



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

APRIL 2016

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

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Next LVCC Meeting: Weds April 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). 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.

DRIVE TESTING THE REACTOR

Written by John Lawlor with photos by Spencer Murray.

Editor's Note: The following article appeared on pages 25 through 30 of the June-July 1966 issue of Popular Customs magazine. The Corvair-powered Reactor custom car was designed and built by Gene Winfield, the famous California customizer. We retyped the article exclusively for this month's issue of The Fifth Wheel.

After spending a few years on the show circuit, the Reactor appeared in Star Trek, Bewitched, Batman and the Invaders. After passing through several hands, Gene Winfield bought it back and restored it. The Reactor is now a part of Darryl Starbird's National Rod and Custom Hall of Fame museum in Afton, Oklahoma.

* * * * *

Is a strictly-for-show car a practical vehicle? There are those that say yes, and

Gene Winfield has built one that performs equally as well as it looks!

Gene Winfield sat at the controls of the Reactor, blipping the throttle slightly as he waited for a traffic light to change. Riding with him, I couldn't help but feel I was in a spotlight as bright as the car's golden green finish. People stared from all sides, from other cars at the signal and from the sidewalk, examining Gene's incredible Oakland Show Hall of Fame winning masterpiece.

We were on a highway leading out of Modesto, California, home of Winfield's Custom Shop, on our way to a little-used road at the edge of town. There, without the distraction of gawkers and traffic, I would drive the Reactor myself.

At the light, two girls grinned from a

sedan next to us. The one at the wheel revved her car's engine, issuing Gene a challenge he couldn't refuse. When the signal turned green, he shoved the gear lever forward, popped the clutch and stomped on the gas pedal. The Reactor screeched off the line. The girls' sedan made a good try but it was not match for the sleek custom two-seater.

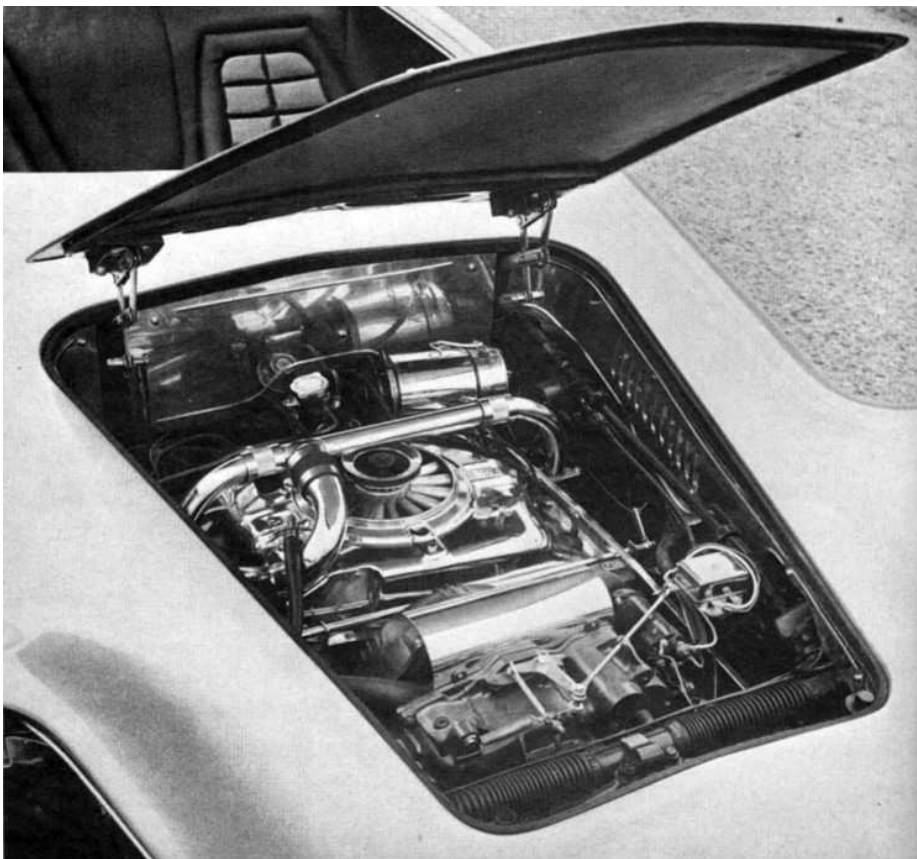
When we reached 35 or 40 mph, well within the speed limit, Gene eased off and let the sedan go by. His car would attract enough attention without a citation for street racing.

But it had been a convincing demonstration, to the girls and to me, that the Reactor was a going machine. Gene had proven that the car was engineered, not just assembled as a showpiece, and that it didn't have to be driven with kid gloves. That, needless to say, would add zest to my own try at the controls.

When we reached the road where he'd picked a test site, Gene and I got out of the car and he began showing me some of its special features. Popular Customs' Spencer Murray, who'd followed in another vehicle, joined us and started clicking the shutter of his trusty Rollei camera.

Gene reached into the cockpit and flipped one switch that brought concealed headlights out of the side panels in the nose. The lights themselves were neat, little square units, similar to those on some Japanese motorcycles. Then he touched another control that flashed sequential turn indicators across the rear of the car.

A third switch raised the hood to reveal a neat, sanitary engine compartment. Gene admitted, though, that the apparent simplicity was deceptive. Hidden away behind body panels was a tangled maze of wiring and plumbing for the car's automatic equipment.





