



# *the fifth wheel*

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

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

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1962 Rampside. Photo by Greg Gjerdingen from Willmar, USA

## **Next LVCC Meeting: Weds. Feb 24, 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). 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](mailto: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.

# **JON WINTERHALTER'S SCRATCH-BUILT EXOSKELETON SPORTS CAR** *by Al Lacki*

Through a mutual friend, I met Jon Winterhalter a few years ago. Jon lives about three miles away from me. His current hobby is building acoustic guitars from scratch. But back in the 2000s, he had a different hobby. He built cars...from scratch. Two of them.

The cars that he built are of the "locost" variety. They make use of engines transmissions and other parts from donor vehicles that would otherwise be scrapped. But all the other primary components - the chassis, frame, and bodywork - are all hand-built.

Jon's first locost car was an open wheeler with cycle fenders. He still has it. But the topic of this article is Jon's second locost creation, inspired by an exoskeleton rear, mid-engine sports car whose trademark name we can't mention. But you may recognize it.

It's an exoskeleton design because most of the body panels are mounted inside the tube frame. In other words, most of the tube frame is exposed.

Jon built this innovative two-seater in his ample-size garage, where he has the necessary tube benders, welding equipment, English wheel, and other tools necessary to carry out such a complex project.

The finished product is powered by a stock 127 hp Honda Civic powertrain. The Civic is a front wheel drive car, of course, so Jon simply took its engine/transaxle unit and mounted it in the rear.

Well, the word "simple" is applicable in theory, but not in execution. The project took nearly 2,000 hours of Jon's time and cost approximately \$9,000 in parts and material. Jon designed and hand-fabricated the entire frame and body by himself, right down to the suspension uprights. This is no kit car.

Jon's exoskeleton car weighs 1260 pounds, so it can accelerate from 0 to 60 in five seconds. Jon has autocrossed it a number of times and it's street legal, too. It has been written up in *Car & Driver*, *GrassRoots Motorsports* magazine, and various other publications.

Back in the 1960s, many people scratch-built custom cars, hot rods, and racing cars equipped with Corvair powertrains. Jon's car nothing to do with Corvairs, but it's in the same spirit as those earlier creations.

## **SCRATCH –BUILT CORVAIR-POWERED LaBOA**

The LaBoa road racer shown on the opposite page was built for SCCA road racing and competed in many events throughout the 60's before being garaged in 1967 when the builder passed away. The car was commissioned by a man in Ohio back in 1962 who had a local machine shop construct the car. It was constructed with the ability to swallow any number of engines and apparently the owner settled on Corvair power because he had connections with a Chevy dealer.

## **MARK SNYDER SALVAGE STORY**

Last month, we posted three "For Sale" ads for a Corvair guy named Mark Snyder. The ads were for a 1969 Corvair 500, a 1966 Corvair Corsa, and a menagerie of assorted Corvair parts.

We are pleased to report that the whole collection has been sold. The lucky buyer was Larry Asheuer of our neighboring club to the south, the Philadelphia Corvair Association. LVCC members Rich Greene and Bob

Weideman assisted Larry in hauling everything out of Mark's place. Here is what Bob had to say:

*"Mark really had a big mess on his hands. The 69 500 seems to be a really good car though.*

*I've been to Mark's twice to help Larry with his acquisition. During the first trip, we scoped-out the Corvair 500. The tires wouldn't hold air, so we swapped them out. But it's a very clean car. No rust, all original, and had been in the garage for thirty years. The odometer read 35,000 miles, I recall. Pretty impressive. Larry and Rich returned with a trailer to pull out the car out of there.*

*Then, a week later, I went to help Larry install the front suspension and wheels on the Corsa to get it to a point where it can be rolled out of the garage. The Corsa is now off the jack stands and sitting on wheels for the first time in 20 years.*

*We also emptied the back shed of most of the Corvair parts and filled Larry's truck. Some of the stuff is junk and will go right to the scrap yard.*

*There are still 3 engines and a front cross member in that shed waiting to be pulled out. Larry was hoping to get that stuff out this weekend and also pick up the Corsa, but I imagine that will change with the expected snow storm."*

Later, Larry and Rich brought the Corsa and remaining parts back to Larry's place. And since then, Larry has been detailing the 500 and replacing various odds and ends to make it road worthy. It now looks gorgeous.

