



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

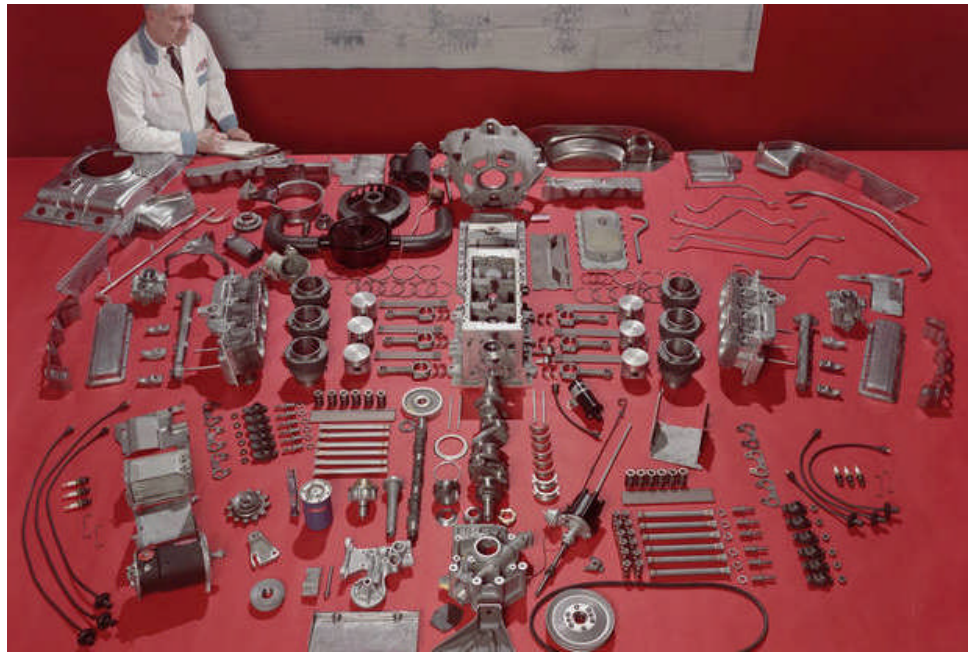
MARCH 2016

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

ESTABLISHED 1976

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Next LVCC Meeting: Weds. Mar. 23, 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.

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.

A Conventional, and thus Unconventional, Corvair **by Robert Bostelaar**

The Corvair owner smiled as he saw me crossing the airport parking lot with camera in hand.

"¿Petróleo o gasolina?" I asked, my usual opener, though fully expecting the answer to be gasoline. I don't know of any diesel power plant that could be an easy substitute for the Corvair's rear-mounted, flat-six gas engine.

But the owner replied, "Diésel, Toyota," his smile broadening as he watched my expressions of surprise and then, realization. I pointed to the front of the car and he nodded.

Could I see? Obliging, he lifted the hood to reveal the four-cylinder Toyota oil-burner nestled in the former luggage compartment as if Ed Cole and Eiji Toyota had intended it to be there.

Chevrolet built the Corvair from 1960 until 1969. This, almost certainly, is a 1960 model, one of the last American cars to reach Cuba before the supply was cut off (initially for reasons as much economic as political).

It was a radical design, and not just for the air-cooled rear engine that would have seemed more at home in a Volkswagen or Porsche than a Chevrolet. It had unibody construction and fully independent suspension – again, rarities for an American car – and its ungar-nished, all-of-a-piece styling stood in elegant contrast to the fins and chrome of its domestic competitors.

I didn't need to ask my new friend why he, or someone, had put so much effort into a project that would have required countless changes – the fabrication of a transmission tunnel just one of them – to accommodate the new drivetrain. With private ownership largely restricted to pre-Revolution vehicles until as recently as 2011, this was a way to keep an old car on the road with the benefits of more modern components

and, especially, a cheaper-to-run diesel engine.

But I wish we could have gone for a ride – a brisk one! – so I could gauge the effect of the changes on the Corvair's Nader-notorious handling (never so bad as the safety advocate claimed, but frisky all the same).

He, unfortunately, had a passenger to collect, and I had a plane to catch. So I took a last look at this unconventionally conventional Corvair and we shook hands and parted, both of us smiling.

