



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

MAY 2016

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Next LVCC Meeting: Weds May 25, 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.

"Silver Fox" Proves Potential

by Dan Cole

Editor's Note: Here is an article from the September 1982 issue of the CORSA Communique. In the 1970s and 1980s, the Corvair-powered Silver Fox was a championship-level autocross car. It was last seen at the 1994 CORSA Convention. Where is it now?

The AS/R class Silver Fox was built in the early '60s by Brian Harding of Fresno, California. Originally, it had a high-rise intake manifold with a four-barrel carb, steel rims, etc. and was a top time-of-day car in the local Fresno area. Gary Bailey, who had helped somewhat with the building of the car later bought it from Brian and had the car for many years autocrossing it at MIDCAL and various other events. He made some changes to it such as adding an instrument panel and adding the black paint scheme. The car is pictured in H.P. Books, "How to Keep Your Corvair Alive."

I have known Gary for many years and have competed against him at various times in my Modified production cars; a Chevy-Healey and a V6 Sprite. I have always admired the "Silver Fox" as he calls it and pestered him for many months to buy it from him if he ever decided to sell. The timing was such in late 1979 - he decided to sell.

The class structure for SCCA at the time was such that if you had a full-bodied modified production car, you still had to run against Sports Racers and Formula cars. My wife and I finished 3rd in A-Mod and Ladies A-Mod in the Sprite at the Hutchinson Nationals, but I just didn't want to give up that much power to weight to those kinds of cars.

I realized the "Silver Fox" had lots of potential, but in my mind it needed some modifications. It was totally worn out, engine, etc., and needed chassis tuning. In general, it needed some money and hard work thrown at it.

I had never driven the car until the day I bought it. At that time I had about 12 or 13 years of experience running modified production sports cars, experience with drag cars, V6s and V8's, but I didn't know anything about Corvairs. I bought books and talked to our local Corvair experts such as Bill Bamford, Seth Emerson, Ron Meyers, Lee Smaggaard and Louie Lira.

About this time I asked a long-time friend of mine, Don Monzo, who had lots of experience driving big block Corvettes, if he would be interested in sharing the expenses of helping me develop the car for a "ride" in it. He said yes, as he had won everything there was to win in the local prepared stock Corvette classes for years.

I guess I should tell you a little about the car. The chassis is 1" square steel tube with an aluminum skin and full belly pan back to the fire wall. It has an 82" wheel base. The front suspension is Spitfire discs, stock Spitfire coil over Koni springs and shocks with modified upper and lower Spitfire A arms. The rear suspension is home-made. The hub carriers are 1/8" steel plate with upper and lower trailing arms.

The engine is a '64 bored .060 over with forged pistons for 2,850 cc, I believe. The heads are milled approximately .100 and have highly modified big ports and valves. We experienced a lot of valve seat trouble and our good friends at Hannan's Machine Shop in Hayward solved that problem for us. They also put together a custom set of valve springs, etc. for us that work real well. We run Crane roller rockers, Crower push rods, TRW lifters and a dual pattern Crower cam. Ignition is modified Mallory with a photo cell.

Bill Bamford put together the engine for us. It uses magged and shotpeened

rods and crank, chamfered balancing, etc. The pan is stock but baffled. The clutch, flywheel, etc., is lightened as much as we dare with the full use of aircraft quality nuts and bolts. The exhaust system is tricked up but has 86 decibels for noise.

The intake manifolds are home-made with dual 48/IDA Webers. It used to be very hard to start when hot due to puddling of fuel, so we modified the manifolds and it works like a charm now and runs real strong.

We run a separate electric fan motor to cool the engine and two oil coolers. We keep a close eye on cylinder head temps and cool the engine in the pits with a water spray bottle if needed.

The light-weight rims are 10" and 14" wide front and rear. We use Spitfire rack and pinion steering. Weight is 1,245 pound with full fuel. We also run a wing and air lip.

Of course, there is much more to it such as carb jetting, timing, exhaust, chassis tuning, etc. I had considered lightening the car by re-designing the rear suspension and going to a lighter transaxle, but decided against it because of the strength needed by the tremendous cornering power and torque the car generates with the 14" wide rims and slicks. We keep a close eye on the rod ends, etc., for wear. I could probably make some small gain by switching to the 3 barrel Webers but the 48s work so well I decided the expense and sorting out of problems wouldn't be worth the effort.