William Shatner posing with Reactor in a studio shot. The car appeared during Season 1 of Star Trek.



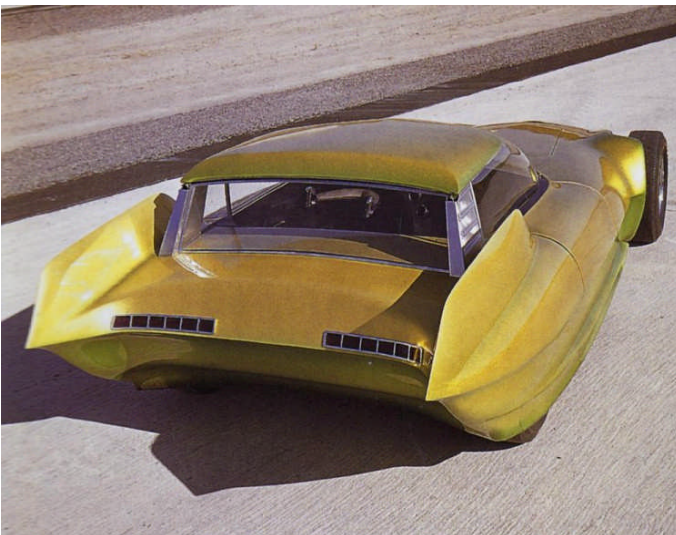
Profile view of Reactor on display at a car show. Photo by Jerry Hatto.



We believe this photo was taken by Derek "Boxrod" Campbell for the Las Vegas VW club.



Tall fins may have been out of style in 1966, but not according to Gene Winfield! Photo by BoxRod.



Rear tires are enclosed inside the body. Sequential rear turn signals. Photo by BoxRod.



Corvair engine powers the Reactor. Photo by BoxRod.

The engine itself was a turbocharged Corvair, rated at 180 horsepower, taken from a '65 Corsa. The opposed, air-cooled six was chosen because of its flat profile and its lack of need for a radiator allowing an extremely low, unbroken hood line.

The four-speed manual gearbox and front-drive system were combined in a transaxle adapted from a Citroen and mounted ahead of the power plant.

There's one more exterior item Gen could've demonstrated, if it had been on the car. The top, and with it, the curved section of plexiglass that serves as both windshield and side glass will lift up automatically for access to the passenger compartment. However, the whole section had been removed for some repair work. That meant I'd be driving the Reactor as a roadster, not in its usual form as a closed coupe.

Finally, Gene hit the button I'd been waiting for, the one that opened the door to the cockpit. The forward-hinged panel swung out and up at roughly a 45-degree angle.

I stepped over the high sill and dropped into the contoured seat. Gene, meanwhile, lowered himself into the passenger's seat.

The driving position was similar to that of an extremely low race car. My back reclined at a severe angle, my rump was almost at floor level and my knees were held high by the forward edge of the seat. I felt like a radically italicized letter "N".

It sounds cramped but, actually, it wasn't at all. In fact,

when I tried to depress the foot pedals, I had to lift my hip slightly and stretch my leg.

The pedals, incidentally, were flush with the floor, not suspended or elevated.

Another novelty was the steering control. It rotated on a column, just like a conventional wheel, but there was no circular rim. Instead, at the outer ends of what normally would've been horizontal spokes, there were swivel-mounted hand grips.

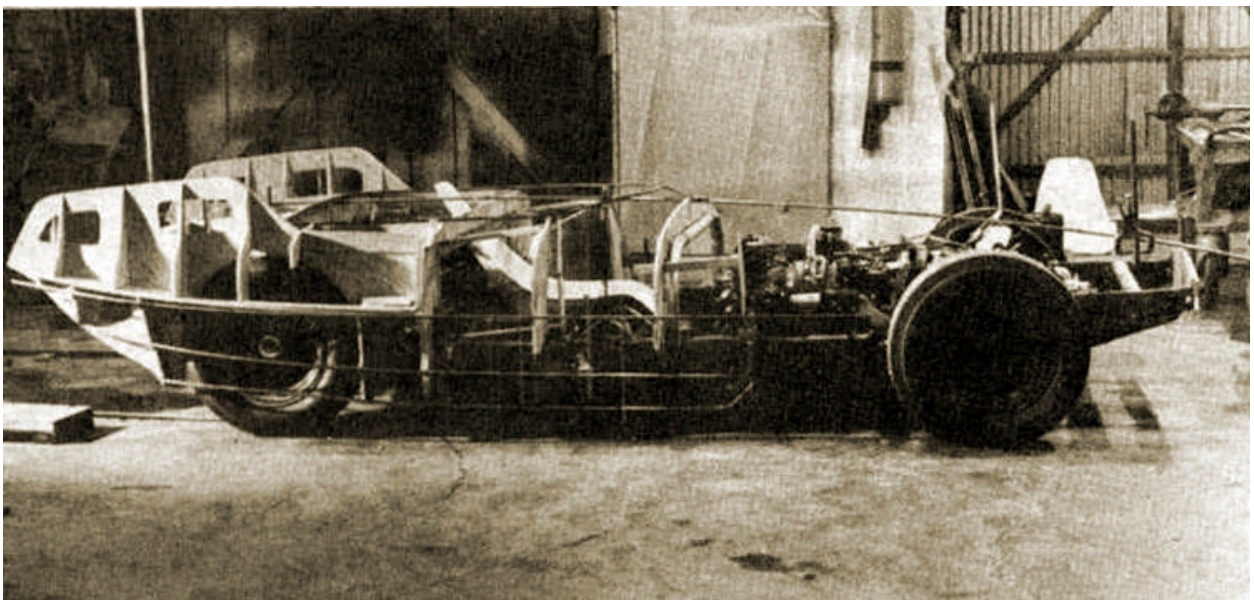
The rest of the controls, ignition, shift lever and switches for the many special devices were all in a central console.