From "Caristas - Cuba, Cars, Culture"
 Link: <http://caristas.blogspot.com/>
 Posted on Saturday, March 5, 2016

CARISTAS, the blog about cars in Cuba, is a project of Robert Bostelaar of Ottawa, Canada.

WELCOME BACK LARRY!

It was great to see Larry Asheuer at our March meeting. Larry rejoined the club. Welcome back to LVCC!

Larry is Vice President of the Philadelphia Corvair Association and proprietor of A & L Corvairs, which deals in new and used Corvair parts. Do you need some help locating that special something for your Corvair? Call Larry at (215) 368-0055 or email him at a-lcorvair@msn.com

27TH ANNUAL ORPHAN CAR TOUR

Saturday, June 4, 2016
 Anne Arundel County, Maryland

What is the Annual Orphan Car Tour? The Orphan Car Tour is an annual afternoon-long driving tour for antique "orphan" (i.e. discontinued make, not models) automobiles held every June in

the Baltimore-Washington D.C. area.

Each year since the tour began back in 1990, the tour has taken place in different locations in Maryland, Virginia, and Pennsylvania. The tour's purpose is to encourage the driving enjoyment of independently produced antique vehicles.

Who is Eligible?

The Tour is open to "orphan" antique cars defined as automobiles at least 25 years old, which were produced either by now-defunct manufacturers, or by the discontinued divisions of still existing companies.

Update

At the moment they are still involved in planning, so they can only furnish the date and locale. A full press release and a flyer (with all details) should be ready by early March. Meanwhile, they will be adding additional details to their website, <http://www.orphancartour.org/>. You can check the website for more information. The website contains a history of the Tour as well as other information about it, should you be interested.

HUB-CENTRIC RINGS

There is a bit of a debate on the Corvair Center Forum discussion board. The topic is the need (or lack thereof) for hub-centric rings when installing aftermarket wheels. When I installed 15 inch aluminum rims on my Corvair, I ordered and installed a set of hub centric rings to go along with the wheels. But plenty of other people do not bother with them, and it's true that if you tighten up the lug nuts in stages (to make sure the wheels are centered on the hubs) and tighten them sufficiently, you'll probably have no problems.

Either way, if you are thinking of re-



Grilles added to the face of this 1960 Corvair have a functional purpose.



Inside the one-time luggage compartment, a diesel four-cylinder.



Toyota donor car also provided dash, steering column and other parts.



Vents once helped cool a horizontally opposed six-cylinder gas engine.



Not a Corvair, but still air-cooled. A 1950s Volkswagen Karmann Ghia residing in Havana.



A mid-1950s Studebaker in Havana, one of as many as 60,000 old American cars in Cuba.

All photos on this page courtesy of Robert Bostelaar.

placing your stock Corvair wheels, you may be interested in the following article published in Fastener Technology International, August/September 2013

AUTOMOTIVE WHEEL DETACHMENT

By Charles C. Roberts, Jr., Ph.D., P.E.

Detachment of automotive wheels occur for a variety of reasons including impact from an accident, insufficient lug nut torque, insufficient lug nuts (some not installed), defective design, defective manufacture and misapplication. This article deals with the misapplication of lug-centric wheels mounted, without an adapter, on hubs designed for hub-centric wheels.

Figure 1A



Figure 1B



Figure 1 is a representation of the hub-centric wheel compared to a lug-centric wheel. The hub-centric design is common in the industry and is characterized by the center bore of the wheel fitting snugly on the hub (Figure 1A). In the hub-centric design, the lug nut secures the wheel to the hub resisting primarily lateral forces on the wheel. The snug socket-like connection (arrow) helps support the weight of the vehicle along with vertical and fore and aft forces. Automakers design a specific hub-centric wheel to

fit a specific hub, utilizing a variety of engineering design methodologies including the finite element stress calculation method.

Many aftermarket wheels are of the lug-centric design where the center bore of the wheel is larger than the hub so that they can fit a variety of vehicles (Figure 1B). This design requires the wheel lugs to locate the wheel on the hub without the added support of the pilot bore in the wheel. The arrow in Figure 1B points to the annular gap between the hub and the wheel flange, characteristic of the lug centered design. The lugs now support the vehicle loading in all directions without the aid of the snug fit of the center bore on the wheel. This can lead to wheel and lug bolt failure as a result of vertical and fore and aft loading from vehicles that were designed to accept a hub-centric wheel.