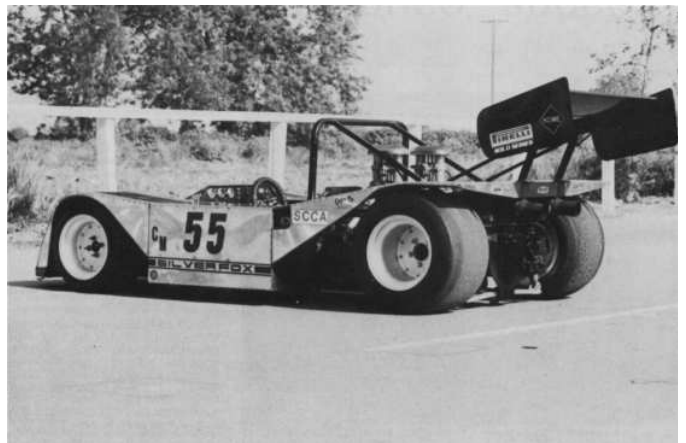
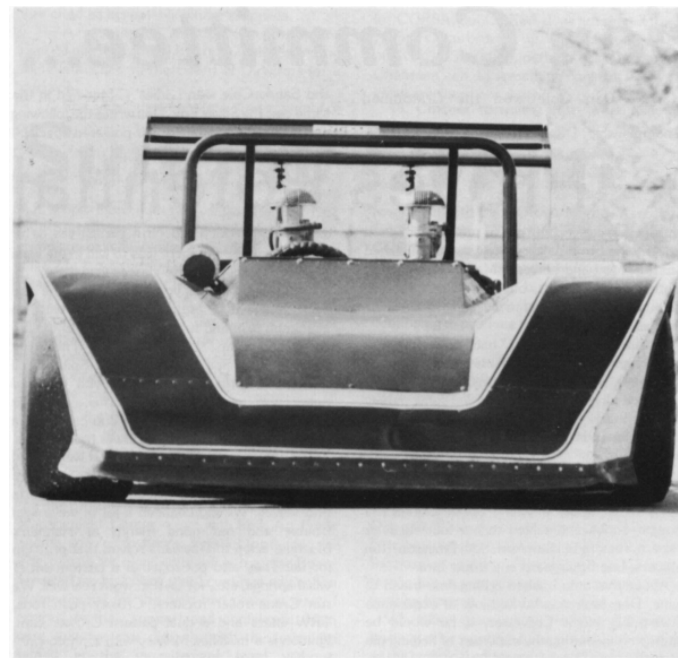
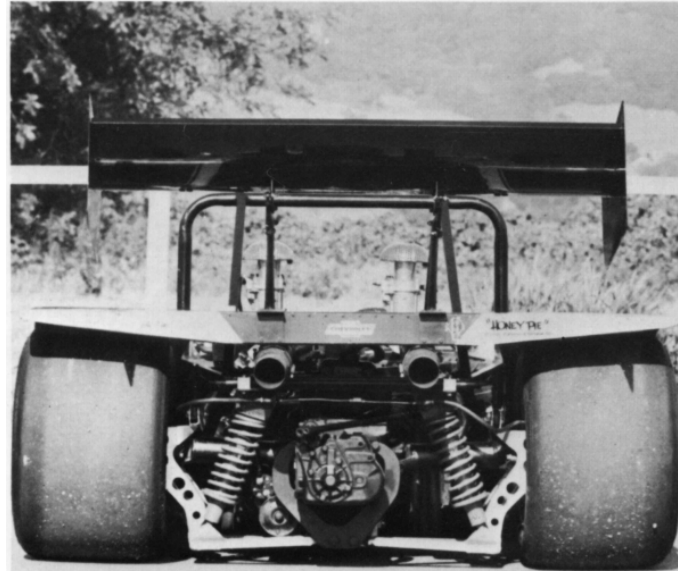
The car steers very light and is a handful to drive but doesn't have the twitchiness of most cars with such a short wheel base.

We have many Top Times of Days against Modified formula cars running
(Continued on page 9)



"Silver Fox"

Photos from the September 1982 CORSA Communique and 1994 CORSA Convention autocross video recorded by Rick Norris. The Corvair transaxle was replaced by a Hewland FT200 unit at some point.



Don't Back Off Now!

Keep Those Nuts and Bolts Tight!

Editor's Note: In March 1990, Richard T. Barrett wrote the NASA Fastener Design Manual, also known as Publication 1228. Comprehensive to say the least, it addresses fastener types, materials, platings, corrosion resistance, torque ratings, design criteria, and locking methods to keep them tight. In this issue of The Fifth Wheel, we just present the Locking Methods chapter for your reading pleasure.

Surprisingly, it advises against using "lock washers" for locking nuts and bolts! So now you know why you won't find lock washers anywhere inside your Corvair engine. Jam nuts also come under attack.

Actually, these conclusions are supported by numerous engineering studies involving high-strength applications.

Locking Methods

Tapped Holes

In a tapped hole the locking technique is normally on the fastener. One notable exception is the Spirallock tap shown in figure 1. The Spirallock thread form has a 30° wedge ramp at its root. Under clamp load, the crests of the male threads are wedged tightly against the ramp. This makes lateral movement, which causes loosening under vibration, nearly impossible. Independent tests by some of the aerospace companies have indicated that this type of thread is satisfactory for moderate resistance to vibration. The bolt can have a standard thread, since the tapped hole does all the locking.

Locknuts

There are various types of locking elements, with the common principle being to bind (or wedge) the nut thread to the bolt threads. Some of the more common locknuts are covered here.

Split beam. - The split-beam locknut (fig. 2) has slots in the top, and the thread diameter is undersized in the slotted portion. The nut spins freely until the bolt threads get to the slotted area. The split "beam" segments are deflected outward by the bolt, and a friction load results from binding of the mating threads.

