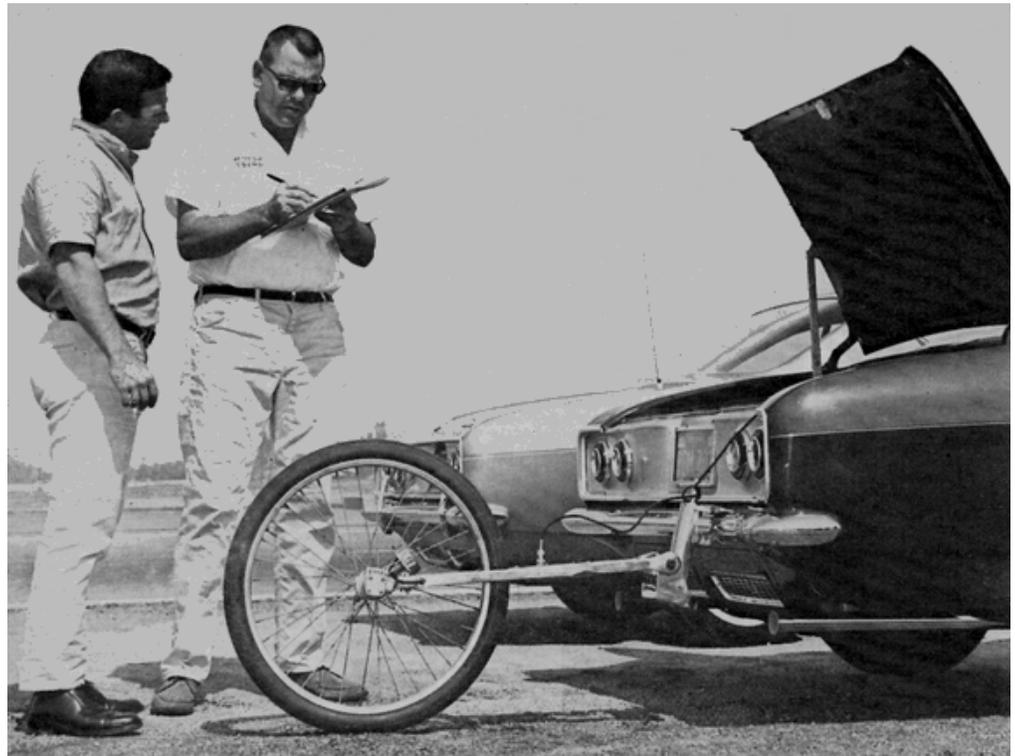
JUNE 2015

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

ESTABLISHED 1976

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Next LVCC Meeting: Weds, June 24 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. 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.

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.

It'll Buff Out... by Tom Hughes

NECC Time Trials at New York Safety Track

Tom Hughes has been doing track events with NECC for several years. His '63 102 hp Monza coupe was a familiar sight at NECC time trials, but recently he has been driving his '68 4-speed Corvair 500, "Glinda". Here is his report on the recent NECC Time Trials at New York Safety Track.

I'm headed into Turn 18 – the left-hander before the long, uphill straight. My brain has convinced my body that this time I could drive a little deeper and accelerate a little sooner. I waited a split second too long before coming off the gas, so I was at the turn-in cone before I'd suitably whoa'd the car.

I cranked the wheel to the left, and the tires squealed in objection as I tried to get the front end close to the apex cone. Right then I felt the rear of the car start to slide out. I'd overcooked it.

I spun the steering wheel to the right to try and catch the spin. The car went into the grass at about a thirty degree angle to the track. After taking out a two-foot high sign, I finally got the car pointed straight.

Rather than going back on-track, I bounced through the lawn to the nearby pit entrance to get the car checked. As I passed a spectator, he yelled out, "Get that guy a new pair of shorts."

Such was my one and only four wheel foray into the agricultural side of this NECC high-speed driving event, but I'm getting ahead of myself.

* * *

Getting to the Host Hotel. To begin at the beginning, my wonderful weekend started with a Friday afternoon drive to Cobleskill, NY that, thanks to construction and idiot drivers, took over six-and-a-half hours. My 'Vair-buddy Jonathan Kendig and I caravanned up there and we rolled into the hotel's parking lot right around 6:30 PM.