Figure 2

Figure 2 is a view of a lug-centric wheel that had been mounted on a hub designed for a hub-centric wheel. Over time, the lug holes became deformed as shown in Figure 3, resulting in the detachment of the wheel. As the lug holes became over stressed, the wheel was no longer concentric with the hub, causing further vibration and excessive loading to the wheel.



Figure 3



Figure 4

Figure 4 is a cross-section of one of the wheel studs showing evidence of reverse bending fatigue as the fastener loosened as a result of the deformation to the wheel flange. It should be noted that a hub adapter was not used by the owner of the vehicle. Aftermarket wheel manufacturers provide spacer/adapters that fit the hub and the wheel center bore in the shape of the original equipment, attempting to convert the wheel from lug-centric to hub-centric. A wheel spacer/adapter should not be considered optional when mounting a lug-centric wheel on a hub designed for hub-centric.

However, the use of an adapter may not solve the problem. Some wheel spacer/adapters are constructed of polymers which help center the wheel for tightening but may not serve the same supporting function as a metal adapter. If the wheel studs are not centered on the hub, then polymer spacer/adapters will probably not help the wheel run true. Some vehicles (early VW Beetles) used lug-centric designs with success. But installing a lug-centric wheel on a hub-centric hub on which it was not designed to be mounted, can lead to wheel damage and lug stud failure.



Hub-centric rings for aftermarket wheels.
Available from Motorsport Tech, Reno, Nevada.

LVCC MEETING NOTES

Wednesday, February 24. It was a wicked night. Howling winds, pounding rain, lightning and thunder. But that didn't stop us from conducting our monthly meeting!

Understandably, attendance was-how shall we say-sparse. Five people showed up: New member Larry Asheuer, Al Lacki, Larry Lewis, Dick Weidner, and Dennis Stamm.

Reading of the Minutes. Treasury Report.

Dennis called the meeting to order. Dick read the minutes of our January meeting and provided an update on the club's treasury for February.

The month began with a cash balance of \$1,289.32. The club received \$75 in dues and spent \$12.77 for newsletter copies and postage. The ending balance was \$1,351.55.

The minutes and treasury report were approved by acclamation.

Federal Tax ID Number. Incorporation.

A few months ago, Dick Weidner pointed out that LVCC needs to obtain a federal tax ID number to open a new bank account. According to the IRS, a club like ours needs to be "formed legally" before applying for the tax ID. At our January meeting, Al Lacki volunteered to research the club's legal status. Here is what he found:

- Lehigh Valley Corvair Club is a Non-Profit / Non-Stock Pennsylvania corporation. This was verified by phone call to Pennsylvania Department of Revenue. This means we can obtain a federal tax ID number, which in turn, will enable us to open a new bank account for the club.
- However, according to the agent at the State office, we do not qualify as a tax-exempt organization under Pennsylvania law because our "Articles of Incorporation" do not contain an "Article of Dissolution". (The agent apparently was able to view our Articles of Incorporation online from his desk during the phone conversation).
- Also, we need to update the LVCC business address in our Articles of Incorporation.
- Therefore, we need to write an amendment to our Articles of Incorporation and file it at the Pennsylvania State Department. The filing is done online. Cost: \$70.
- The attendees agreed that Al should proceed to obtain the required tax ID number. The procedure is easy and there is no cost.
- Dick Weidner agreed to search for a bank that offers a no-fee checking account. He advised that he should not be the only person having access to that account. Another member should be named on the account in addition to Dick.
- Dick also agreed to search the club's files for a copy of the Articles of Incorporation, at which point, Al will draft and

submit the amendment recommended by the State agent.

- Al also called the Internal Revenue Service to determine if any additional work needs to be done to ensure the club's tax-exempt status at the federal level. According to the agent, we simply need to call-in to the IRS office, identify ourselves, and verbally declare that we meet the requirements of a tax-exempt 501(c)(7). We would have to say that our Articles of Incorporation are in good order and are available for examination. The cost: \$0.