Deformed thread. - The deformed-thread locknut (fig. 3) is a common locknut, particularly in the aerospace industry. Its advantages are as follows:

- (1) The nut can be formed in one operation.
- (2) The temperature range is limited only by the parent metal, its plating, or both.
- (3) The nut can be reused approximately 10 times before it has to be discarded for loss of locking capability.

Nylok pellet. - The Nylok pellet (of nylon) is usually installed in the nut threads as shown in figure 4. A pellet or patch projects from the threads. When mating threads engage, compression creates a counterforce that results in locking contact. The main drawback of this pellet is that its maximum operating temperature is approximately 250 degree F. The nylon pellet will also be damaged quickly by reassembly.

Locking collar and seal. - A fiber or nylon washer is mounted in the top of the nut as shown in figure 5. The collar has an interference fit such that it binds on the bolt threads. It also provides some sealing action from gas and moisture leakage. Once again the limiting feature of this nut is the approximate 250 degree F temperature limit of the locking collar.

A cost-saving method sometimes used instead of a collar or nylon pellet is to

bond a nylon patch on the threads of either the nut or the bolt to get some locking action. This method is also used on short thread lengths, where a drilled hole for a locking pellet could cause severe stress concentration.

Castellated nut. - The castellated nut normally has six slots as shown in figure 6(a). The bolt has a single hole through its threaded end. The nut is torqued to its desired torque value. It is then rotated forward or backward (depending on the user's preference) to the nearest slot that aligns with the drilled hole in the bolt. A cotter pin is then installed to lock the nut in place as shown in figure 6(b). This nut works extremely well for low-torque applications such as holding a wheel bearing in place.

Jam nuts. - These nuts are normally "jammed" together as shown in figure 7, although the "experts" cannot agree on which nut should be on the bottom. However, this type of assembly is too unpredictable to be reliable. If the inner nut is torqued tighter than the outer nut, the inner nut will yield before the outer nut can pick up its full load. On the other hand, if the outer nut is tightened more than the inner nut, the inner nut unloads. Then the outer nut will yield before the inner nut can pick up its full load. It would be rare to get the correct amount of torque on each nut. A locknut is a much more practical choice than a regular nut and a jam nut. However, a jam nut can be used on a turnbuckle, where it does not carry any of the tension load.

Serrated-face nut (or bolthead). - The serrated face of this nut (shown in fig. 8) digs into the bearing surface during final tightening. This means that it cannot be used with a washer or on surfaces where scratches or corrosion could be a problem. According to SPS Technologies, their serrated-face bolts

Wedge ramps resist transverse movement

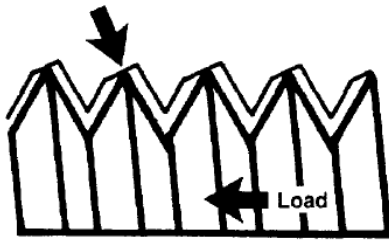
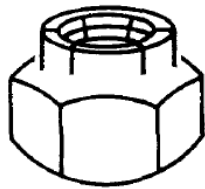


Figure 1. Spirallock thread



Full-height, heavy-duty hex

Figure 2. Split-beam locknut

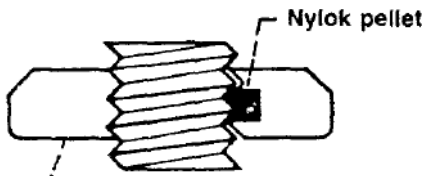


Figure 4.—Nylok pellet locknut.