I turned the key and the little Corvair engine responded immediately - more quickly and smoothly, in fact, than the power plants of a good many stock Monzas and Corsas I've driven.

Then a startling thing happened. The car began to rise! The body lifted and settled at a slightly higher level! It was the hydro-pneumatic suspension which, like the front-drive assembly, came from a Citroen. But it'd been several years since I'd been in one of the French machines and I'd forgotten all about its remarkable self-leveling system.

Off I went, cautiously at first and a little awkwardly. I was still a bit spooked by the suspension and, too, it took me a few minutes to adjust to the car's unusual controls. But, as I got used to the feel of the steering and the foot pedals, I began to enjoy myself immensely. In fact, the thing became a ball to drive! I could see why, back at the traffic signal, Gene couldn't resist the chance to let it out!

The steering control was a little too close for comfort. When I



Reactor with body buck under construction at Gene Winfield's shop. Front wheel drive with Corvair turbo engine mounted behind the transaxle. Pancake engine contributed to the car's low profile.

turned it 90 degrees so that the spokes were vertical, one end barely cleared my gut. Gene told me, though, he planned to correct that difficulty by shortening the steering column an inch or two, bringing the control out more into the driver's lap.

The feel of the steering system was excellent. It combined a rack and pinion part of the Citroen front end with a power assist Gene had added. The latter not only eased handling, it smoothed out most of the roughness inherent in manually-steered front drive.

The flush pedals had to be pushed through the floor. I found that, when I applied my foot to one, my shoe tended to slide forward on the pedal and, as I released it, my tow could catch under the edge of the floorboard. Again, Gene had an answer for the problem. He was going to install a vertical metal plate at the front of the pedal recess to prevent toe snagging.

But as an idea, flush pedals are sound. And, in the Reactor, they certainly eliminated the cluttered look of ordinary, suspended pedals.

The shift lever felt vague and inexact, like that of an inexpensive rear-engine car and for much the same reason. The lever itself was several feet from the transmission. A complicated and therefore imprecise linkage had to find its way from the console-mounted control, around the engine, to the gearbox at the very front of the car. With the slack allowed by all the necessary joints and connections, it wasn't easy to find a gear very quickly.

The highlight of the car's engineering was the suspension.

Some writers, myself included, have described the Reactor's chassis as a Citroen. That isn't completely true. Gene built the platform frame himself and welded the upper part of the body to it, forming a taut, unitized structure.

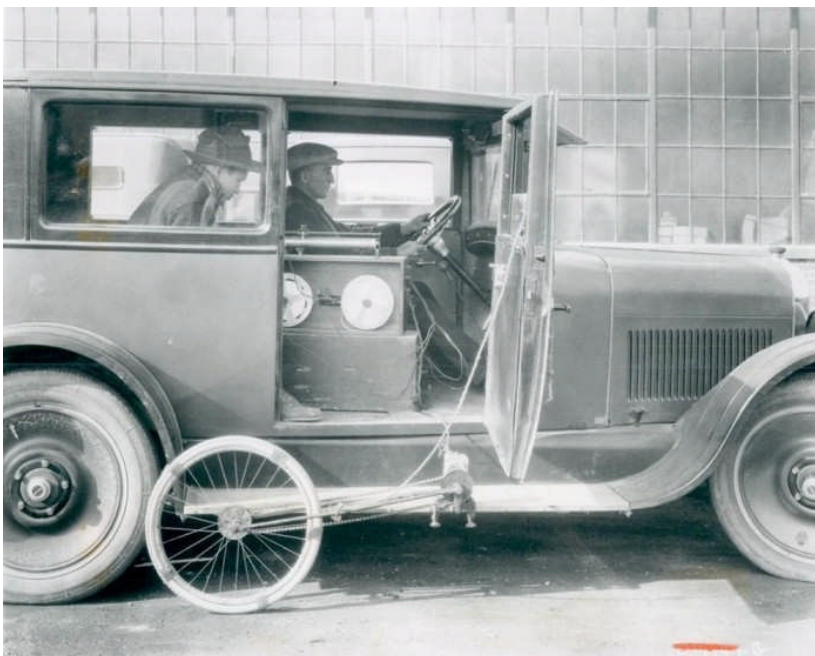
The suspension, though, was taken from a Citroen. It's operated by a combination of pneumatic and hydraulic pressures. Yes, air and oil pressures would be a simpler description but not really an accurate one. The system doesn't use air but nitrogen, because the latter doesn't expand or contract as much when the temperature changes.

Cylinders of compressed nitrogen take the place of springs and actually support the car. Hydraulic pressure, supplied by a pump driven off the engine crankshaft, can be applied to raise or lower the vehicle and to keep it level at any selected height.

In my experience with the Reactor, when the engine wasn't running, the system let the car settle within four inches of the ground. When the powerplant was turned on, hydraulic pressure would automatically raise the vehicle to about six inches of clearance. A switch on the console allowed it to be dropped back down again for fast cruising on a smooth highway. Conversely, it could be raised still higher, to a maximum of nine and a half inches.

