



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

JULY 2016

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

ESTABLISHED 1976

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Next LVCC Meeting: Wednesday, July 27

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 Lehigh Valley Corvair Club Inc. (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 Lehigh Valley Corvair Club Inc. and send it to Dick Weidner, Secretary-Treasurer, 2304 Main Street Northampton, PA 18067.

GM Experimental Corvair Engine

by Ronald W. Nordquist

Editor's Note. I saw this article in The Compleat History of Corvair for the Compleat Corvair Nut!! written by John Wipff and published in 1978. But it was first published in Volume 7 Number 1 of the CORSA Quarterly magazine. It is especially interesting because Ron Nordquist, the author, actually installed the engine in his 1965 Corvair Corsa and drove it for quite some time. It is believed this engine is now in the hands of the Corvair Preservation Foundation.

* * * * *

In the early 1960's, Chevrolet developed experimental engines for the Corvair. Last year, I acquired one of these engines and numerous spare parts, and although I do not know the details of development of the engine, I would like to pass along to CORSA members what information I have.

Apparently, the development project for this particular engine began about 1961, as dates cast into its various parts range from late 1961 to 1963. At least four engines were built, as I have three spare crankcases, many spare cylinders, etc., besides the one complete and running engine. Development must have been at a very advanced stage by 1965. Evidence for this conclusion is that details such as automatic choke, thermostat cooling, cast intake and exhaust manifolds, etc., are complete. In other words, most of the pieces necessary to install the engine on a production basis in the late model Corvair are present. I also have the shrouding for installation in early models. I understand GM's plans were to provide a maximum performance option for the '65 Corvair as a possible answer to the Mustang.

Perhaps a word of why I got the engines is in order. By the fall of 1975, my faithful '65 Corsa coupe was but a

few miles short of 100,000. The 140 was still running strong but using a quart of oil every 200 miles - enough to foul the plugs frequently. I had heard of the experimental engines, that one was still running, and that it, with all remaining parts, was for sale. I decided to buy the experimental engine and parts rather than rebuild my 140. One day in November of 1975, the previous owner and I swapped the engine out of his Corsa and into mine, with my odometer showing 99,988 miles. The experimental engine had about 12,000 miles on it at that time.

The concept and mechanical details of the engine are fascinating. Apparently, the design concept was to provide a basis for more power and eliminate some of the chronic Corvair engine problems while retaining the basic air-cooled, flat opposed six layout. (In the discussion that follows, "standard" is used for comparison purposes to refer to the Corvair engines you are all famil-

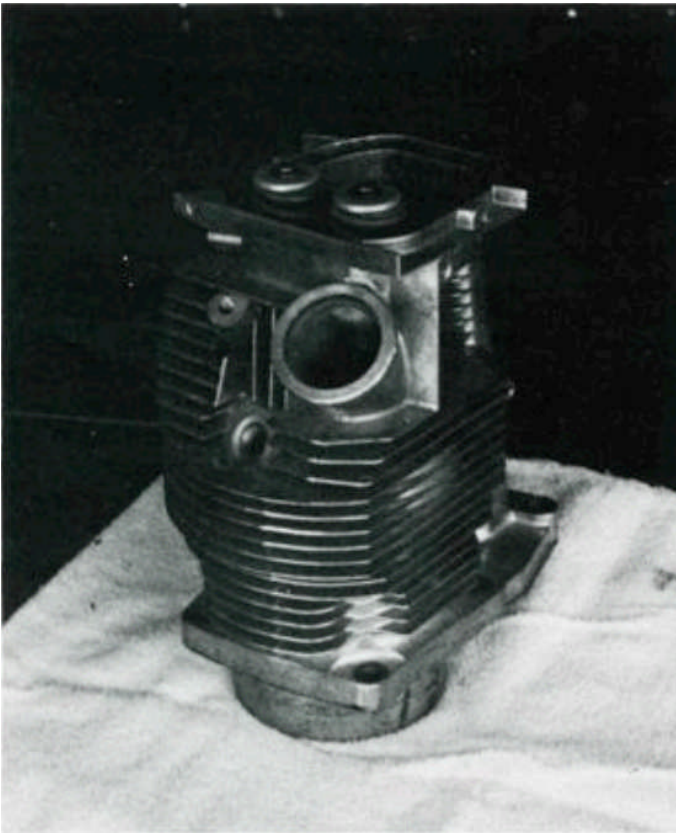
iar with - 164 cu. in. 140's, 110's, etc.) The first step toward more power in the experimental engine is a displacement increase to 176 cu. inches using a standard crank with 3 9/16" cylinder bore. The problems of the standard engine which are reduced can be put in two groups: flow efficiency and leaks.