Figure 4. Nylok pellet locknut

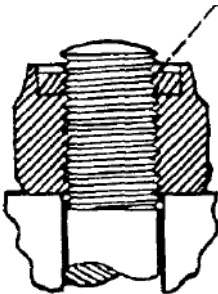


Figure 5. Locking collar

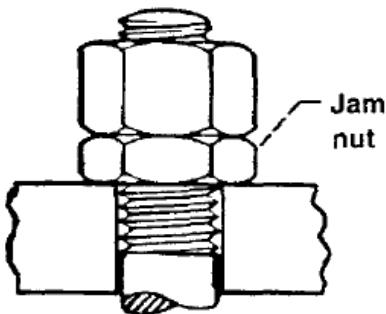
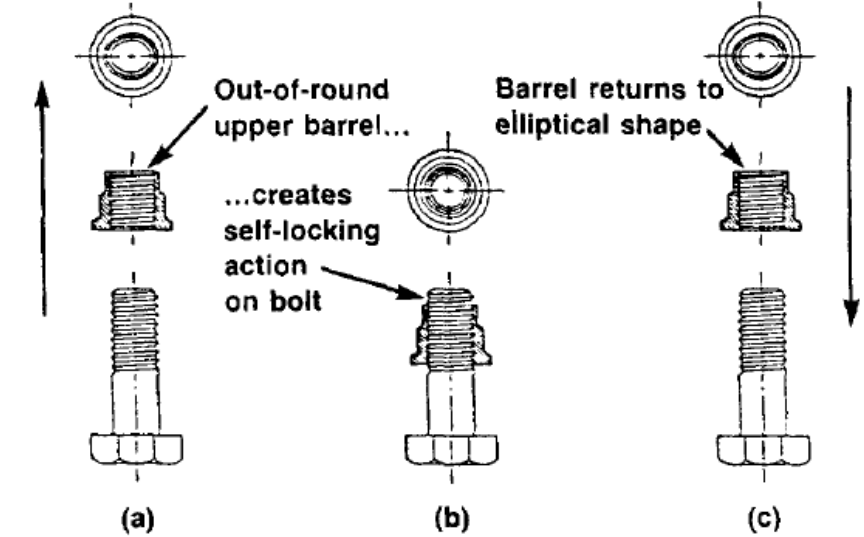
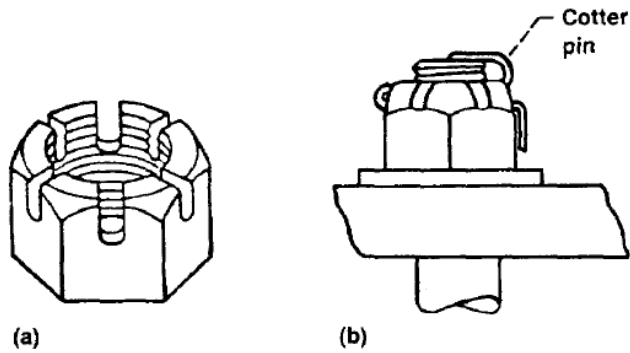


Figure 7. Jam nut.



- (a) Before assembly
- (b) Assembled
- (c) After withdrawal

Figure 3. Deformed thread locknut



- (a) Slots
- (b) Cotter pin locking

Figure 6
Castellated nut

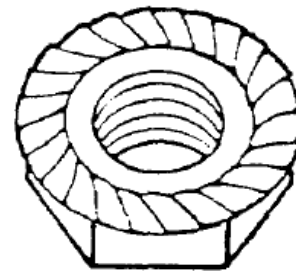


Figure 8. Durlock nut

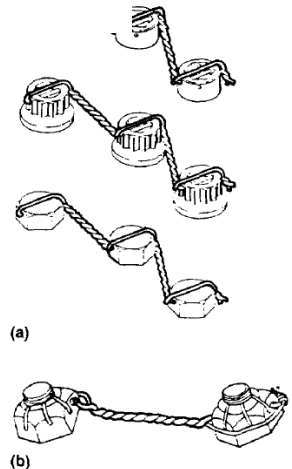


Figure 9. Lockwiring

(Durlock 180) require 110 percent of tightening torque to loosen them. Their tests on these bolts have shown them to have excellent vibration resistance.

Lockwiring

Although lockwiring is a laborious method of preventing bolt or nut rotation, it is still used in critical applications, particularly in the aerospace field. The nuts usually have drilled corners, and the bolts either have throughholes in the head or drilled corners to thread the lockwire through. A typical bolt head lockwiring assembly is shown in figure 9 (a), and a typical nut lockwiring assembly is shown in figure 9(b).

Direct Interfering Thread

A direct interfering thread has an oversized root diameter that gives a slight interference fit between the mating threads. It is commonly used on threaded studs for semi-permanent installations, rather than on bolts and nuts, since the interference fit does damage the threads.

Tapered thread. - The tapered thread is a variation of the direct interfering thread, but the difference is that the minor diameter is tapered to interfere on the last three or four threads of a nut or bolt as shown in figure 10.

Nutplates

A nutplate (fig. 11) is normally used as a blind nut. They can be fixed or floating. In addition, they can have most of the locking and sealing features of a regular nut. Nutplates are usually used on materials too thin to tap. They are used primarily by the aerospace companies, since their installation is expensive. At least three drilled holes and two rivets are required for each nutplate installation.

Locking Adhesives

Many manufacturers make locking adhesives (or epoxies) for locking threads. Most major manufacturers make several grades of locking adhesive, so that the frequency of disassembly can be matched to the locking capability of the adhesive. For example, Loctite 242 is for removable fasteners, and Loctite 2719 is for tamperproof fasteners. Other manufacturers such as Bostik, ND Industries, Nylock, 3M, and Permaloc make similar products.

Most of these adhesives work in one of two ways. They are either a single mixture that hardens in the absence of air or an epoxy in two layers that does not harden until it is mixed and compressed between the mating threads. Note that the two-layer adhesives are usually put on the fastener as a "ribbon" or ring by the manufacturer. These ribbons or rings do have some shelf life, as long as they are not inadvertently mixed or damaged.

These adhesives are usually effective as thread sealers as well. However, none of them will take high temperatures. The best adhesives will function at 450 degrees F; the worst ones will function at only 200 °F.

Washers

Belleville Washers. - Belleville washers (fig. 12) are conical washers used more for maintaining a uniform tension load on a bolt than for locking. If they are not completely flattened out, they serve as a spring in the bolt joint. However, unless they have serrations on their surfaces, they have no significant locking capability. Of course, the serrations will damage the mating surfaces under them. These washers can be stacked in combinations as shown in figure 13 to either increase the total spring length (figs. 13(a) and (c)) or increase the spring constant (fig. 13(b)).