Hoping to find a tech inspector to check out our cars, we soon found out they'd gone inside to get ready for dinner. So we checked in, dumped our luggage in our room, and headed to the lobby where a dozen or so Corvair folks awaited the supper call. All of us then trooped past the pool, through the restaurant and bar, and into the attached bowling alley (it was the only space they had that could accommodate all of us for the meal). A lively time of good food, great beer and even better conversation ensued.

* * *

Early Morning Prep. The next morning, a six AM alarm and rain greeted us. Weather.com assured us the day would not be a washout and we'd be seeing zero percent precipitation by 9 AM.

We made the forty-five minute drive to the track over bumpy New York back roads and parked in the paddock behind a guy backing his Maserati BiTurbo out of a trailer. We then got our cars inspected with both passing – although Jonathan's required a replacement light bulb to get both brake lights to come on.

After sitting through the efficiently-run driver's meeting where it was announced there'd be three hot laps, rather than two, I checked the lists posted on the wall and discovered I had been placed in Group B for the initial track session. That gave me time to mooch a couple donuts from Jonathan, grab my video camera, and stroll through the paddock to record all the participating vehicles.

* * *

Group Practice Sessions. Finally, the call went out for Group B drivers to get lined up. I climbed into Glinda, put on my helmet, and buckled up. Glinda's engine fired

right up and we rolled through the paddock to take our place near the track entrance.

At roughly twenty second intervals the cars were sent out onto the track for a couple low-speed yellow flag laps. Once the yellow flags were stowed by the corner workers, we could run at speed. This first session was for learning the track, not for pushing our cars hard, and the twenty minutes had flown by when the checkered flags started flying to get us off the track so the last group could go on.

* * *

Movin' On Up! After Group C had their turn, it was open track for everyone, and I wasted no time getting back out. I have no idea how many 2.1 mile laps I put in before the lunchtime shut-down at noon.

During my time on the track, I experienced something new - turning laps faster than other cars. This was hap-

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NECC Track Day at New York Safety Track

Twenty-five drivers, including Tom Hughes, registered for the NECC track day at NYST.



Glinda, Tom Hughes' 1968 Corvair 500.



Loyal NECC customer David Burnham's Maserati.



Dan Schmidt & Brian O'Neill drove this red Monza.



Ray Zabinski's home-built turbo kit on '77 Chevette.



Bruce Carlton's 3.1 liter Corvair is for sale.



Glinda, Tom Hughes' 1968 Corvair 500.

pening even though the engine was still not pulling hard at high rpm. So, even though I couldn't top 70 on the long straight, I was making up for that on the rest of the track.

The way the circuit is setup – a very long, uphill front stretch followed by mostly downhill and level turns – masked the lack of power, and Glinda was handling exceptionally well – great grip getting me through the turns and brakes that would test the strength of my five-point harness. I guess my reign as the keeper of the STD (slow time of the day) has come to an end.

* * *

Lunch Time “Hay Ride”. During the lunch hour, one of the track operators took us on an informative tour of the track. A bunch of the drivers piled into an open trailer and we were slowly towed around the circuit. At each turn, the guy thoroughly explained how we should be driving through that corner. He really tried to impress upon us that taking straight lines was far faster than swooping (making the turn longer by rounding it off). He liked the word “swooping” using it at least ten times, but it got my attention.

After lunch there was about an hour more free track time during which I tried hard to remember all the instructions I'd been given during the trailer ride and felt like I was really pushing the car. It was during this session the aforementioned agricultural adventure took place. Thankfully Glinda survived that folly undamaged.

* * *

Timed Laps. Here's How It's Done!

We were flagged off the track around two PM so the timed laps could begin. I took a short break to let the tires and me cool down before getting in line for my turn. Even though I try to tell myself to just drive the timed laps like I'd driven the practice ones, there's still a little more adrenaline flowing when I know I'm under the clock.

When it was my turn to be one of the two cars on track – my heart rate was up a bit as I took the warm-up lap. In third gear and trying to maximize my straightaway speed, I did my best to nail Turn 18 and then kept the pedal to the metal shifting into fourth as the tach showed 4000 rpm.