The Corsa is in much rougher shape, but it certainly appears to be restorable. Make Larry an offer and see what he



# Scratch Built Creations



Jon Winterhalter's scratch-built exoskeleton car.



Scratch-built Corvair racer. An abandoned project.



Jon's scratch-built exoskeleton car. Side view.



Warren Leveque's tube frame / glass bodied racer.



Jon's scratch-built exoskeleton car. Rear view.



One-off LaBoa race car. Only one ever built.





Bidders checking-out the items for sale before the auction begins. Five LVCC members attended the auction: Al Lacki, Scott Oberholtzer, Joe Turner, Tim Turner, and Bob Weideman.



Bob Marlow auctioning a galvanized front cross-member for a late-series Corvair. Ray Raymond Coker points to a bidder. Timothy Schwartz in the background, looking for more parts to present.

says! You can reach him at a-lcorvair@msn.com

## **NJACE PARTS AUCTION REPORT**

Last month, we included an article announcing the date for the 2016 NJACE Corvair Parts Auction. NJACE - the New Jersey Association of Corvair Enthusiasts - is the CORSA chapter at our eastern border.

Five LVCC members attended the auction: Al Lacki, Scott Oberholtzer, Joe Turner, Tim Turner, and Bob Weideman. Bob arrived in the very nice 1964 Corvair 700 that he recently purchased from Dave "Buzz" Buzzard of the late lamented Blue Mountain Corvair Club.

The auction went off without a hitch, and many Corvair parts were sold at bargain prices. Brian O'Neill, Ray Coker, Tim Schwartz and Bob Marlow (all NJACE members) served as the auctioneers, and their jokes and antics kept the crowd amused, not to mention motivated to buy!

Forty two people were in the audience and over 200 parts went up for bid. The goods ranged from bags of bolts to

a complete galvanized front cross member. Almost everything was sold.

Donuts and coffee were served in the morning. Pizza and soda for lunch. All free of charge. For the locals, it was worth the drive just for the eats!

## **JANUARY MEETING NOTES**

Our last meeting was held just a few days after the massive January snow storm, so attendance was light. Our President was out of commission this evening, having slipped in the snow. Not surprisingly, only four members attended: Al Lacki, Larry Lewis, Fred Scherzer, and Dick Weidner. But we had a couple of guests: John Egerton and Phil Levering from the Blue Mountain and Philadelphia clubs, respectively. We hope to see them again.

### Minutes and Treasury Report.

Vice President Fred Scherzer opened the meeting and Dick Weidner read the treasury report and minutes of our last meeting, which was held way back in October. The club currently has \$1,289.32 in cash. The treasury report and minutes were approved by acclamation.

### Officer Elections.

Dick and Al said they received no volunteers for office since we announced the opening of nominations last October, so the existing officers agreed to serve another year. Dennis Stamm will remain President, Fred Scherzer will remain Vice-President, and Dick Weidner will remain Secretary/Treasurer.

### Tax ID Number. Incorporation.

Al Lacki discussed the need for the club to obtain a federal tax identification number. That would enable Dick Weidner to open a new bank account for the club. Al also said it is also advisable for the club to incorporate as a non-profit organization. Although LVCC is covered by CORSA insurance, incorporation at the club level would further protect our officers and members from liability in case of an accident. (LVCC is a "registered entity" in Pennsylvania, but has no status as a corporation).

The members asked questions about the cost of incorporation. One person surmised it could be as high as \$300 or more.

Al volunteered to investigate the matter  
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# Corvair Racers!

Rick Norris, a long time Corvair enthusiast, was one of the original members of the Corvair Society of America, He was a member of the first Board of Directors and from this was elected the first National President in 1971.

Rick caught the racing bug sometime around 2007, got his SCCA license, and built his famous "Penske Tribute" Corvair in blue and yellow livery for the track. Late last year, he began writing "Corvair Racer Updates", a bi-weekly newsletter for his friends. Each issue contains a "Featured Race Car" photo. Here are a sample of them. The cars on this page are recent and engage in wheel-to-wheel racing with other cars in their class.



Owner: Jim Brandenburg.



Owner: Warren Demoshek



Owner: David Clemens. Roanoke VA. 2015 Mitty.



Owner: Dave Edsinger. SCCA DP Stinger.



Bob Coffin's ex Dennis LeForge DP Stinger clone.



Owner: Norm Latulippe. Yenko Singer YS-306.