Lockwashers. - The typical helical spring washer shown in figure 14 is made of slightly trapezoidal wire formed into a helix of one coil so that the free height is approximately twice the thickness of the washer cross section. They are usually made of hardened carbon steel, but they are also available in aluminum, silicon, phosphor-bronze, stainless steel, and K-Monel. The lockwasher serves as a spring while the bolt is being tightened. However, the washer is normally flat by the time the bolt is fully torqued. At this time it is equivalent to a solid flat washer, and its locking ability is nonexistent. In summary, a lockwasher of this type is useless for locking.

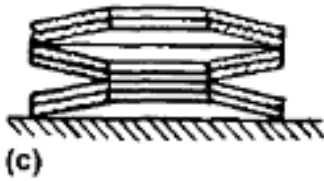
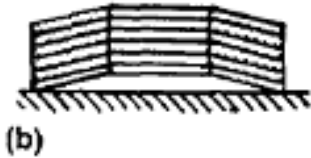
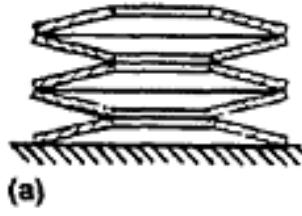
Tooth (or Star) Lockwashers. - Tooth lockwashers (fig. 15) are used with screws and nuts for some spring action but mostly for locking action. The teeth are formed in a twisted configuration with sharp edges. One edge bites into the bolt head (or nut) while the other edge bites into the mating surface. Although this washer does provide some locking action, it damages the mating surfaces. These scratches can cause crack formation in highly stressed fasteners, in mating parts, or both, as well as increased corrosion susceptibility.

Self-Aligning Washers. - A self-aligning washer is used with a mating nut that has conical faces as shown in figure 16. Because there is both a weight penalty and a severe cost penalty for using this nut, it should be used only as a last resort. Maintaining parallel mating surfaces within acceptable limits is normally the better alternative.

LVCC MEETING NOTES

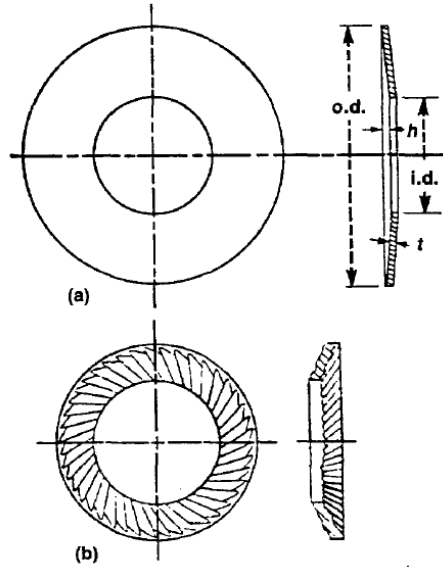
Our April 27 meeting was attended by Rich Greene, Allan Lacki, Larry Lewis, Jerry Moyer, Fred Scherzer, Dennis Stamm, Bob Weideman and Dick Weidner.

Minutes and Treasury Report. Dennis called the meeting to order. Dick presented minutes from the March meeting and the latest treasury report. The current balance is \$1,336.26.



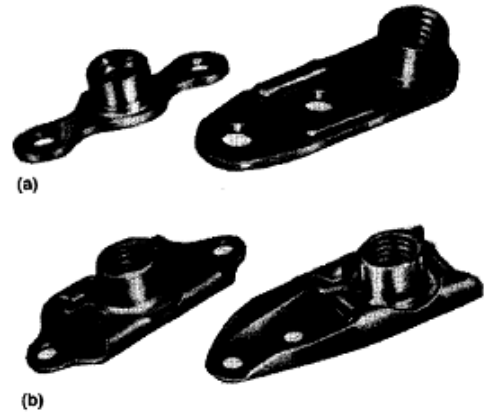
(a) In series
(b) In parallel
(c) In-parallel series

Figure 13



(a) Smooth
(b) Serrated

Figure 12
Types of Belleville washers



(a) Fixed
(b) Floating

Figure 13
Nut Plates

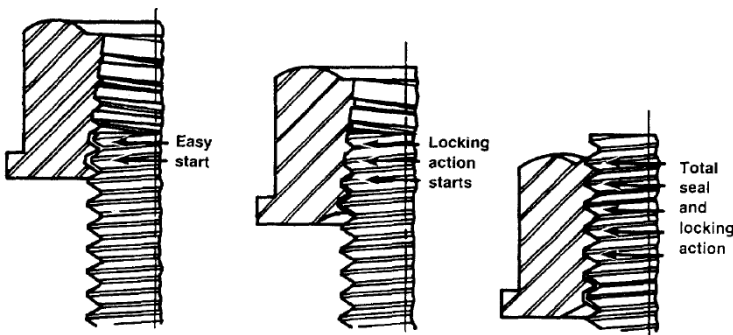
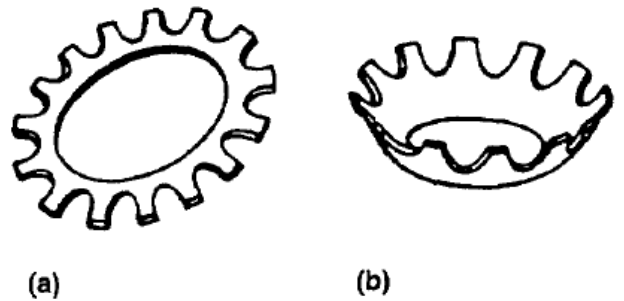