In a standard Citroen, the rear raises first, then the front comes up to the same level. Gene had reversed that on the Reactor, so the front would raise first, giving the car a wild rake-if only for a moment until the rear leveled with it.

Gene had also increased pressure within the system for a firmer ride. That was very much to my liking. The car felt extremely stable.



FIFTH WHEEL TRIVIA PHOTO

This GM stock photo shows a 1924 or 1925 Oakland sedan equipped with an early fifth wheel and a front tire that's going flat!

The caption reads:

Geared to "fifth wheel" on the running board, this spark accelerometer measured distance against time. Electric sparks made pinholes in a paper tape at one- and ten-foot intervals. A clock ticked off half-second marks.

All in all, I found the Reactor a fun car, not just because of its dramatic styling, but because of the way it performed and handled. It was smooth, responsive and solid, like a well-engineered street rod or sports car.

Despite its mass of automatic equipment, the car weighs only slightly more than 2,000 pounds. Acceleration is impressive because that's between 500 and 600 pounds less than the Corvair the engine came from. And it's way inside the suspension's load limits, because it's some 700 pounds under the weight of a Citroen.

Only one awkward moment marred my experience with the Reactor. While I was driving and Gene riding, I ran over a patch of fresh asphalt. With the front wheels exposed and the windshield missing, bits of tar were thrown in our faces. Gene glowered at me for a moment, looking as if he wanted to accompany my share of the tar with a few feathers.

But I was on my best behavior for the rest of my time at the controls. Why, I didn't even do any street racing!

RON PELES' KNIGHTS OF COLUMBUS CAR SHOW

For the second year in a row, LVCC member Ron Peles will be Chairman of the Knights of Columbus Car Show in Phillipsburg, New Jersey. And Ron has made sure there will be a special class just for Corvairs! The show will be in August, but it's not too early to mark it on your calendar. Check out the flyer on the next page.

LVCC MEETING NOTES

Our March 23rd meeting was attended by Al Asheuer, Larry Asheuer, Allan Lacki, Larry Lewis, Fred Scherzer, Dennis Stamm, Bob Weideman and Dick Weidner.

Dennis called the meeting to order. Dick presented the minutes from the

February meeting and the latest treasury report. The current balance is \$1,349.52.

Old Business.

Continuing a discussion from our February meeting, Dick recalled that LVCC raised money by hosting several Corvair shows at local shopping malls, including the Whitehall Mall, Trexler Mall and other locations. These were indoor shows where the mall managers paid the club to put Corvairs on display.

New Business.

Al Lacki agreed to obtain the official copy of the club's Articles of Incorporation from Pennsylvania and write a proposal to amend them in a way that will ensure the club's tax-exempt status.

General Discussion.

Larry Asheuer said he recently drove up to Clark's Corvair Parts in Massachusetts to drop off cores. He said he plans to make the trip again in a month or two. Dennis Stamm offered to go along on Larry's next trip.

Larry Asheuer displayed one of four new 6.50x13 tires he bought for his 1969 Corvair 500 coupe. Manufactured by Coker, these are true radial tires but they have a tread pattern that matches the bias-ply tires sold back in the 1960s. Larry said he considered the much less expensive Maxxi-brand 175/80x13 tires, but Larry was concerned by their sidewalls which seemed to be flimsy.

Al Lacki brought in a replacement bell housing that he will be installing on his 1966 Corvair Monza. He purchased it from Dennis Stamm and had a local machinist mill the diff-side surface slightly to ensure that is fully parallel to the engine-side surface. Al hopes this will cure problems he has had with squealing pilot bushings over the years.

Al also announced he is running for Eastern Division Director in the Corvair Society of America. Jerry Brown of South Carolina is also running for

the same position. You can read their biographies in the April issue of the CORSA Communique. Elections begin on April 10 and run through June 1. If you are a CORSA member, then please vote!

Fred Scherzer and Larry Asheuer talked about tire balancing. Both agreed that dynamic balancing (also known as spin balancing) is far superior to static (bubble) balancing. Larry recalled that, a long time ago, he had tires for his Rampside bubble balanced but they continued to send vibrations through the suspension. He took the tires to another shop that balanced them dynamically and the problem was cured.

Dennis Stamm announced that he is going in for neck surgery in April. He hopes to make it to our next meeting, but he is not sure at this point. We hope the procedure is fully successful and we wish Dennis a speedy recovery!

Did You Know...

A small number of companies manufactured removable fiberglass hard tops for early Corvair convertibles? Dick Weidner remembers seeing one at a Walnutport junk yard several years ago, but it's probably gone by now. Larry Asheuer said he recalls seeing them, too.

VOTE ON LVCC CONSTITUTION, BY-LAWS, ETC.

Al Lacki has drafted two documents to amend our Articles of Incorporation and our Constitution & Bylaws. Copies are attached to this newsletter. The purpose is to update them and to ensure our tax-exempt status in Pennsylvania. Al will put them up for a yea or nay vote at our April meeting, so please read them beforehand and let us know what you think. By the way, the copies are "redline" versions. A red line version of a document is one with changes that are proposed but not yet accepted are indicated with a red font color. That way, you can see exactly what we intend to change.



