



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

NOVEMBER 2015

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

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Next LVCC Meeting: Weds. Jan. 27, 2016

Time 7:30 PM. Place: Lehigh and Northampton Transportation Authority Headquarters (LANta), 2nd Floor Meeting Room, 1060 Lehigh Street, Allentown, PA 18103. Latitude : 40.587607 | Longitude : -75.474405. 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. For details, email our newsletter editor, Allan Lacki, at redbat01@verizon.net.

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 dues are \$10 a year for CORSA members or \$15 a year for non-CORSA members. Make your check payable to Richard C. Weidner, LVCC Treasurer, and send it to his address at 2304 Main Street Northampton, PA 18067.

Corvairs Show Off at Vargo Dragway!

Four-hundred plus cars were on display at the 18th Annual Vargo Dragway Reunion show, including Corvairs owned by Larry Lewis, Al Lacki, Dave Smith, Dave Stein, Phil Levering, Joan Eberhardt, and a couple of other owners not affiliated with LVCC or PCA. It was a spectacular event and a great way to end the 2015 car show season!

LVCC member Rich Greene left his Corvair at home this time but brought his Canadian-built 1966 Malibu SS, replete with big-block engine. Likewise, PCA member Jeff Marvill showed his '32 Oldsmobile hot rod instead of his '64 Spyder. Both are extraordinarily nice cars.

In my humble opinion, the most interesting car at the show was Joan Eberhardt's Corvair-powered Cord 8/10; a replica of the iconic 1936 Cord 810 designed by Gordon Buehrig. Only a few of these replicas were built in the 1960s by Glenn Pray who owned the Cord trademark and a warehouse full of Duesenberg - Auburn - Cord parts at that time.

The Cord 8/10 replicas featured bodies body made from U.S. Rubber's "Expanded Royalite" thermoplastic material, consisting of two sheets of ABS plastic with a layer of ABS foam sandwiched in between. The new material was light, strong, and by U.S. Rubber's calculations, significantly cheaper to tool than steel. Gordon Buehrig, the designer of the original Cord 810, developed the clay model for Glenn Pray's down-sized 8/10 replica, so the proportions are near-perfect. The Corvair "Uni-Pack" power train was chosen because it enabled Pray an easy way to equip his cars with front wheel drive, just like the original Cords.

However, there was plenty of additional eye candy at the show. With 400 cars how could there not be? The entrants ranged from 1950s-style twin-engine rails to a humble but attractive Morris

Minor. Hot rods of all kinds were in abundance, but there were plenty of sleek factory-showroom cars, including a luscious '59 Mercury Park Lane and '59 Pontiac Bonneville, both with outlandish but very attractive styling.

A pure-stock Rambler Rebel was on the show field, too, but alas, it was a 1958 rather than a 1957. The '57 Rebels featured a high-performance 327 CID V8 with a four-barrel carb, solid lifters, dual exhaust and heavy duty suspension. Capable of accelerating from 0 to 60 mph in just 7.5 seconds, the '57s were reported to be the fastest American stock sedans on the market. But unfortunately, in 1958, the Rebel name was slapped onto any V8 Rambler, and by all appearances, the Rebel on display at the show was just a run-of-the-mill low-horsepower version. In 1958, Rambler decided to downplay the performance market and concentrate on economy cars. Nevertheless, it was good to see something different, and a 1958 Rambler Rebel is certainly that!

This year's Vargo show again benefited Troop 610 of the Boy Scouts of America and the Bedminster Regional Land Conservancy. AGA Farms, the site of Vargo Dragway, is now protected from development and preserved by Bucks County. It consists of 100 acres of farm land, but remnants of the old drag strip remain intact. It's been a long time since any drag races have taken place there, but the each year people come to relive their glory days by showing their cars at Vargo.

The Scouts were busy all day, directing traffic, selling food, and doing other jobs on the show field. In return, they had the privilege - or perhaps the chore - of doing the judging. The technique was very simple. They selected the cars they liked best for whatever reasons suited them at the moment. (The same can be said for any show where judging is by People's Choice). And with such a large field of cars, it

would have been impossible for them to do anything more scientific. Approximately fifty trophies were given out at the end of the show. The Corvairs of Lacki, Levering and Marvill were among the winners. Boy Scouts must like Corvairs!