Figure 10
Tapered thread

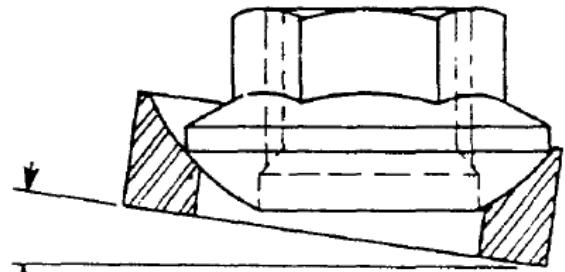


(a) Flat
(b) Countersunk

Figure 15
Tooth Lockwashers



Figure 14
Helical spring washers (aka "lock washers")



8° maximum misalignment of nut and bearing surface at assembly

Figure 16. Self-aligning nut.

Corvairs for Sale. Dennis Stamm circulated photocopies of ads for Corvairs that are for sale in our general area. Jerry Moyer brought a stack of CORSA Communiques from the 1982-1987 period and offered them for free to everybody at the meeting.

Elections. CORSA division officers are up for election and the April issue of the Communique should include a ballot. But Jerry Moyer and Rick Greene said they have not yet received it. Fred Scherzer volunteered to bring copies of the ballot to our next meeting, in May, so that everybody can vote. Al Lacki is running for Eastern Division Director this year.

Show & Tell. Dick Weidner brought a partially-disassembled Corvair brake light switch for show and tell. He passed it around and all the attendees were able to see how it works. Dick pointed out how brake light switches fail and what can be done to repair them.

Dick also circulated copies of vintage CORSA Windmill newsletters that were published beginning in June 1971, during the early days of the national organization. Dick's collection consists of thirteen out of the fifteen Windmills issued by CORSA and Dick brought all of them to the meeting. Many include articles about Ralph Nader's crusade against the Corvair and various counterpoint articles written by CORSA members.

In addition, Dick circulated copies of "Whales on Wheels," the newsletter published by a CORSA chapter known as Group UltraVan. Among other things, the issues include an article advocating 110 hp Corvair engines, rather than 140s, for Ultravans due to their superior low-end torque.

PCA Road Tour. Rich Greene talked about the Philadelphia Corvair Association's (PCA's) upcoming caravan to the AACA Museum in Hershey, PA. PCA club members will be mustering in Royersford, driving west on US 422, stopping for lunch in Annville, and then

continuing on to Hershey. Rich said PCA is open to having a second rendezvous point along the way so that LVCC members can join the tour.

LVCC Governing Documents. The attendees approved the revised Articles of Incorporation, By-Laws, and Constitution that were attached to our April newsletter. Dennis, Fred and Dick, in their capacities as officers of the club, signed the documents. Al Lacki agreed to file the revised Articles of Incorporation with the Pennsylvania Department of State, as discussed previously.

DRIVE YOUR STOCK CORVAIR ON A RACE TRACK!

Northeast Corvair Council / NECC Motorsports is offering two driving options for its June 25th and August 27th events at New York Safety Track this year. The first option is a full High Performance Driving Event (HPDE) with timed laps. To do it, your Corvair needs to pass tech inspection, be equipped with three-point (minimum) safety belts, and convertibles need roll bars. But the second option is our "Taste of the Track", where you can drive your pure-stock Corvair without having to make any modifications at all.

The Taste of the Track option consists of two fifteen-minute sessions behind a pace car driving at normal speeds through the twisty scenic course at New York Safety Track. And you'll be able to sit in on our driver's meetings, go through tech inspection if you like, hang out in the paddock, and help with HPDE timing, too. All for the very reasonable price of only \$75 per driver. (The full HPDE option costs considerably more).

Registration is now OPEN, so visit the NECC website and sign up today! neccmotorsports.com



TECH TIP: SEAL LEAKY FUEL LINES

Written by Jon P. Ramer, Orlando, Florida and originally published in the May 1985 issue of the CORSA Communique.

When a gas line leak just won't seal tight into the carb any more, clean up the mating conical surface on the steel line. Tin it with solder smoothly, and reassemble snug but not tight. Run the motor and tighten just enough to stop leaking. A good solder metal to metal seal is vacuum tight!

Editor's note: This should be obvious, but before soldering, be sure to remove the fuel line from the car first and drain any gasoline out of it!

TECH TIP: CONVERTIBLE ZIPPER LUBE

Written by Clay Wispell of the North Texas Corvair Association and originally published in the May 1985 issue of the CORSA Communique.