Then, just past the one-hundred foot

marker, I stomped on the brakes, shifted into third, let off the brake, and immediately steered left to negotiate Turn 1.

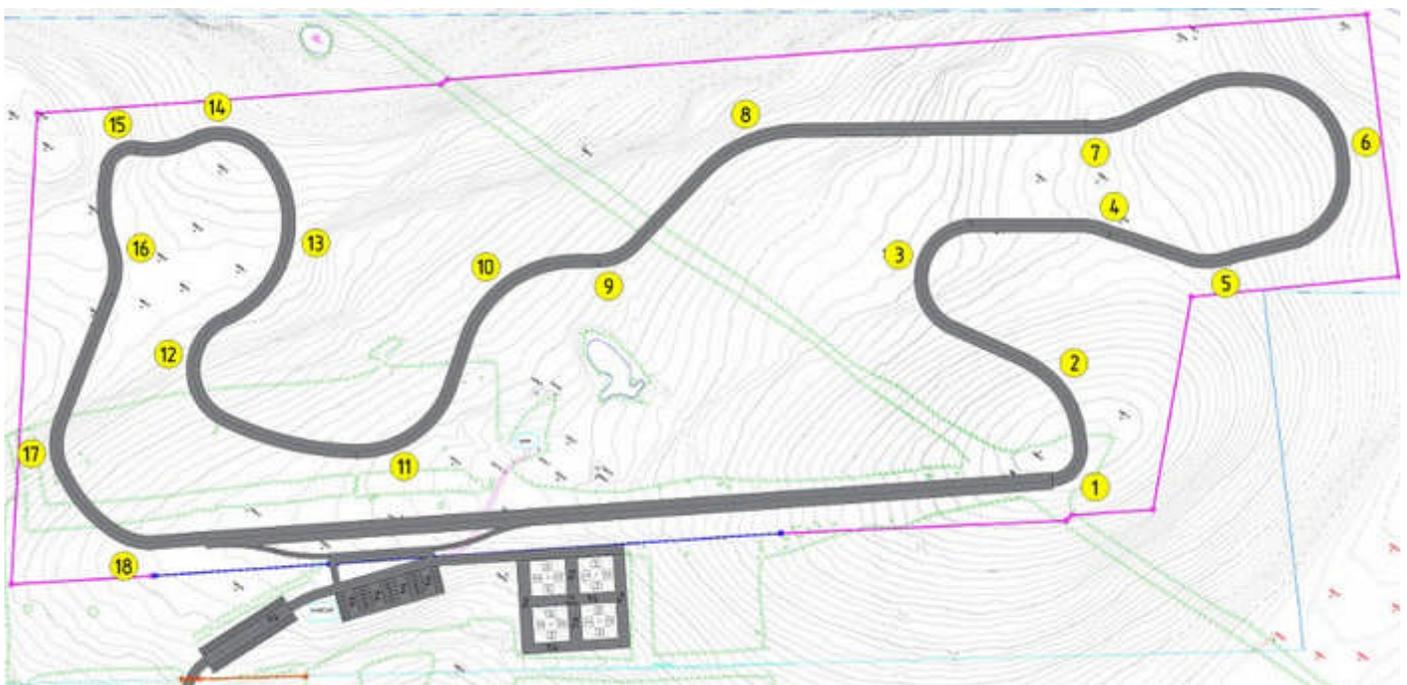
At the apex cone, I was hard on the gas, aimed straight for the apex of Turn 2 and then making a beeline for the drift-out cone on the track's right edge. I waited a little too long to nail the brakes prior to the first of the two Turn 3 apexes, so I drifted out a little too far adding precious time to my lap.

Hard on the gas I carved past the second apex marker and drifted out to the left edge of the track. Turn 4 isn't anything more than a slight kink, but Turn 5 is the first of two turns that are basically one sweeping hairpin.

Aimed right at the turn-in cone, I got on the brakes and turned left. Once I hit the apex for 5, I floored it through 6 and up a slight hill shifting into fourth as I crested at the Turn 7 slight right hander.