PA Supreme Court Decides Fate of Vargo, April 23, 1969.

Our own Bob Weideman is also the newsletter editor for the Philadelphia Corvair Association. He originally prepared the following article for the November PCA newsletter. It is reprinted here with his permission.

So many racing tracks fall victim to community pressure. Here is the story of the Vargo Dragway.

All information quoted below is pulled from the Opinion by Justice Benjamin R. Jones.

In January 1969, the Bedminster Township v. Vargo Dragway, Inc. et. al. court case was escalated to the Pennsylvania Supreme Court. Bedminster Township argued that the dragway was a public nuisance:

The noise made by the revving up of the vehicles and during the time tests themselves is "somewhat analogous to an operating chain saw", almost "jet-like explosions", a "complete shattering noise", but no matter how described, has the effect of limiting the enjoyment of persons not only living in the immediate community, but at least a mile therefrom... The resonance and intensity of the sound is such that it can be heard at a distance of three miles from the drag strip... At homes approximately a mile from the drag strip the noise is such as to make it impossible to carry on a conversation

Vargo Dragway Reunion Show. November 14, 2015.



Larry Lewis' 1964 Spyder.



Early birds got the choice parking spaces!



Phil Levering brought his '62 Monza out of storage.



Joan Eberhardt's 1966 Corvair-based Cord 8/10.



Al Lacki arrived late but got a spot by an aisle.



Brad Aug's '65 convertible and Larry Lewis's '64 Spyder.

in a normal tone of voice, to prevent the enjoyment of out-of-doors activities, to listen to television programs without turning on the sound at high volume, to cause windows to rattle, and is disturbing to cattle...In the immediate area of the race track the residents are required to close their windows in order that reasonable quiet may prevail in their homes...At the Presbyterian Church of Deep Run, located on Elephant Road approximately two miles from the track, the noise of the cars going to the track disturbs church services...During that time on Sundays when the track is in operation, there is a great increase in traffic on the roads and highways approaching the track.

The owners of Vargo and its many supporters saw the dragway as more than just a raceway. It was about the racing community and the people who gathered to watch the events. The lawsuit detailed Vargo's interesting history:

In March, 1958, Jacob Vargo and Mary Vargo...owned a twenty-seven acre tract of land located in Bedminster Township, Bucks County...the Vargos leased the premises to the Lehigh Valley Timing Association... Under the lease agreement the Vargos were to construct a drag strip racing track on the premises and the Timing Association was to operate the track on a profit-sharing plan...

...The drag strip racing track consists of a 60 foot wide black top level surface approximately 3,200 feet in length, the starting point of which is approximately 100 feet from Elephant Road, a public highway. Also located on the premises nearby are a large parking area owned by the Vargos, a pit area near the starting line, a refreshment stand and a grandstand with sound amplifiers for the playing of music and the announcement of the races and the speeds.

The operation of the drag strip began

in the Spring of 1960 and continued, with the exception of rainy days, every Sunday from April to November...

On the average Sunday, approximately 130 to 140 cars compete in timed races of speed and acceleration with two cars competing at a time. Of these cars, 75% are stock cars equipped with mufflers; some of the remaining cars have no mufflers and some have modified or semi-modified mufflers. Some of the cars are "dragsters," i.e., custom-made for racing, some of which burn methyl alcohol for fuel. Speeds up to 196 miles per hour have been recorded, and some "dragsters" use parachutes to aid in stopping at the end of the track.

The track itself operates for racing only on Sundays beginning about 9:00 a.m. and continuing in operation until 5:00 or 5:30 p.m. with a loud-speaker operating... continually from about 10:30 a.m. until the races end. Practice sessions take place on Saturdays and prior to the start of the races on Sundays. Each race takes about five minutes, and, on the average Sunday, there are usually a minimum of 65 races. Attendance at the races varied from a high of 2,547 persons to a low of 625 persons.