Warren Council #474 Presents:

2nd Annual Great Phillipsburg Auto Show



Saturday August 13th, 2016
8:00 am - 3:00 pm
(Rain date August 14th, 2016)

SHOW FEATURES

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

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

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)*

WEB SITE: www.kofccouncil474.com
for additional information
REGISTRATION INFORMATION CONTACT:
Ron Peles Show Chairman (908) 479-1218
ronaldpeleslaw@gmail.com

FAMILY FUN FOR ALL

- All Pre-registration 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)

SHOW CAR CLASSES

- | | |
|--|--|
| 1. AACA First Junior or First Senior | 13. Corvair (All) |
| 2. AACA HPOF (Historic Preservation of Features) | 14. Corvette (All) |
| 3. Stock Pre - 1942 | 15. PT Cruiser (All) |
| 4. Stock 1946 - 1960 | 16. Late Model Muscle not otherwise classified e.g.
Challenger, Charger, Camaro |
| 5. Stock 1960 - 1975 | 17. Tuner (Evo, STI, Honda, etc.) |
| 6. Stock 1975 - 1990 | 18. Sport Cars |
| 7. Stock 1990 - Present | 19. Race Cars |
| 8. Modified, Street Rod to 1947 | 20. Jeep and Truck |
| 9. Modified, Street Machine, 1948 - 1980 | 21. Replica and Kit |
| 10. Modified 1980 - Present | 22. Exotic |
| 11. Tri-Five Chevy (55, 56, 57) | |
| 12. Mustang and Shelby Mustang (All) | |

Classes of less than 10 Cars will be combined with other similar classes at the Show Chairman's discretion.

ALL MUSIC WILL BE BROADCAST BY THE DJ. NO MUSIC PLAYED FROM SHOW CARS
All participants are responsible to remove their own trash from the show field

NAME _____ PHONE _____
 STREET _____ CITY _____ STATE _____ ZIP _____
 EMAIL _____ CAR CLUB _____
 SHOW CAR: YEAR _____ MAKE _____ MODEL _____ CLASS _____
 CAR CORRAL: YEAR _____ MAKE _____ MODEL _____
 INSURANCE COMPANY _____ POLICY NO. _____
 FLEA MARKET: NO. OF SPACES _____

Make Checks Payable to: "Warren Council 474 Knights of Columbus"
Mail Checks to: Ronald P. Peles, 212 Aldin Road, Stewartsville, NJ 08886

Local Events In and Around Lehigh Valley

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 20 - 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 ::: 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. Rain date April 24. 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 ::: 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 ::: 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

Saturday, April 30, 2016 ::: 3rd Annual Michael Aquilina Memorial Car & Craft Show

Location: Bethany Wesleyan Church, 675 Blue Mountain Drive, Cherryville, PA, 18035. Time: 9 AM to 3 PM. Price: Pre-register cars \$8.00 day of show \$10.00. Event is rain or shine. Hosted by Shooting for the Cure for Relay for Life. Awards, 50/50 raffle, vendors, crafters, food and more. To Register, call Wanda Brown at 610-393-8636 or brown443@ptd.net. <https://www.facebook.com/events/880268738732735/>

Sunday, May 01, 2016 ::: GM on Display at Macungie

Location: Macungie Memorial Park, 50 S Poplar St, Macungie, PA 18062. Time: 9 AM to 3 PM. All GM vehicles welcome. This year, we are featuring 1960-1977 compacts (including Corvairs!) Show vehicles \$8.00 pre-registered, \$10.00 day of show. Cars for Sale same price. Flea market spaces 20'x20' \$15.00 pre-registered, \$20.00 day of show. Vendors must furnish tables. Pre-registration deadline is April 25, 2016. Contact Don Haley at: 610-608-7904. www.kscpoci.org

Sunday, June 19, 2016 ::: Silver Creek Father's Day Car Show

Location: Silver Creek Athletic Association • 2943 Route 212 • Springtown, PA 18081. Gates open at 8 AM. Time: 9 AM to 3 PM. Registration ends at 12:30 PM. Voting from 12:30 to 1:30 PM. Trophies presented at 2:30 PM. Rain or shine. Price: \$8 pre-registration. \$10 at gate. Contact us at SilverCreekAA@verizon.net or visit our website at www.silvercreekathleticassociation.org

Saturday, August 13, 2016 ::: 2nd Annual Phillipsburg Auto Show

Location: St. Philip & St. James School, Phillipsburg, NJ. Time: 8 AM to 3 PM. Rain date: August 14. Price: \$10 preregistered, \$15 day of show. Includes Corvair class. Awards, food, door prizes, etc. The show chairman is LVCC Member Ron Peles. Contact Ron at (908) 479-1218 or ronaldpeleslaw@gmail.com. Website: <http://www.kofccouncil474.com/2nd-annual-great-phillipsburg-auto-show/>

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: 1964 Monza Convertible. Restored in 1995. 164 cid 110 hp Powerglide. Winner of many trophies and awards including CORSA Concours De'Elegance Senior Division Award. Engine resealed with Viton. Black with black interior and a white manual top. Options include bumper guards, tissue dispenser, parking brake warning light, wire wheel hub caps, dash clock. Garaged and meticulously cared for since restoration. Asking \$13,000. Car is located in Jim Thorpe PA. Questions should be directed to Jerry Moyer. (Jerry is a member of LVCC). Contact Jerry at (215) 206-7638 or moy38@yahoo.com



For Sale: One NOS cylinder head, never installed, with new valves, valve springs and seals for 1961-1963 80 hp Corvair, \$125. Also, one reconditioned cylinder head with ground valves and new seals for 1964 110 hp engine, \$75. Contact Carl Moore at (610) 856-7630 evenings only or moo568@dejazzd.com

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

For Sale: Engine deck lid for 1964 Corvair. Good condition. Asking \$100. Make an offer. 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. Asking \$100. Price negotiable. Make an offer. 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.