(Continued from page 4)

further, and agreed to confer with Dick Weidner after he determines the actual cost of incorporating the club. If the cost is reasonable, Al will proceed and get a tax ID number in the process.

#### Pilot Bushings.

A discussion then took place about pilot bushings. This was the topic of the feature article in our January newsletter. Dick Weidner inquired as to whether the original GM pilot bushings were better than the aftermarket ones being sold today. Al Lacki replied that it appears so, based on several comments posted by other Corvairsters on the various internet discussion boards.

Phil Levering pointed out the need for pilot bushings to be manufactured from the proper Oilite alloy. He said he milled one from solid brass, but it failed in just one day of driving. Dick Weidner said, when he installed one of the factory pilot bushings, he greased it instead of oiling it, and it failed when he was driving his Corvairster in Texas. He managed to make it back home in Pennsylvania, but barely so.

#### Ralph Nader.

Videos of Ralph Nader's speech at the 1991 CORSA convention have been

making the rounds on the internet, and this was another topic of discussion at our meeting.

Fred Scherzer remarked that, when he was a Chevy mechanic, one of his associates took the dealership's Corvairster to a GM Training School in Moorestown, New Jersey. On the way, he flipped the Corvairster before he reached the NJ Turnpike. After that, the owner of the dealership required employees to take their own cars for business travel!

#### Storing Your Corvairster Outside.

Dick Weidner and Fred Scherzer talked about the use of tarps as car covers outside. They warned that the tarp should not be allowed to lay on the surface of the car for a long period of time because moisture will be trapped beneath and ruin the paint. If possible, build a wood frame around the car and lay the tarp on top of that.

#### Show & Tell.

Dick Weidner passed around two booklets written by Corvairster enthusiast Fred Johnson. The first booklet provides detailed instructions for aligning front and rear suspensions using home-made measurement tools for camber, caster and toe-in. (Dick actually made those tools and passed them around at the meeting, too). Fred Johnson's second

booklet provides instructions for sealing Corvairster oil leaks - useful information for almost every Corvairster owner!

### ***PILOT BUSHING UPDATE by Al Lacki***

In last month's feature article, I wrote, "If you are contemplating something other than a NOS Corvairster Oilite, you should be aware that nobody on the planet makes either a bushing or a bearing that has the same dimensions as a Corvairster pilot bushing. Not Timken, not SKF, not FAG, not nobody! Not even Beemer Precision!

Well, that's true, but you can buy needle bearings that have the same ID (15 millimeters) and OD (23 millimeters). But instead of being 19 millimeters long (i.e. 0.75 inches), they are 20 millimeters long. A silly little millimeter! That would affect the available thrust clearance for the input shaft, but by most accounts, that's not a precise measurement. So, it might just work. Below are two photos of one I bought on eBay for a few bucks. In the first photo, it is stacked on top of a Clark's Oilite pilot bushing for comparison. In the second photo, it is shown on an old input shaft.



INA brand NK15/20 needle bearing, stacked on top of a Clark's Oilite pilot bushing, is just a silly millimeter longer.



Here is the NK15/20 bearing on a Corvairster transmission input shaft. Risk: Bearing failure can take out the input shaft.

## LVCC Classified Ads!



**FOR SALE:** 1965 Corvair Monza convertible. Automatic Trans/110 engine. The interior, trunk and engine compartment need some work but the engine was worked on and the brakes have fairly new linings. I have some extra parts that go with the car. Asking price: \$3,500. Interested people can contact me, Keith Koehler, at [kpissant@comcast.net](mailto:kpissant@comcast.net) or they can call me at home (215) 703-0644. Feel free to leave a message. (Keith is a member of LVCC).

**FOR SALE:** Left front door for 1964 Corvair convertible with wind wing. Should fit any early-series Corvair convertible. Minor rust at bottom. \$50. Call Fred Scherzer. (484) 948-5142. (Fred is a member of LVCC).

**FOR SALE:** Engine deck lid for 1964 Corvair. Good condition. \$100. Call Fred Scherzer. (484) 948-5142. (Fred is a member of LVCC).

**FOR SALE:** One cylinder jug and piston set for a 1961-1963 Corvair engine. Listed on eBay. \$100. Call Fred Scherzer. (484) 948-5142. (Fred is a member of LVCC).

**FOR SALE:** Wheel well trim for 1964 Corvair Monza or Spyder. Will fit any early-series Corvair. Assorted pieces. Price negotiable. Call Fred Scherzer. (484) 948-5142. (Fred is a member of LVCC).