The neighborhood in the vicinity of the race track is primarily residential and farming in character with about 62 houses within a one-mile radius of the track. Within the same radius are located a small experimental laboratory, a hotel, a general store, a milk farm and a junk yard. Many of the residences in the general area are used for vacation and weekend purposes only.

Ultimately, the court sided with the township despite the fact that several justices believed that drag racing itself was not a nuisance, just certain aspects of it. Justices Cohen and O'Brien believed that certain things could be

changed to accommodate all parties involved.

Vargo Dragway hosted its last race in 1969. It is now used as a private airstrip and home of Vargo Dragway Annual Car Show.

The entire Supreme Court ruling is posted on the internet at <http://law.justia.com/cases/pennsylvania/supreme-court/1969/434-pa-100-0.html>

Nominations!

In November, under the by-Laws of LVCC, we accept nominations for officers for the coming year. Please take a moment to submit your nominees for 2016. We are accepting nominations for the positions of President, Vice President, Secretary/Treasurer, and Activities Director.

You may submit nominations for any or all of these positions. You can even nominate yourself! Please indicate for which position you are placing a member's name in nomination. When you submit a nomination we ask you to include your name as all nominations must come from members in good standing.

Submit your nominations by e-mail or postal mail to Dick Weidner, our Secretary/ Treasurer: Here is his contact information: Richard C. Weidner 2304 Main Street Northampton, PA 18067 rcwvair@rcn.com.

Elections will take place at our January meeting. Please participate in this very important process.

LVCC Fund Raiser #1

LVCC is offering a Lehigh Valley Corvair Club jacket for a minimum bid of \$50. This NOS garment has been in storage and has never been worn since it was manufactured several years ago. Beautifully made with a full lining, snap buttons, and the LVCC logo on

Vargo Dragway Reunion Show (More Photos!)



Silver cove panel is stock on Rich Greene's Canadian SS.



Heater hoses grace the engine compartment of Joan's 8/10.



1958 Rambler Rebel V8.



Wide steel rims betray this elegant '32 Buick as a street rod!



'32 Olds built by Jeff Marvill of PCA.



A drone took this cropped photo of the Vargo show field.

the back. Made in USA by Holloway. Color: Blue. Size: Large. Call or write our club Secretary/Treasurer, Richard C. Weidner at (610) 502-1414 rcwvair@rcn.com.

LVCC Fund Raiser #2

LVCC is offering two shop manuals to the highest bidder. They are: (1) 1964 Corvair Shop Manual Supplement, and (2) 1965 Corvair Shop Manual complete. Make an offer on either or both. Call or write our club Secretary/Treasurer, Richard C. Weidner at (610) 502-1414 rcwvair@rcn.com.

Need Upholstery?

For auto upholstery work, Dennis Stamm and Scott Oberholzer highly recommend "Beaver Valley Upholstery". The business is in Strasburg, PA, which is a ride from the Lehigh Valley, but according to Dennis and Scott, one the craftsman does beautiful work. His name is Luis.

Scott recently had Luis rebuild a pair of Corvair bucket seats with fabric inserts and built-in headrests. Luis was able to duplicate the Corvair upholstery pattern, right down to the chrome buttons. The work wasn't cheap at \$800 but the results look factory fresh.

Beaver Valley Upholstery is located at 2009 Beaver Valley Pike at the corner of White Oak Road. It is one of three separate businesses at that location. Call (717) 278-6183 and ask for Luis.

LVCC Meeting Notes, by Dick Weidner

Seven members and three guests attended our meeting on October 28. Members included Randy Kohler, Allan Lacki, Larry Lewis, Scott Oberholzer, Dennis Stamm, Bob Weideman, and Dick Weidner. Dennis Bortz, Dave Buzzard and Jamie Buzzard were our guests.