I was still WOT through Turn 8, but let off the gas as I neared the turn-in for Turn 9. Trying to keep to the right af-

(Continued on page 6)



New York Safety Track Circuit, Harpersfield, NY. This is where the Northeast Corvair Council held its track day on Saturday, June 6. Turn numbers shown in this diagram match those in Tom Hughes' article above.

Open House at the Corvair Ranch

Dick Weidner, Fred Scherzer, and Jerry Moyer attended Jeff Stonesifer's Open House at the Corvair Ranch in Gettysburg. Sponsored by the Central Pennsylvania Corvair Club. Look at all those used parts!



ter passing 9's apex, I shifted back into third, nailed the gas, and headed for the Turn 10 apex.

For me, it took some fortitude, but I kept the hammer down through 11 and headed straight for 12's turn-in cone. Hard on the brakes—almost to the point of lock-up - before going through the long, tight right-hander.

Following instruction, just at 12's apex I went WOT and turned the wheel from right to left to head straight for the apex of 13. After which I was again hard on the brakes to negotiate 14 which, for me, felt like the slowest corner on the track.

Coasting through a slight right-hander I then floored it as I passed the apex of Turn 15, drifting dangerously close to the gravel as I began my favorite section of the track. If I could come out of 15 correctly, the beginning of 16's ess-turn could almost be taken straight and the left-hander that completes the turn has just enough camber for carving hard through it.

Turn 17 is just a flick to the right, but 18 needed my full attention to have the most momentum to battle the runway-length main stretch.

As I mentioned, Turn 3 stole time from lap number one, and it was Turn 12 that bit me on the second lap. I pushed too hard and couldn't make the apex which ruined my entrance into 13. At that point I was grateful for that additional hot lap which I ended up running mistake-free. I did, however, ease through that last turn not wanting to ruin the otherwise good lap.

As I'd expected, my lowest time came on my last hot lap – 2:03.85. While that wasn't good enough to beat the other car in my class – the ALWAYS fast Brett Aston – it did put me right in the middle of the eighteen timed drivers. I even came out ahead of some more powerful cars [some 140 HP Corvairs and some higher-rated water-pumpers (non-Corvairs)].

* * *

Cool Down Aftermath. After everyone had their chances to race against the clock, it was open track again, and I took full advantage of it. I must've done at least another dozen laps when a basically empty gas tank forced me to head for the paddock. I'm sure the huge smile was still on my face as I was hooking Glinda back up to the truck.

Dinner at a local Italian restaurant and the nightcap in hotel's bar were made better by great conversation. I'm trying to figure out if there's any way I can make it to the next event – New Jersey Motorsports Park – in August.

Thankfully, the drive home Sunday morning was basically traffic-free and totally uneventful for both Jonathan and I – a good way to end a great weekend.

By the way, the title of this missive – It'll Buff Out – came about when the lovely Loriann saw the scuffs on Glinda's right side - incurred when I'd taken out the off-track sign. Oh yeah, one other thing. The tools never came out of the bag the entire weekend - TYL.

Tom Hughes

LVCC MEMBERS GO TO THE RANCH!

LVCC members Fred Scherzer, Jerry Moyer, and Dick Weidner went to the Corvair Ranch Open House on May 17 2015.

This bi-annual event, sponsored by the Central Pennsylvania Corvair Club, is always well-attended and a real treat for anybody who is into Corvairs.

The Ranch is located outside of Gettysburg, PA and provides new & used parts, full mechanical service, remanufactured engines, body & interior restorations and more. If you have never been there, you owe yourself a trip to see it!

You can reach Jeff Stonesifer, the proprietor, at corvairranch@embarqmail.com. Or for further information, visit the Corvair Ranch website at <http://www.corvairranch.com>

CALL FOR CORVAIRS

Here is a message from Ken Schiffner of the our neighboring club to the east, the New Jersey Association of Corvair Enthusiasts.

You may have heard that we are trying to get nine Corvairs at the Vintage Automobile Museum in Point Pleasant, NJ for a display. The display would run from the week after Clark's to about the last week in November. That is about September 15th until November 30th.

I'm trying to get 3-4 Corvairs from NJACE. The southern NJ club hopefully will supply 3-4 vehicles. Would your club possibly want to supply at least one?