**FOR SALE:** 1961 Corvan. 15,000 original miles, parked since 1965, last inspection! Owner says no rust. Cranks over but does not start. Standard shift. Want fair price. Kermit Wenner (610) 428-5718.

**FOR SALE:** Eleven (!) 1960 Corvairs. Pete Koehler of Michigan has elected to thin the herd. They are all 1960 models. They include the beautiful sedan that was the centerpiece of our Corvair 50th anniversary weekend in Cape May back in the Fall of 2009, as well as a "horn slot" car that was built on the second day of Corvair production in July of 1959, and a shortened car built by a retired GM engineer. Shown here are photos of just two of the eleven. For more information, visit <http://detroit.craigslist.org/okl/cto/5435012546.html>



**FOR SALE:** 1965 Monza Convertible. Asking \$10,995. Owner writes, "The car is in good condition and needs a few little things to make it really nice. The engine was rebuilt for the previous owner. There has probably been less than 2,000 miles put on the motor since. The convertible top is in great condition with no defects. The plastic window is clear and has no cracks, discoloration or cloudiness as is the case with all the glass and lenses. Clear coat paint has a couple minor stone chips less than the size of a pencil eraser and no other scratches or dents. All the chrome and stainless trim is in very good to excellent condition. It is truly a nice driver quality car that someone can jump in and go down the road with few worries." The car is listed on Craig's List. <https://harrisburg.craigslist.org/cto/5413842521.html>



## ***Local Events In and Around Lehigh Valley***

Car show season hasn't started yet and so we don't have any outdoor events to recommend to you. However, you may want to consider these indoor events. They sound like fun!

Friday-Sunday, February 26-28 :::: Atlantic City Classic Car Show & Auction

Location: Atlantic City Convention Center, 1 Convention Blvd., Atlantic City, NJ 08401. Show Hours: Fri. 9 AM-7 PM, Sat. 9 AM-7 PM, Sun. 9 AM-5 PM. Prices: Adults: \$25.00, Advance Adults On-line: \$20 (expires 2/26/16), Children under 12: \$5.00. Phone: (800) 227-3868. Website: <http://www.acclassiccars.com/>

Saturday, March 5, 2016 :::: Redball Military Transport Winter Swap Meet

Location: Jim Thorpe Memorial Park Hall, E 10th St (2 blocks east of PA 903), Jim Thorpe, PA. Time: 9 AM-5 PM. Military Vehicles & Militaria. Contact: Jim Gilmore (570) 325-5216. Website [www.redballonline.org](http://www.redballonline.org)

Sunday, March 6, 2016 :::: Hamburg Swap Meet & Car Corral

Location: Hamburg Fire Co Field House, 127 S 4th St Rear, Hamburg PA. Time: 7 AM-2 PM, rain or shine. This is an indoor/outdoor flea market. Contact: Lester Manwiller (610) 823-4656.

Thursday-Sunday, March 17-20, 2016 :::: Greater Lehigh Valley Auto Show

Location: Stabler Arena at Lehigh University, 124 Goodman Drive, Bethlehem PA 18015. Time: Thurs-Fri 10 AM-9 PM, Sun 10 AM-6 PM. This is a new car show. More than 250 new cars and trucks from 27 auto manufacturers will be on display. Website: [www.glvautoshow.org](http://www.glvautoshow.org)

Sunday, April 24, 2016 :::: 5th Annual AVTS Car Show

Location: Bethlehem Area Vocational Technical School, 3300 Chester Avenue, Bethlehem, PA 18020. Time: Registration 9-11 AM, Car Show 11 AM-3 PM, Swap Meet 9 AM-3 PM, Awards 3 pm. Prices: \$15 in advance. \$20 day of show. Contact: Jeff Cantrel (610) 866-8013 x192 [cantrelj@bavts.org](mailto:cantrelj@bavts.org). Website: [www.bethlehemavts.org](http://www.bethlehemavts.org)

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### ***LVCC Club Officers:***

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Vice Pres: Fred Scherzer Phone: (215) 234-4458 Email: [jukeboxman@comcast.net](mailto:jukeboxman@comcast.net)

Secretary / Treasurer: Richard Weidner. Phone: (610) 502-1414 Email: [rcwvair@rcn.com](mailto:rcwvair@rcn.com)

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## ***Next Meeting: Wednesday, Feb. 24, 2016***