Dick Weidner read the minutes of our September meeting and gave the treasury report. He also discussed a letter he received from the national office of the Corvair Society of America (CORSA). According to the letter, CORSA will be charging an annual \$35 fee to each of its chapters to cover insurance expenses, internet server space and other services provided by the national organization. This will be in lieu of a per-capita charge for non-members that proved impractical. Dick said he paid the \$35 fee to keep LVCC in good standing. The attendees approved Dick's report by acclamation.

President Dennis Stamm called for nominations for 2016. If no nominations are forthcoming, Dennis and Dick Weidner said they are willing to remain in their present posts. Dennis said VP Fred Scherzer is also likely to remain in his post if nobody else steps up. An election, if necessary, will be held at the January meeting. Al Lacki agreed to publicize the opening of nominations by way of email and by way of our newsletter.

Dennis Stamm also called for suggestions about the need for meetings during the holiday season. LVCC typically meets on the fourth Wednesday of each month. This would put our November and December meetings very close to Thanksgiving and Christmas Day. All agreed that we need not have a meeting until January. And so, our next meeting will take place on Wednesday, January 27, 2016.

Al Lacki passed around a center-mount 4-barrel IECO induction manifold he acquired at the Knoxville CORSA Convention. It's for a twin-carb Corvair engine, not a 140. It appears to have a pocket built into the carb base for circulating engine oil to prevent icing.

Dick Weidner passed around several items, including a notebook full of Fitch, Yenke, Crown, IECO, and Solar Automotive brochures; all Corvair-related. Dick also circulated a recent copy of "Parade" magazine which included an interview with Jay Leno

about his car collection. It included favorable comments by Jay about his Corvairs.

Several members discussed the wisdom of scrapping Corvair engine parts in the current market. According to one of the attendees, prices are now down to \$4 per 100 pounds for scrap steel. Aluminum prices have dropped similarly.

Guest Dave Buzzard, past president of the Blue Mountain Corvair Club, is an old acquaintance of several of members of LVCC. Dave has been diagnosed with multiple sclerosis and this has slowed him down a bit. But he remains active with Corvairs. He said he has had a new garage constructed where he stores his collection of Corvairs and Chevy BelAirs. He also gave an update on other Blue Mountain club members who have not been seen in a while.

Bob Weideman discussed a 1964 Corvair that is for sale near Cherry Lane, across from the Waffle House in Hellertown. The car was recently inherited by the sister of the deceased and, in Bob's opinion, the asking price of \$4,000 is largely based on nostalgia rather than market value. In other words, it's a bit too high. But the new owner may be willing to negotiate. If interested, contact Karyn Rieger at klrieger728@gmail.com or 610-248-3689.

NECC Update, By Bill Tynan

The Northeast Corvair Council Executive Committee met this past Saturday (November 14) to discuss possible locations for our next exciting Open Track Day. This will be our 43rd year holding these events, which offer drivers a prolonged track experience at speed. We decided to pursue a repeat visit to New York Safety Track, where we had a great event last June.

This venue provides 18 challenging turns in a beautiful setting in the upstate New York hills. Feedback after the

(Continued on page 7)

June event there was very positive, and the proximity to New England and the mid Atlantic region is desirable. In addition, the possibility of a Saturday event there will mean some folks won't have to use vacation time to attend. For others with a family, it offers a potential weekend getaway...the Baseball Hall of Fame in Cooperstown and the stunning Howe Caverns are both about a half hour away.

To those who suggested alternate venues, our decision to pick New York Safety Track in 2016 does not mean those tracks are off our radar for the future. It's just that NYST made the most sense at this time.

We will send more details on the date and local accommodations as soon as they are available. Meantime have a great Thanksgiving and thank you for your support of NECC!

The Lehigh Valley Corvair Club is one of the several chapters of the Corvair Society of America that support the Northeast Corvair Council. Bill Tynan, the writer of the preceding article, is an NECC Council Rep from the Long Island Corvair Association.

Still a Few Dues Due

Please take a look at the membership list on the next page. It includes a column that shows the "paid-through" status of each member.

If your dues are overdue, please send a check to our Secretary-Treasurer, Dick Weidner. Currently, LVCC does not have a bank account, so please make out your dues check directly to Richard C. Weidner, not the Lehigh Valley Corvair Club.