Cruise Schedule Sampler

2016 Cruise Schedule for Macungie Memorial Park

Location: Macungie Memorial Park, 50 S Poplar St, Macungie, PA 18062. Start time: 3 PM. Dates: April 16, May 21, June 11, July 16, August 20, September 24, October 15. <http://www.macungiepark.com/calendar.html>

2016 Cruise Schedule for Trexlertown Plaza

Location: Trexlertown Plaza, 7150 Hamilton Blvd., Trexlertown, PA 18087. Dates: 2nd & last Saturday of each month, weather permitting. All makes of classic & antique vehicles welcome. All donations received at our cruise nights are presented to Dream Come True foundation. Event times: April 9 & 30 4-7 PM; All of May, June July, & August 5-8 PM; Sep 10 & 24 4-7 PM; Oct 8 & 29 3-6 PM. <http://moparmadness.org/>

2016 Cruise Schedule for Oley Turnpike Dairy

Location: Oley Turnpike Dairy, 6213 Oley Turnpike Road, Oley, PA 19547. Start time: 5 PM. Dates: Saturday April 30, May 14, May 28, June 11, June 25, July 9, July 23, August 6, August 20, September 3, September 17, 2016. Price: Free. Door Prizes; 50/50 tickets; trophies. Good food & ice cream; music; petting zoo & playground for kids. Contact: Mike Moyer 484-772-0996 or Sheila Jessum 484-515-46650. <http://www.oleyturnpikedairy.com>



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. Clark's Corvair donates door prizes for our meeting at Das Awkscht Fescht.

LVCC Club Officers:

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

Next Meeting: Wednesday, April 27, 2016

~~**ARTICLES OF INCORPORATION--DOMESTIC NONPROFIT
DSCB: 15-5306 (Rev 90) AMENDED AND RESTATED ARTICLES OF
INCORPORATION
LEHIGH VALLEY CORVAIR CLUB INC.
PENNSYLVANIA REGISTERED ENTITY 3027808**~~

In compliance with the requirements of ~~15 Pa.C.S. Section 5306 (relating to articles of incorporation)~~, the undersigned, ~~intending to incorporate a nonprofit corporation, hereby state that:~~ applicable provisions relating to articles of amendment for Pennsylvania nonprofit corporations, the undersigned, desiring to amend and restate the Lehigh Valley Corvair Club Articles of Incorporation filed with the Commonwealth of Pennsylvania on September 28, 2001, hereby state:

1. The name of the corporation is: Lehigh Valley Corvair Club Inc. hereinafter referenced as "LVCC".
2. The ~~(a) address of this corporation's initial address of LVCC's~~ registered office in this Commonwealth ~~or (b) name of its commercial registered office provider and the county of venue is:~~

~~(a) 137 American Street, Whitehall, PA 18052-5424, Lehigh~~

~~(b) c/o Richard C. Weidner, Lehigh~~

~~For a corporation represented by a commercial registered office provider, the county in (b) shall be deemed the county in which the corporation is located for venue and official publication purposes.~~ 2304 Main Street, Northampton, Pennsylvania 18067.

~~3.1. The corporation LVCC is incorporated under the Nonprofit Corporation Law of 1988 for the following purpose or purposes: Non-Profit Car Club.~~

~~4.2. The corporation LVCC does not contemplate pecuniary gain or profit, incidental or otherwise.~~

~~5.3. The corporation LVCC is organized on a nonstock basis.~~

~~6. (Strike out if inapplicable): The corporation shall have no members.~~

~~7. (Strike out if inapplicable): The incorporators constitute a majority of the members of the committee authorized to incorporate _____ by the requisite vote required by the organic law of the association for the amendment of such organic law.~~

~~8. The names and address, including street and number, if any, of each incorporator is:~~

Name _____ Address _____

Gerard Lopez _____ Box #323 Trumbauersville, PA 18970

~~David Biddle~~ ~~811 Third Street, Whitehall, PA 18052~~
~~Richard C. Weidner~~ ~~137 American Street, Whitehall, PA 18052~~

~~9. The specified effective date, if any, is: (month) (day) (year) (hour, if any)~~

~~10.4. Additional provisions of the articles, if any attach an 8 1/2 x 11 sheet.
Reserved.~~

~~5. LVCC has and shall continue to have members.~~

~~6. Reserved.~~

~~7. The names and addresses of each of the undersigned LVCC officers are:~~

8. Names	Addresses
Dennis B. Stamm	138 Adam Street, Mohrsville, PA 19541
Alfred H. Scherzer	1885 Gravel Pike, Perkiomenville, PA 18074
Richard C. Weidner	2304 Main Street, Northampton, PA 18067

~~9. LVCC is organized and operated exclusively for purposes within the meaning of Section 501(c)(7) of the federal Internal Revenue Code.~~

~~10. Notwithstanding any other provision of these Articles, LVCC shall not carry on any other activities not permitted to be carried on (1) by a corporation exempt from federal income tax under Section 501 (c)(7) of the federal Internal Revenue Code or the corresponding provisions of any future statute of the United States.~~