This is an indoor, secured location. Good public exposure. Supports the museum. A way to store the vehicle at least for a few months.

If there is any interest, please let me know. Decisions need to be made soon.

Thanks!
Ken Schiffner

MAY LVCC MEETING NOTES

We had a good meeting on May 24. Attendees included Larry Lewis, Allan Lacki, Jerry Moyer, Scott Oberholzer, Fred Scherzer, Dennis Stamm and Dick Weidner.

President Dennis Stamm brought the meeting to order. Dick Weidner read the April minutes and presented the

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Pre-Registration Forms

Here are pre-registration forms for Das Awkscht Fescht and the New Holland Band show. Both events have Corvair classes and both require show cars to be pre-registered. Clip & mail.

SUNDAY

AUGUST 2, 2015

Pre-Registration Form Only - No Day of Show Registration

Post Mark Deadline: July 1, 2015
NEED NOT BE A CLUB MEMBER

USE GATE #1 ONLY

NEW ADDRESS: YES NO
(TYPE OR BLOCK PRINT, PLEASE)

OFFICIAL USE ONLY	
F.S.	<input type="text"/>
S.	<input type="text"/>
S.S.	<input type="text"/>

NAME _____ MAKE _____ YEAR _____

STREET _____ MODEL _____

TOWN _____ BODY STYLE _____

STATE _____ ZIP _____ +4 _____ CLUB NUMBER _____

PHONE/AREA CODE (_____) _____ Sunday

Make checks or money order only, payable to: Das Awkscht Fescht Pre-Registration thru December 31, 2014: \$12.00 per car ___ No Refunds

Mail to: Box 127, Macungie, PA 18062-0127 Sun. Pre-Registration Jan. 2 thru July 1, 2015: \$15.00 per car ___ No Refunds

PLEASE DUPLICATE THIS FORM FOR ADDITIONAL VEHICLES. ONLY ONE TENT PER CLUB ALLOWED

WHICH CLUB ARE YOU ENTERING - BY NUMBER FOUR (4) PERSONS PER VEHICLE

CHECK PAGE 4 FOR INFORMATION

No Street Rods - No Street Machines - Custom or Modified

Limited to 1300 Entries

- | | | | |
|------------------------|-----------------------------------|---|------------------------------|
| 1 - Chrysler Products | 10 - Early Ford V-8 | 18 - Franklin | 27 - Mustang |
| 2 - Chevrolet | 10A - Ford | 19 - Hudson | 28 - Rolls Royce |
| 3 - Pontiac | 11 - Model A Ford | 20 - Dodge & Graham | 29 - Foreign Cars |
| 4 - Corvette | 12 - Thunderbird | 21 - Edsel, Mercury, Lincoln | 30 - All 1927 & Earlier Cars |
| 5 - Studebaker, Avanti | 13 - Willys | 22 - Checker | 31 - Oakland |
| 6 - Corvair | 14 - Nash & Rambler | 23 - Nat. Woodie Club | 32 - Crosley |
| 7 - Metropolitan | 15 - Chev. Nomads, Pontiac Safari | 24 - Ford Falcon, Fairlane | 33 - Mercedes Benz |
| 8 - Buick | 16 - Auburn, Cord, Duesenberg | 25 - Kaiser, Frazer, Henry J., AllState, Darrin | 34 - Oldsmobile |
| 9 - Cadillac & LaSalle | 17 - Shelby Mustang | 26 - Packard | |

REGISTRATION BY ONTELAUNEE CAR CLUB, PARKING BY THE INDIVIDUAL CLUBS.

All units registered must be on showfield to receive Participation Award.

FOR CONFIRMATION, PLEASE SUPPLY SELF-ADDRESSED, STAMPED ENVELOPE WITH REGISTRATION



**New Holland Antique Car
Gas Engine & Tractor Show
JULY 12, 2015
*****34th Annual*******

YOU MUST PRE-REGISTER BY NOON ON SAT. JULY 11TH TO BE A SHOW PARTICIPANT.