Dues are \$10 per year for CORSA members and \$15 per year for people who are not CORSA members.



\$6,950... Is This for Real?



1967 Porsche 912 for Sale. Price: \$6,950

Stock No.: 05795 Condition: Project Exterior: Dark Blue
Offered by Beverly Hills Car Club
Location: Beverly Hills, California, United States

'67 Porsche 912 Short Wheel Base Coupe with matching numbers with a dark blue exterior and black interior. Same owner for many years and has been sitting. Complete with the engine and transmission. Great value. Will make a strong parts car or will require an extensive restoration.

The Beverly Hills Car Club trades exotic vehicles, from top-notch show cars to hulks like this. Wouldn't you really rather have a Corvair?
<http://www.beverlyhillscarclub.com/1967-porsche-912-c-5027.htm>

Lehigh Valley Corvair Club Members

Please be aware that a small number of LVCC members have honorary memberships and therefore are exempt from dues, even though some of them contribute anyway.

***Sorry! We don't publish our
members' contact information on
the internet.***

Local Events In and Around Lehigh Valley

Car show season is over, and so we don't have any outdoor events to recommend to you. However, you may want to consider this indoor spectator event which sounds like fun!

Saturday, January 2, 2016 :::: Allentown Indoor Race at PPL Center

Location: PPL Center, 701 Hamilton Street, Allentown, PA 18101. Time: 6:30pm to 10:45pm. Admission: Adults from \$23. Children from \$8. The roar of engines will take over the new PPL Center in Allentown, Pennsylvania on Saturday, January 2, 2016 when the first annual Allentown Indoor Auto Race will be held. The event, presented by Len Sammons Motorsports Productions, will be part of a three-race indoor series that includes the popular annual events in Atlantic City, NJ on January 29 & 30 and in Trenton, NJ on February 27 & 28. TQ Midgets are the headline class with Slingshots competing on the undercard. Doors open at 6:30 PM with racing beginning at 7:00 PM. For more information: <http://aarn.com/category/allentown-indoor-race/>

LANta Community Center Entrance



Lehigh and Northampton
Transportation Authority
(LANta) Headquarters

Community Center Meet-
ing Room, 2nd Floor

1060 Lehigh Street
Allentown, PA 18103

We Meet Here!
(Entrance to LANTA)

LVCC Club Officers:

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Newsletter Editor: Allan Lacki. Phone: (610) 927-1583 Email: redbat01@verizon.net

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.

LVCC Classified Ads!



FOR SALE: 1966 Chevrolet Corvair Monza Sport Coupe. 110/PG. Very original car. Nice patina (mostly original paint). 34K original miles. Window sticker and POP. Second owner. Very solid car. Artesian turquoise with black interior. No leaks and clean heat. Runs and drives very well. Recent brake overhaul. Also comes with original wheel covers with NOS centers installed. Car is located in Phillipsburg, New Jersey. Reduced price \$7,500. Contact Ron Peles by phone at 908-479-1777 or by email at .ronaldpeleslaw@gmail.com



FOR SALE: 1965 Corvair Monza Convertible. Runs well. Good interior and tires, new top. Gail and her late husband Ron Snyder bought this convertible on May 22, 2009. They were active members in the Philadelphia Corvair Association until Ron's passing in December 2012. Since then, Gail has kept good care of their 1965 convertible, having a new top put on earlier this year. \$5,000. Contact Gail Snyder: gsnydertrustpins@verizon.net



FOR SALE: 1968 Corvair Corsa Convertible. 17,860 original miles. Original paint. Original battery and 1967 date-coded plug wires were still on the car when I bought it. Car has a turbo 6 cylinder, has the original battery, spark plugs and wires and exhaust etc. (Owner probably means "Turbo-Air" instead of turbocharged). It runs and drives like a new car. If you know anyone interested have them call me. Price: \$8,500. Dwaine Lucabaugh. York, Pennsylvania. (717) 578-3470. You can also contact Dwaine on Facebook.



Next Meeting: Wednesday, Jan. 27, 2016