~~11. No substantial part of the activities of this corporation shall consist of carrying on propaganda or otherwise attempting to influence legislation; nor shall the corporation participate or intervene in any political campaign (including the publishing or distribution of statements) on behalf of any candidate for public office.~~

~~10. No part of the net income or assets of LVCC shall ever inure to the benefit of any director, trustee, member or officer of this organization or to any private person.~~

~~10.11. Upon the dissolution or winding up of Lehigh Valley Corvair Club Inc, any assets remaining after payment of, or provision for payment of, all debts and liabilities shall be distributed to the Corvair Society of America incorporated under the general Not-For-Profit Corporation Act of the State of Illinois.~~

~~IN TESTIMONY WHEREOF, the incorporator(s) has (have) signed these~~ It is the intent of the undersigned that the effective date of these Amended and Restated Articles of Incorporation ~~this 25th day of September 2001:~~

shall be the date when LVCC or its agent files this document with the Department of State of the Commonwealth of Pennsylvania. Until such time, or in the event such filing is deemed unacceptable by the

~~/s/ Gerard Lopez~~

~~/s/ David A. Biddle~~

~~/s/ Richard C. Weidner~~

12. Department of State, the Articles of Incorporation filed on September 28, 2001 shall prevail.

IN TESTIMONY WHEREOF, the duly authorized LVCC officer have signed these Amended and Restated Articles of Incorporation:

Signature _____ Date _____

Signature _____ Date _____

Signature _____ Date _____

Revised Constitution & By-Laws
~~January—1982~~ April 2016
The Lehigh Valley Corvair Club
A Chapter of CORSA #180

Article I Name & Purpose

Sec. 1. This club shall be known as the Lehigh Valley Corvair Club Inc. (LVCC).

Sec. 2. The purpose of this club shall be the preservation and enjoyment of the Corvair cars, trucks, and related vehicles such as the Fitch Sprint and Yenke Stinger, and any other Corvair powered vehicles. Another purpose is to encourage and publish studies and research pertaining to the history of the Corvair. An additional purpose shall be to conduct meetings, activities and programs of any sort relating to the development and history of the Corvair automobile.

Article II Officers

Sec. 1. The elected officers of this club shall be a president, vice president, secretary, and treasurer, the latter which may be a combined post (secretary-treasurer). ~~and two board of directors.~~ The term of office, for each of the above shall be one year, or until their successors are elected, ~~with the exception of the Board of Directors, which shall serve a two year term. The Board of Directors shall be two former club presidents, with the senior member serving a chairman of the directors, and the present president shall also be a member of the board.~~

Sec. 2. LVCC shall have a board of directors. The members of the board shall consist of the elected officers.

Article III Election of Officers

Sec. 1. Candidates for office shall be nominated at the September meeting and elected at the October meeting by ballot (on which there shall be a blank space for write in votes for each office).

Sec. 2. The newsletter editor shall make up a ballot to be mailed out with the next newsletter.

Sec. 3. Each member shall mark his ballot, and bring it along to the October meeting, or mail it to the secretary before the October meeting.

Sec. 4. The president shall appoint at least two tellers present at the October meeting to count the ballots and report the results of the election to the members. A majority of votes cast shall be necessary for a choice.

Sec. 5. Vacancies for any cause shall be filled by a vote of the members present at the next regular meeting of the club, said officer to serve unexpired term.

Sec. 6. ~~In case of a tie vote, the members present at the next regular LVCC meeting~~~~On the next day of (month after?) elections, in case of a tie vote, members present~~ will re-vote to break the tie.

Article IV Duties of the Officers

Sec. 1. The president shall preside at all meetings of the club, shall appoint committees, shall preserve order, and may call a special meeting at any time. He shall have the deciding vote on all questions of equal division,~~also he shall serve as third member of the board of directors.~~

Sec. 2. The vice-president shall perform the duties of the president in his absence.

Sec. 3. The secretary shall keep in writing the minutes of all the meetings of the club. The secretary shall receive all applications for membership. The secretary shall receive and answer all correspondence to the club, all of which he/she shall read at the next regular meeting. His U.S. postal address shall be the club's official address.

Sec. 4. The treasurer shall, subject to such conditions and restrictions as may be made by the officers, have custody of all monies, debts, and obligations belonging to the club. He shall receive all monies of the club and deposit same in the club account. He shall make all payment of club debts. All contracts, checks, drafts, notes, or other orders for payment of money shall be signed in the name of the club treasurer. He shall have authority to spend a said amount of money, determined by a majority of members present at a regular meeting, for club expenses without first asking the membership. He shall give bond at club expense, if required by the officers. The treasurer shall give a report on the financial status of the club at all regular meetings, and at any time if so required by the membership. No obligation or debt, or other liability shall be incurred by the treasurer, without the specific prior approval of the majority of the officers.

A majority of the officers may appoint an assistant-treasurer to act in the absence or incapacity of the treasurer.

Sec. 5. The directors shall have the responsibility to assist in formulating club policy and operational decisions. Directors may serve on committees and shall assist the president as he directs.

Article V Meetings

Sec. 1. Twelve regular monthly meetings will be held on the first Wednesday of each month in the Lehigh and Northampton Transportation Authority (LANta) office building, Allentown, Pennsylvania.~~Whitehall Mall Community Room.~~

Sec. 2, The board of directors shall have the right to cancel or postpone regular monthly meetings due to holidays, inclement weather, etc. The board of directors shall also have the right to call special meetings. When a special meeting is called, all members shall be notified at least 5 days prior to the meeting.