-----DETACH-----

CHECKS PAYABLE TO N.H. CAR SHOW, PRE-REGISTRATION FEE \$15.00
MAIL TO NEW HOLLAND CAR SHOW, 331 E. MAIN STREET, NEW HOLLAND PA 17557
THE SHOW COMMITTEE RESERVES THE RIGHT TO SPLIT OR COMBINE CLASSES

NAME _____ STREET _____
CITY & STATE _____ ZIP _____ TELEPHONE () _____
MAKE _____ MODEL _____ YEAR _____ CLASS# _____
WILL YOU HELP JUDGE YES _____ NO _____ IF YES, WHICH CLASS# _____

LVCC treasury report. Expenses for the month amounted to \$29.76 for newsletter copies and postage. The club currently has \$1,296.87. The minutes and treasury report were approved unanimously.

Scott Oberholzer brought his collection of HO-scale Corvairs, including earlies, lates, and forward control Corvairs. He even has one that's dressed-up like a Yenko Stinger!

These little models are cast in resin and are being sold by MEV Originals. They can be used as static displays or bodies for Aurora Thunderjet slot racing cars.

MEV Original's offerings aren't limited to Corvairs. They offer a wide array of miniature American and European street and racing cars, ranging from 1953 Packards to C-Type Jaguars. The detail is quite good, especially considering that they are proportioned to fit over the Aurora Thunderjet motors. They are far more realistic than some of the original Aurora bodies.

Mike Vitale, proprietor of MV Originals, hand-crafts all the molds. If you are into HO-scale slot car racing, you need to visit his website at <http://www.tjets.com/>

Dick Weidner also brought in a collection of miniature Corvairs - - tin-types in particular. They included Greenbriers and Rampsides. Two of them are decorated as Coca-Cola trucks and are very collectible.

Last month's newsletter included a how-to article by NJACE member Ken Schiffner. It described how to make an adjustable throttle rod for Corvair carburetors. Dick decided to make one of his own and he passed it around at the meeting.

Leaky Powerglide cables were the topic of this meeting's technical discussion. Dick brought in a cable he modified by adding an O-ring, which prevents trans fluid from leaking where the cable end screws into the Powerglide case. Fred Scherzer described an alternate method that has worked for him. Slit a tight-fitting hose over the cable end and fixed it in place with RTV and cable ties. Fred says it works!

During this discussion, Dick reminded everyone that Powerglide cables came in three different lengths. The shortest ones were installed on early coupes and sedans. The ones installed in late Corvair passenger cars were six inches longer. The ones installed in Forward Control Corvairs are 20 inches longer.

There was also a short discussion on Corvair Posi-Traction differentials. Fred described some of the changes GM made to posi units during the 1960s. Depending on the design and the additive, posi-units tend to chatter around turns. The original additive was based on whale oil, but that was abandoned many years ago.

RETURN OF THE RAMPSIDE?

By now, you may have noticed one or more RAM ProMaster cargo vans on the streets where you live. Based loosely on the Italian Fiat Ducato van, they have two important features: front wheel drive and a low-profile ladder-type chassis. In effect, they are like a Forward Control Corvair in reverse! Although they are currently only available as vans here in the USA, they are also available with pickup truck bodies manufactured by Procar in Europe. Can a Rampside version be far behind?

REMINDER!

Join LVCC on Sunday, August 2, for Club Day at Das Awkscht Fescht. But be sure to pre-register by July 1st! Day of show registration is not available. See page 7 for the registration form.



FIAT Ducato cab-chassis truck with low-profile pickup body by Procar. All it needs is a side ramp!

Mail Dues to:

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

LVCC Club Officers:

President: Dennis Stamm Phone: (610) 926-4723 Email: dmstamm at comcast dot net
Vice Pres: Fred Scherzer Phone: (215) 234-4458 Email: jukeboxman at comcast.net
Secr-Treasurer: Richard Weidner. Phone: (610) 502-1414 Email: rcwvair at rcn dot com
Newsletter Editor: Allan Lacki. Phone: (610) 927-1583 Email: redbat01 at verizon dot net



Warren Council #474 Presents:

The Great Phillipsburg Auto Show

Saturday August 15th, 2015

8:00 am - 3:00 pm

(Rain date August 16th, 2015)