Does the zipper on your convertible rear window stick? Hang-up? The tape wrinkle and the teeth jam when zipping or unzipping? Try lubricating the teeth - it will work wonders.

I've tried several kinds of lubricant (stick lube, white grease, oil, and parafin) and the best so far is bee's wax. It's clean and easy to use, doesn't collect dust, doesn't stain the tape, seems to withstand the elements nicely, and stays on the teeth a long time.

Simply rub some of the wax on the sides of the zipper teeth (Sides are easiest to do with the window zipped in) and on the teeth tops, and you're in business.

The bee's wax I used came from a leather working shop and was in a convenient, hard cake form. Softer wax can be obtained from a local bee keeper.

Silver Fox continued...

(Continued from page 2)

in a higher class than the "Fox", both within our local council and SCCA events. My wife, Sandy, and I both won National Championships in Salina, Kansas at the Solo II Nationals in 1981, despite a throttle cable problem.

The car was in the January issue of Hot Rod magazine and

several issues of SCCA's Sport Car magazine.

My wife, Sandy and I both work for United Airlines. She's a Senior Systems Analyst and I'm an Aircraft Maintenance Supervisor. Don is a fireman for Santa Clara County.

1960 Corvair: How Sturdy a Compact?

Written by John Louglaas and originally published in the April 1984 issue of the *CORSA Communique*.

Have you ever tried to crush an egg in your hand? If not, try it. You'll quickly discover that it's very difficult, if not impossible. That thin protective shell is light in weight, but its design makes it extraordinarily strong. The shell reacts as a unit to absorb any outside loads that are applied. I guess giving credit where it's due, we'd have to say that Mother Nature was the first to offer unit-body construction.

Similarly, the Corvair body is compact and light in weight but also unusually strong. Several months ago, I saw a film of actual crash tests conducted by General Motors on their new 1960 Corvair. In one test, a stationary Corvair sedan was hit in the rear at 30 miles per hour by a full-size 1959 Chevrolet station wagon. Moments after the impact, several test engineers hopped into the

Corvair, started it, and drove away. Upon viewing the damage to the Chevy wagon, I am convinced that it could not have been moved without the aid of a tow truck.

Recently, I've observed several auto makers touting the strength of their products. For example, on page 7 of the July '82 issue of Motor Trend magazine, Peugeot advertises that it "has little tolerance for poorly made cars" and that their 505S model is "a veritable fortress of strength." Reinforcing this theme is the statement that, "The body, for example, is welded in 4,032 places."

Synonymous with quality and safety is the name Mercedes Benz. A Mercedes advertisement on page 83 of the April '83 issue of Road & Track magazine maintains that "quality is standard" with their 240D sedan. They further state that the 240D "is so solidly built there are 4,786 individual welding

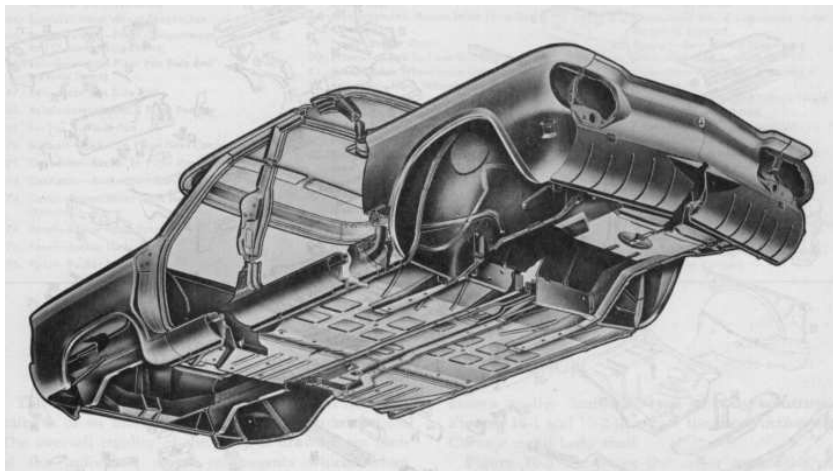
points in the body shell."

In both the cases of the Peugeot and the Mercedes Benz, the manufacturers point out the fact that a great deal of welding is incorporated into their designs.

Now let's take a look at the Corvair. An early Society of Automotive Engineers paper entitled "Corvair's Challenge to the Body Builder" that was written by Bart Cotter of the Fisher Body Division, stated that although the Corvair was to be economized in size, high standards of design and production quality were to be maintained. Even though it was a compact, the building of the 1960 Corvair required much more length on the body-building line that did the full-sized Chevrolet. Every 1960 Corvair was one welded unit from end to end, designed and built to assure continuity of load distribution and to react as a unit to absorb all applied loads (just like the shell of an egg).

How many welds are there in a Corvair body? Well, hold onto your hats, because the boys at Fisher Body didn't scrimp here. Each and every 1960 Corvair rolled off the assembly line was built like a brick after being welded in approximately 6,450 places.

So there you have it. The Corvair's design surely would have won Mother Nature's approval and we all know that - "You can't fool Mother Nature!"