History of LVCC Treasury

Larry Lewis asked about the source of the funds in the club's current treasury. Dick Weidner said most of it came from the 2003 CORSA Convention in Carlisle. LVCC was one of the clubs that sponsored the Carlisle convention. Larry Asheuer recalled that each of the clubs received approximately \$2,400 for their support.

Corvair Comes Out of Hibernation

Al Lacki discussed his experience in helping NJACE President Brian O'Neill do a mechanical restoration on Charlie Brady's 1965 Corvair. Charlie is a member of NJACE who commissioned Brian to do the work.

Charlie's Corvair has been sitting in a garage since 1980. It's a no-rust example and well worth restoration. But because it has been sitting so long, the fuel lines, brake lines, and many other parts needed to be replaced.

Al said that, when Brian removed the fuel tank sender, it barely came out of the tank because the glop in the bottom of the tank was so thick! Needless to say, the tank has since been replaced with a repro unit from Clark's. This is a good reminder to drain the tank and fuel lines if you intend to store your Corvair long-term.

2018 Pittsburgh Convention

Dennis Stamm received a letter from the Western Pennsylvania Corvair Club (WPCC). The letter announced that WPCC will be hosting the 2018

CORSA Convention. It will be held in or around Pittsburgh, PA. The letter, written by Jim Weppelman, (WPCC's Secretary), asked Dennis to share LVCC's experience with incorporation. The timing of the letter couldn't be better, since LVCC is dealing with the same exact topic at this time. Al Lacki agreed to reply to Jim's letter.

So far, neither Dennis Stamm nor Dick Weidner have received any request for LVCC to provide additional assistance from WPCC for the Pittsburgh convention.

CORSA Chapters in Pennsylvania

This led to a discussion about CORSA chapters in Pennsylvania. Larry Asheuer and Dick Weidner traded stories about chapters that have come and gone. It was surmised that four chapters remain in PA: Lehigh Valley, Philadelphia, Central PA, and Western PA. (After the meeting, we found the Keystone Corvair Club, located in Altoona, PA).

Show and Tell

Dick Weidner circulated his collection of "Vair Tips" booklets that were published by the San Diego Corvair Club during the 1970s and 1980s. The booklets contain plenty of great advice for maintaining Corvairs. Dick also circulated several Corvair Assembly Manuals published by Chevrolet. Many thanks to Dick for sharing!

TWO DATES FOR NECC

The Northeast Corvair Council will be running TWO high performance driving events at New York Safety Track: One on Saturday June 25, 2016 and another on Saturday August 27. Drive with NECC at either or both!

Dates: June 25, 2016 and August 27, 2016

Place: New York Safety Track, 396 Zimmerman Road, Jefferson, NY 12093

Price: Not yet finalized, but expected to be around \$299 for Option 1 and \$29 for Option 2.

Option 1 - High Performance Driving.

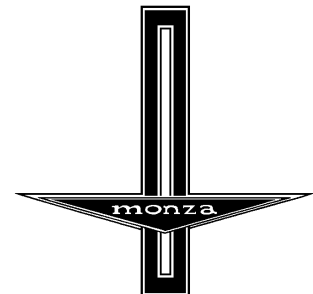
The "High Performance Driving" option consists of tech inspection beginning at 7 AM, drivers meeting at 8 AM, open-track driving at 9 AM, timed laps beginning at 3 PM, and then more open track driving until 5 PM. For Option 1 drivers, 3-point or greater safety harnesses are required. Roll bars required for convertibles. All drivers at all times when on the course must wear safety helmets. Helmets must have a 2005 or higher Snell Foundation sticker and shall have been manufactured within the past ten (10) years.

Option 2 - Taste of Track. The "Taste of the Track" option is a low-cost introductory program oriented toward first-timers. You'll sit in on our drivers meeting, learn about corner workers and flags, and have an opportunity to be a pit marshal if you so desire. You'll learn how we time the cars and post results. Then, they'll send you out on the track with your own car for two 15-minute sessions. Following a pace car, you'll be able to experience the thrill of cornering and the experience of the long straight-aways.

Use the "Contact Us!" web page to get on NECC's email list. They send out email blasts to announce the release of new information about their events.

www.neccmotorsports.com

Lehigh Valley Corvair Club is a member of the Northeast Corvair Council.