**INCLUDES
CORVAIR
CLASS**

On the Grounds of St. Philip & St. James School
Roseberry Street, Phillipsburg, New Jersey

All Proceeds Benefit GRANDMA'S HOUSE

*A home for women homeless and pregnant
A Project of Life Choices, a 501(c)(3)
Charitable Organization
(Registration not tax-deductible)*



REGISTRATION INFORMATION CONTACT:

Ron Peles Show Chairman (908) 479-1218
ronaldpeleslaw@gmail.com

WEB SITE: www.kofccouncil474.com for additional information

SHOW FEATURES

*Express Day of Show Registration, Goodie Bags, Door Prizes, Awards
Family Entertainment, Delicious Food*

FAMILY FUN FOR ALL

- All Preregistration ends August 1, 2015
- SHOW CARS Pre-registration \$10, Day of Show \$15
- CAR CORRAL Pre-registration \$10, Day of Show \$15
- FLEA MARKET Pre-registration \$10, Day of Show \$15 (Must Exhibit NJ Sales Tax No.)
- SPECTATORS Day of Show: \$5 Per Car, includes parking, \$2 per person on foot

Flea Market Spaces are 10' x 15, (no reserved spots)



Here is a flyer for the car show that is being arranged by LVCC Member Ron Peles. Phillipsburg, NJ is a quick ride from the Lehigh Valley. It includes a Corvair Class, so come on out and show your Corvair!



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.

Lots of Local Events!

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

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 :::: Skippack Continental Car Show

Location: Skippack Village, Skippack, PA Time: 11 AM to 5 PM. Price: Pre-register \$15. Day of show \$18. Rain date: Sunday, June 28. Event description: A beautiful display of cool cars throughout the village. Members of the Philadelphia Corvair Association will be showing their cars at this event. Contact: (610) 584-6004. Website: <http://www.iloveskipack.com/2011/05/31/skipack-car-show/>

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

Tues - Sat, June 23 - 27, 2015 :::: CORSA Convention, Knoxville, Tennessee

Host Hotel Location: Knoxville Marriott, 501 East Hill Ave Knoxville, TN 37915. Featuring a complete array of activities including concours d' elegance, car display, autocross, rally, economy run, model car contest, valve cover racing and CORSA group meetings. Ala carte prices based on registration. LVCC is a CORSA chapter. Visit <http://www.corvair.org/2015convention/> for complete information.

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

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Lots of Local Events (continued)

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

Saturday July 11, 2015 :::: Cruise Night at Harleysville Walmart

Location: Walmart, 651 Main St, Harleysville, PA 19438. Time: 2 PM to 8 PM. Members of the Philadelphia Corvair Association will be showing their cars at this event.

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.

Sunday, July 12, 2015 :::: Road Angels of Doylestown Street Rod Club Show & Shine

Location: Moravian Tile Works Grounds, Route 313 & Cold Spring Creamery Road, Doylestown, PA 18901. Time: 9:00 AM to 3:30 PM. Price: Pre-registered \$14. Day of Show \$20. Event description: All street rods, customs, muscle cars, trucks, classics & antiques 30 years old or older are welcome. Door prizes and cash prizes will be awarded. Contact info: Phone: (215) 622-5449. Registration form: <http://roadangelsdoylestown.com/RARodReg2015.pdf>

Sunday, July 12, 2015 :::: Leave Cystic Fibrosis in Our Dust Car Show

Location: Bethlehem Steel Stacks, 101 Founders Way, Bethlehem, PA 18018. Time: 11 AM to 4 PM. Prices: Pre-register before June 1 for \$15. Day of show: \$20. Event description: All cars welcome. All proceeds go directly to the Cystic Fibrosis Foundation. <https://www.cfcarshow.com/>

July 31 through August 2, 2015 :::: Das Awkscht Fescht in Macungie PA

Location: Macungie Memorial Park, 50 N. Poplar Street, Macungie, PA 18062. Time: 7:30 AM to 4:30 PM. Event description: Cars, flea market, arts and crafts, music, and entertainment for the entire family at beautiful Macungie Memorial Park near Allentown. On Sunday LVCC participates in Club Day featuring 34 marque car clubs.. You must pre-register before July 1 to enter the show! Registration forms and pricing are available at <http://www.awkscht.com/>