Sec. 3, A quorum shall be defined the minimum number of members who must be present at a meeting to vote upon a motion made by a club member.

A. For motions involving acceptance of minutes and treasury reports, 10 percent of the membership shall constitute a quorum.

B. For motions involving all other matters, 20 percent of the membership shall constitute a quorum. ~~A quorum shall consist of a majority of those members present at a scheduled membership meeting.~~

Sec. 4, Subject to the quorum rules above and except as provided in Article XII, a simple majority of votes shall be required to approve any motion made by a club member.

Sec. 5, If a quorum is not present at three successive meetings, the board of directors shall have the right but not the obligation to either approve or disapprove any outstanding motion. (This is to enable the officers to proceed with important decisions or to dissolve the club if sufficient members fail to show up for meetings).

Sec. 6, In the event of an emergency or when time is of the essence, the board of directors may make motions and conduct voting on such motions by telephonic or other electronic means (such as email), provided however, that (a) reasonable efforts are made to contact all the members and (b) the tally of votes is documented for inspection at the next regular meeting. For any decision made by this method to be rendered effective, the total number of votes tallied shall meet or exceed the quorum percentages stated above.

Article VI Members

Sec. 1, ~~All applicants for membership in the LVCC, first must be a member in CORSA, or must include CORSA dues for one year with their application to LVCC. LVCC encourages its members to join the Corvair Society of America Inc. (CORSA). The board of directors shall have the right to impose a surcharge on dues for those members who cannot demonstrate current membership in CORSA.~~

Sec. 2, Membership in the LVCC shall be extended to any person interested in the restoration, preservation or operation of the Corvair automobile.

Sec. 3, All privileges of membership may be terminated for any of the following reasons:

- A. Dues unpaid with a final notice by the end of October and a grace period of 30 days.
- B. Conduct unbecoming a person which would be detrimental to the organization. Such conduct should be brought to the attention of the board of directors, who will in turn discuss the complaint. If the complaint is deemed legitimate, the member will be called before the board and given a chance to refute the charges against him or her. The board of directors may, by majority vote of the entire board membership, decide to expel that member. No refund of dues will be made.
- C. Refusal of a member to appear before the board of directors within a reasonable length of time (maximum 2 regular meetings after having been notified) will result in automatic expulsion from LVCC.

~~Sec. 4, Subscribers will be persons who pay the amount specified by the club for membership, but have no rights of members (voting, holding office, etc.). A subscriber will not be invited to events, outings, meetings, etc. as a member. They will enjoy only benefits as extended by the LVCC to the general public. The only purpose of a subscription is to receive a news letter of the club, as a magazine subscription equivalent, not a member social or otherwise.~~

~~Note: We the members of the LVCC should try to encourage the subscribers to join CORSA and become full members of the LVCC.~~

Article VII Dues

Sec. 1, Dues for membership in LVCC are on a year to year basis as follows: First of August to 31st of July the following year, at a rate decided on by a majority vote of the membership at a regular membership meeting.

Sec. 2, Dues for new members shall be included with the application and given to the club secretary.

Article VIII Newsletter

Sec. 1, The LVCC newsletter shall be named THE FIFTH WHEEL.

Sec. 2, The newsletter shall be published and mailed to the membership monthly.

Sec. 3, An editor for THE FIFTH WHEEL shall be appointed and be responsible for publication and mailing on time.

Sec. 4, LVCC members attending outlying events shall serve as a reporter~~s~~ on such events and see that the editor receives the information on the events, to be published in the next issue of THE FIFTH WHEEL.

Article IX Committees

Sec. 1. Special committees & committee chairmen, shall be appointed as needed. The committees shall serve until the project is completed, or until the end of the program year.

Article X Personal Liability

Sec. 1. All persons or corporations extending credit to, contracting with or having any claim against this club or the officers shall look only to the funds & property of the club for payment of any contract or claim of, for the payment of any debt, or of any money that may otherwise become due or payable to them from the club or the officers, so that neither the members of the club, or the officers, present or future, shall be personally liable therefore.

Article IX Non-Profit Organization

Sec. 1. This club is a Non-profit Organization, the members here of shall not be entitled to any individual or collective interest, participation, share, right and-or property right in and to the assets of this club, but such assets shall be and constitute the indivisible property right of the club; no dividends, pecuniary profits; stock dividends or payments of the like manner shall ever be declared or paid to the members of this club.

Sec. 2. In the event the LVCC should dissolve, after all obligations, debts, and contracts are paid in full, all remaining assets shall be turned over to CORSA.

Article XII Amendments

Sec. 1. This constitution & these by-laws may be amended after the proposal to amend has been submitted in writing to the board of directors, and presented at a regular membership meeting for discussion. It then must be published in the newsletter in tact as presented. At the next monthly meeting, it shall be voted on, a two-thirds vote of a quorum is necessary for passage.

Article XIII Audits

Sec. 1. At the December membership meeting the president shall appoint two members who are not officers or members of any committee to audit the accounts of the treasurer of this club, and report on the audit at the next regular meeting.

Approved And Adopted At The
February 3, 1982 Meeting |

By
Majority Vote

Typist's Note: On February 25, 2016, this document was re-typed into Word for Windows to provide an electronic copy that could be more-easily shared among the officers of LVCC. Reasonable effort was made to reproduce the document accurately in terms of format and content, without modification to any of the original text. Prior to February 25, 2016, the document was only available in hardcopy form.