Intake and exhaust gas flow efficiency in the standard engine is far from ideal for a number of reasons. I am not an engine theory expert, but it seems obvious that efficiency is improved when restrictions are eliminated and when the flow path is straightened. The standard engine has smallish intake ports, right angle turns from intake to chamber and from chamber to exhaust, and a crimp in the exhaust stack to clear the pushrod tube. The experimental engine has very large intake ports which are angled toward the chamber center. The exhaust stacks are also angled this way to provide a direct flow path while using a conventional valve layout. Note that

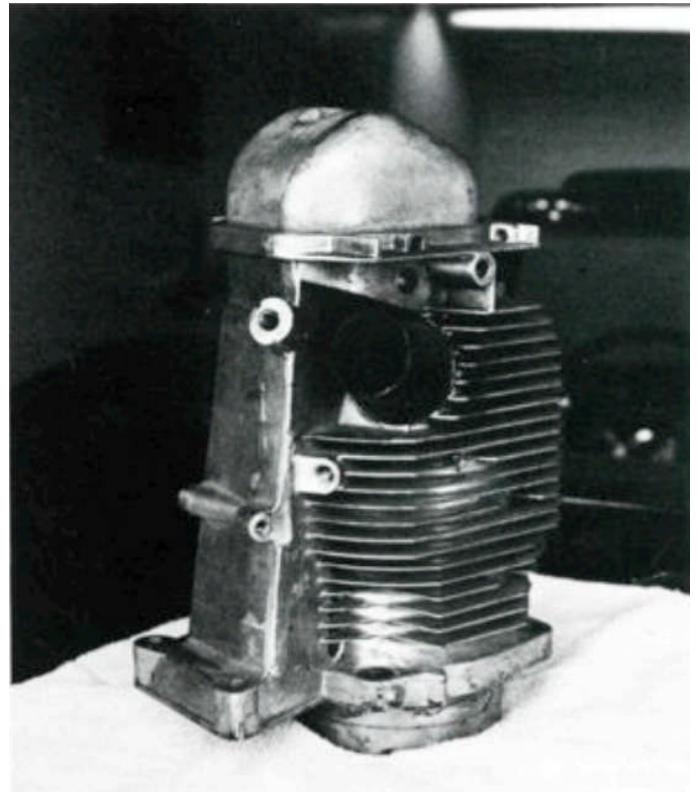


The assembled engine on a test stand. Note the individual valve cover for each cylinder. This is not the experimental overhead cam engine!