Local Events In and Around Lehigh Valley

Wednesday, May 25, 2016 :::: Lehigh Valley Corvair Club Meeting

LVCC meets on the fourth Wednesday of every month to discuss club business, trade tips relating to Corvair repair and restoration, and share stories about our Corvairs. Location: Lehigh and Northampton Transportation Authority (LANta) Headquarters, 2nd Floor Meeting Room, 1060 Lehigh Street, Allentown, PA 18103. Time: 7:30 PM.

Sunday May, 15 2016 :::: Che'c Cars for a Cause Show

Location: Reading Fairgrounds Farmers Market, 2934 N 5th Street Hwy, Reading, PA 19605. Time: 11 AM to 5 PM. Registration fee: \$15. This is a car show where all proceeds are going to benefit a toddler with a life-threatening illness. All vehicles welcome. Rain or shine. Email: Cmlcnc6@yahoo.com.

Sunday May 15, 2016 :::: 33rd Annual "Cruise To The Gap" Car Show

Location: Wind Gap Boro Park, South Lehigh Avenue, Wind Gap, PA 18091. Time: 9 AM to 3 PM with closing ceremonies at 2:30 PM. Day of show price: \$15.00. Over 500 vehicles of all varieties come together each year. Why don't you join them?! Info: Call or email Tony Borger at (610) 704-6586 or coachtb@frontiernet.net. www.cruisetothe-gap.org

Saturday May 21, 2016 :::: 8th Annual Quakertown Show & Shine

Location: 1990 Route 212, Quakertown, PA 8951. Time: 8 AM to 3 PM. Registration fee is a \$5.00 donation to St. Jude's AND a food item for Quakertown Food Pantry. Show is open to ALL TYPES of vehicles. Entertainment by Hodge Podge. Trophies, 1st 50 Dash Plaques, Basket Raffle, and 50/50. Also selling breakfast and lunch items. Miller-Keystone Blood Drive. Info: Call or email Dennis Soltysiak at (610) 349-6985 or trinityucc212@gmail.com. www.trinityuccpa.com/carshow

Saturday May, 28 2016 :::: Bethesda EC Church 2nd Annual Show

Location: Bethesda EC Church, 155 Reedsville Road, Schuylkill Haven, PA 17972. Time: 10 AM to 3 PM. Price: \$15 day of show. Trophies for the top 3 in each of the following classes: 1948 and older 1949-1965 1966-1974 1975-1990 1991-Present. This is a fun, peer judged event, all vehicles welcome! Info: Call or email Lisa Minnich at (484) 294-6765 or office@bethesdaec.org. Rain date: Sunday May 29 from 2 PM to 6 PM.

Saturday June 4, 2016 :::: 6th Annual John Mattis Memorial Car Show

Location: 1400 Black Horse Hill Road, Lot E Coatesville, Pennsylvania 19320-2098. Time: 10 AM to 2 PM. Registration: \$15. Proceeds benefit Veterans Programs at the Coatesville VA Medical Center. Open to public. No pets. Rain or Shine. Music by DJ Bert and free raffles, Medallions for first 25 registrations. All make and models welcome, trophies awarded to category winners. Info: Call or email Jim at (610) 733-2310 or jimjsmith@comcast.net.

Sunday, June 5, 2016 :::: Motors For Music Auto Show

Location: 130 Swamp Rd. Doylestown, Pennsylvania 18901 Time: 10 AM to 2 PM. Registration: \$20 day of show. Info: Call or email dbsiwa@verizon.net or (215) 918-1642. The Central Bucks South Instrumental Music Parents Association (CBSIMPA) presents our 2016 Motors For Music Auto Show at Fonthill Park in Doylestown, PA. Open to all cars (and motorcycles) 25 years and older, and modified late model cars/exotics. www.motorsformusicautoshow.org

Saturday June 11, 2016 :::: 11th Annual Fleetwood Rotary Show of Wheels

Location: 301 W Main St., Fleetwood, Pennsylvania 19522. Time: 8 AM to 4 PM. Sports cars, classic cars, muscle cars, cruise in, tuner and sport compact, exotics, low rider, motorcycles welcome. Price: \$12. Info: Email or call carshow@jblong.com, garye@effectivegs.com, (484) 575-8113, or (484) 332-1056. www.FleetwoodPaRotary.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

Local Events continued...

Saturday, June 25, 2016 :::: Northeast Corvair Council Track Event at NYST

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

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 (either "M" or "SA"), 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, we'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.

Pricing: Option 1: \$299 if registered two weeks or more before event, otherwise \$325. Option 2: \$75. More info: Call or email Brian O'Neill at (973) 729-5586 or bmoneill@juno.com. www.neccmotorsports.com

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: 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).

Cruise Schedule Sampler

2016 Cruise Schedule for Macungie Memorial Park

Location: Macungie Memorial Park, 50 S Poplar St, Macungie, PA 18062. Dates: April 16, May 21, June 11, July 16, August 20, September 24, October 15. Event start times: April & October: 4 PM. All other months: 5 PM. <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>



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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, May 25, 2016