More Corvairs from Cuba! *(Photos from various web pages)*



Local Events In and Around Lehigh Valley

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

Saturday, April 9, 2016 :::: Cruise at Trexlertown

Location: Trexlertown Shopping Center, 7150 Hamilton Blvd, Trexlertown, PA 18087. Time: 4 to 7 PM; Weather Permitting. Host: Mopar Madness www.moparmadness.org

Saturday, April 9, 2016 :: Pottstown Cars & Coffee Cruise

Location: Stowe Crossing Shopping Center, 1630 West Hight Street, Stowe, PA. Time: 8 AM to Noon. No Charge. All cars, trucks, and motorcycles welcome. Contact Brad Ray (484) 919-3424 More updates at <https://www.facebook.com/groups/Pottstowncarsandcoffee/>

Saturday, April 9, 2016 :: Spring Flea Market and Car Corral at Maple Grove Raceway

Location: Maple Grove Raceway, 30 Stauffer Park Lane, Mohnton, PA 19540. Hundreds of vendors and thousands of buyers come each year to buy and sell during our annual Spring Flea Market. Reserve spots in advance or pay at the gate. e-mail: jleber@maplegroveraceway.com for more info or to reserve a vendor space. Vendor space 15' x 20' \$35.00/\$50.00 for 2 days, General admission \$5.00 with children 12 free. Phone: (610) 856-9200. www.maplegroveraceway.com or <https://www.facebook.com/events/1638450619750759/>

Wednesday, April 20, 2016 :: Cruise at Queen City Diner

Location: Queen City Diner, 1801 Lehigh Street, Allentown, PA. Time: 5 to 8 PM. Rain date: April 27. Trophies; door prizes; money raffle. Donations support Canine Partners for Life. Host: Found in the 60's. Call Smokey (610) 333-6395 or Linda (484) 695-3698.

Wednesday - Sunday, April 24 - 24, 2016 :::: Spring Carlisle 2016

Location: Carlisle PA Fairgrounds, 1000 Bryn Mawr Rd., Carlisle, PA 17013. Time: 7 AM to 3 PM Sunday. 7 AM to 6 PM all other days. Auction on Thursday and Friday. Admission: \$10 per person per day. This event plays host to thousands of collector and classic automotive enthusiasts. <http://www.carlisleevents.com/carlisle-events/carlisle-spring-swap-meet-coral-auction/default.aspx>

Saturday, April 23, 2016 :::: 9th Annual Antique & Classic Car Show

Location: Daniel Boone Middle School, 1845 Weavertown Rd, Douglassville, PA. Time: 9 AM to 3 PM. Rain date April 24 at 11:30 AM to 5 PM. Cars, games, vendors, music, fabulous food. Host: Boy Scout Troop 597. Info: kaitypatch@hotmail.com

Sunday, April 24, 2016 :::: Cruise at Potsy's Pizza

Location: Potsy's Pizza, 5925 Tilghman Street, Kuhnsville PA. Time: 1 to 4 PM. Rain date: None. Trophies; door prizes; money raffle. Donations support Canine Partners for Life. Host: Found in the 60's. Call Smokey (610) 333-6395 or Linda (484) 695-3698.

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. Website: www.bethlehemavts.org

Sunday, April, 24 2016 :::: 42nd Annual Car Parts Flea Market at Leesport

Location: Leesport Farmers Market Grounds, 315 Gernants Church Road, Leesport, PA 19533. Time: 7 AM to 2 PM. Over 200 spaces available, (most under roof) with antique and classic car parts, general antiques and collectibles. Car sale area. Held rain or shine. A 10 x 20 space is only \$12 when paid in advance, and \$15 on day of event. Free admission and parking with refreshments and restrooms on site. Phone: (610) 926-3061. Email: hawkmtv8@aol.com

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

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: 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: 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



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)



Still getting black & white copies of *The Fifth Wheel* in your US Postal mail box? Give us your email address and we'll send it to you electronically. The email version is in living color and it's beautiful!



Clark's Corvair Parts®

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



Our 43rd 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 Club Officers:

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Next Meeting: Wednesday, Mar. 23, 2016