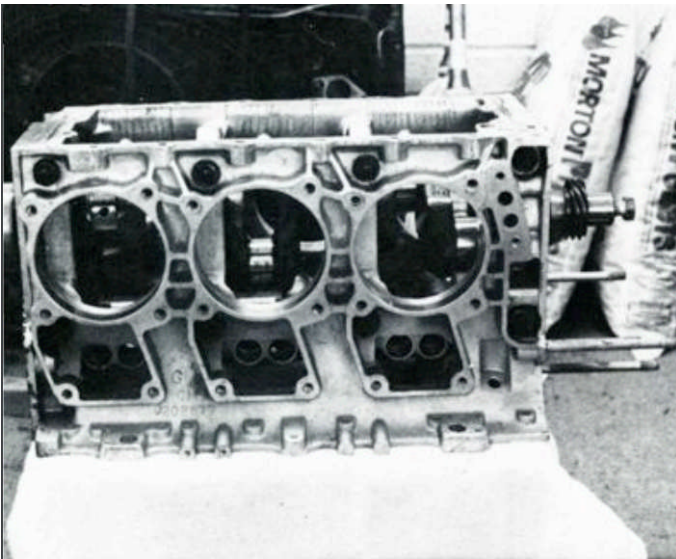
GM Experimental Corvair Engine Photos



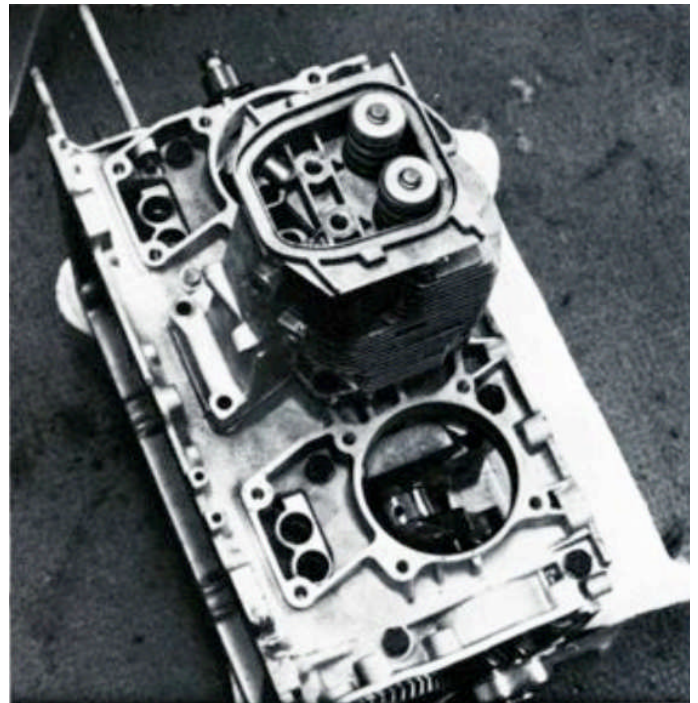
Modular cylinder/head. Intake side. Photos from CORSA Quarterly, Volume 7 Number 1.



Modular cylinder/head. Exhaust side. Note the cast-in passageway for the push rod tubes. May cause cylinder bores to warp due to uneven cooling.



Left: Side view of crankcase. Right: Crankcase with one of the modular cylinder/head units placed in position, ready to be bolted down.



the valve axes are parallel to one another and to the cylinder bore axis, and the valves are arranged in a straight line parallel to the crankshaft axis. This is in contrast to the standard valve layout which is slightly "porcupine." The valves are big, even bigger than 140 valves, taking full advantage of the bore increase. The exhaust stacks are not crimped and are also larger than those of a 140, and the manifolds are large and smoothly contoured.

Leaks in the standard engine are particularly annoying, and the experimental engine seems to have the worst ones cured. For example, there will never be a blown head gasket because there are no head gaskets - each cylinder and head is cast as a unit from aluminum alloy with a steel cylinder liner. Because the cylinder units are separate from one another, individual cylinders can be removed from the engine for servicing of valves, etc., without disturbing any other cylinders. The individual cylinder units are also capable of dissipating heat more evenly since there is no bulky head casting, and they are not susceptible to the differential expansion rate of the aluminum head vs. steel cylinders, as in the standard engine. The heads are not used to clamp the cylinders in place using long studs; rather, the cylinder units are simply bolted to the crankcase by means of flanges at their bases.

Another leak which will never occur is around the pushrod tube seals because there are no pushrod tubes. Rather, the pushrods pass through a chamber which is part of the cylinder casting. This chamber also acts as a stiffening member for the cylinder.

Valve cover leaks are also reduced by the use of rigid, cup-shaped individual covers which are held in place by spring clips. Getting at the rocker arms for adjustment is just as easy as checking your brake fluid level - simply pop the clip with a screwdriver.

A relatively minor advantage of the experimental engine is a reduction of weight. I would estimate it weighs 25

to 30 pounds less than standard. Most of the saving is in the cylinder and head units. As a matter of interest, the fan is plastic. It is an exact duplicate of the magnesium fan but about 10% lighter in weight - 475 grams vs. 530 grams for the magnesium fan.

The carburetion I am using is ordinary. The manifolds are a "log" type which seal against the ports using large "O" rings. I have four manifolds, all of which are designed for only one carb each, unfortunately. I am using a pair of standard carbs, the air cleaner from my old 140, and the air cleaner runner tube from a 110. At one time, the engine had headers and a pair of 3 bbl Weber-type carbs on it. It was rated at 200 horsepower.