Saturday, August 8, 2015 :::: All Corvair Show in New Castle DE

Location: New Castle Moose Lodge, 621 S. Dupont Hwy, New Castle, DE 19720. Time: 9:00 AM to 3:30 PM. Price: Price: Not listed. Lunch provided with registration. Hosted by First State Corvair Club. Contact by phone: (302) 377-5268. Email: slinkslot@verizon.net

Monday, August 10, 2015 :::: High Performance Driving with Northeast Corvair Council (NECC)

Location: New Jersey Motorsports Park, 8000 Dividing Creek Rd, Millville, NJ 08332. High performance driving event with group practice sessions, open track, and timed laps. Lehigh Valley Corvair Club is a member of NECC. Complete details at www.neccmotorsports.com.

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

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

Saturday, September 12, 2015 :::: Corvair Days in Hershey PA

Location: AACA Museum, 161 Museum Drive, Hershey, PA 17033. Time: 8 AM to 4 PM. Hosted by Central Pennsylvania Corvair Club. Event description: The day will begin with a road rally, scavenger hunt in the museum, and people's choice car show. We will raffle off \$100 gift, plus door prizes, and 50/50 drawing. Registration includes admission to the museum and a food voucher. Contact by phone: (717) 991-7341 Email: earlzgames@comcast.net

LVCC Classified Ads!

FOR SALE: 1965 Corvair 500 Coupe. 110 hp engine. Powerglide. 45,156 original miles. Good solid car; no dents, no rust. 14 inch Rally wheels, Pioneer stereo with CD player, Legacy 400 watt speakers. \$6,495 or best offer. Will deliver in 75 mile radius of Mohrsville, PA. Being offered by LVCC President Dennis Stamm. Call (610) 926-4723 (home) or (484) 336-3466 (cell) or email dmstamm@comcast.net



FOR SALE: Bob Marlow is having a two-day Corvair "Pack Rat Sale" on Saturday and Sunday, July 11 & 12, 2015. Location: 223 Hamden Road, Annandale, NJ 08801. Bob writes, "On Saturday and Sunday, July 11 & 12, 2015, come to my 1400-sq-ft stone barn in Annandale and pick from among the parts I have accumulated over the past 40+ years. No truly rare or exotic pieces, no quick steering boxes, no AM-FM radios, but among the many tons of used parts are several NOS gems and quite a few desirable items. Cheap prices!" For further information, contact Bob Marlow by way of email at rwmarlow@comcast.net

FOR SALE: 1962 Corvair 700 Station Wagon. 102 horsepower 4 speed, 23,000 miles, all original, unrestored but refurbished in 2000. Certified by the AACA for "Historical Preservation of Original Features (HPOF). Engine and trans resealed, door edge guards, all new metal brake lines, new fawn carpeting and engine cover. Many additional features. Runs and drives like new, does not smoke or use oil. Quick shifter. A real turn key and drive vehicle. \$13,900 or best offer. Call Fred Scherzer at 484-948-5142. Email: jukeboxman@comcast.net



FOR SALE: Set of 4 1964-66 13 inch Chevrolet factory wire wheel covers for Corvair and Chevy II. Minor curb rash on one, but otherwise in very nice condition. Photos available on request. \$100 for the full set. Will deliver within 25 miles of Reading, PA. Allan Lacki. Phone: (610) 927-1583. Email redbat01@verizon.net

FOR SALE: I have a 1962 4 door automatic Corvair that last ran in 1995. This Corvair needs a lot of work. Would any of your members be interested? I don't have time to do the work. It would be a good project or parts car. Please let me know. George Myers. Phone (610) 216-0510. Email: geomyers11@gmail.com

FOR SALE: 1968 Corvair Coupe. \$1,675. I am selling my Corvair due to health problems. It is not finished but it is in running condition and has many new items, including new carpet, new window felts, new door rubbers, new hood and trunk rubber, new shocks, new rear suspension bushings, rebuilt Clarks carburetors, and more. I am a dealer mechanic by trade and I did all the work. Klinefeltersville, PA (near Myerstown). Call (717) 644-4561.