For the record, I will list the parts that are the same as or can be used on the standard engine: crankshaft, rods, bearings, lifters, pushrods, oil pump, oil pan, fuel pump, carbs, oil filter and stand, alternator, distributor, bellhousing, clutch, flywheel, crankcase cover (a specially fined one was designed also), fan and bearing, belt idler, rear pulley, and miscellaneous. Using the standard crank obviously dictates the same bore spacing and general layout as standard. The rear engine housing has the oil filler and dipstick angled rearward so the engine will fit vans, wagons, or cars.

Driving my Corsa with the new engine in it is a real treat. I have put over 4,000 miles on it, including long trips. The car runs flawlessly. The only mechanical problems occurred within the first 200 miles. I burned a valve because I accidentally left a vacuum port open, and I also had to replace a defective hydraulic lifter. I discovered the engine wants about 20 degrees of initial spark advance to be responsive. It runs fine on regular gas. The most noticeable difference from the old 140 is that the experimental engine is very torquey. It will pull smoothly and strongly in any gear from 1,000 to 5,000 rpm. The car has tall ER70-14 tires with the standard 3.55:1 rear end. Even so, starting in second gear seems

quite natural. Throttle response and torque are excellent, partly because of the small carburetors. For this same reason, peak power is not spectacular. With new 140 mufflers installed, the mechanical and exhaust sounds are similar to the old engine, but the exhaust note is deeper. I haven't run the car for top speed or acceleration times, but I believe it would take a very fast 140 to beat it. The extra strong low end torque has made it an excellent autocrosser. Gas mileage is 15-18 mpg for tearing around, 22-26 on the highway.

My plans call for building a higher horsepower version of the experimental engine. The one that is in the Corsa now is probably the lowest performance version that would have gone into production. It has flat top pistons for moderate compression, two standard carbs, cast exhaust manifolds with stock 140 mufflers, and a standard cam. Among the spare parts, though, are a set of high compression Forgrtrue pistons, a high performance cam, exhaust headers with special mufflers, and a special set of cylinder units with over-size intake valves and exhaust ports. When I build up an engine using these parts, I hope to fabricate an intake manifold for a centrally located four barrel carb which would have an individual runner tube for each cylinder.

Having the experimental engine has been a very interesting experience for me. If any Corsa members have additional information on experimental Corvair engines, I would like to hear from them. Ron Nordquist, Aurora, Colorado

LVCC MEETING NOTES

Our June 22 meeting was attended by Larry Asheuer, Rich Greene, Keith Koehler, Allan Lacki, Larry Lewis, Jerry Moyer, Scott Oberholzer, Fred Scherzer, Dennis Stamm, Bob Weideman, and Dick Weidner

Minutes and Treasury Report. Dennis called the meeting to order and Dick read the minutes from our May meet-

A Peak Into Dick Weidner's Garage....



Dick Weidner is known from coast to coast in the Corvair hobby. And at our monthly meetings, he sometimes talks about his supply of Corvairs and Corvair parts. But few have ever had a look inside his garage and workshop.

So, here are some photos of Dick's secret stash! What's in your garage?

ing. Then, Dick gave the treasury report. As of the end of May, the treasury amounted to \$1,233.73. The minutes and treasury report were approved as read.

Correspondence. Dick Weidner read a letter addressed to LVCC by the Pennsylvania Department of State. The letter acknowledged the club's recent filing of its amended Articles of Incorporation and affirmed the club's status as a non-profit Pennsylvania corporation.

LVCC Checking Account. Fred Scherzer discussed his findings with regard to banks offering free checking. According to Fred, Wells Fargo Bank offers free checking to small businesses that maintain an account balance of at least \$500. Dick Weidner reported that Wells Fargo Bank has an office in Northampton, PA, only four blocks away from his residence. Dick and Fred agreed to collaborate on establishing a checking account with Wells Fargo Bank. Dick and Fred will both have primary authority to draft checks from the account. Update: As planned, Dick and Fred have established a checking account for LVCC at Wells Fargo Bank.

CORSA Elections. Dick Weidner announced that LVCC Member Al Lacki has been elected for a three year term as Eastern Division Director for the Corvair Society of America. Al received a round of applause from the members in attendance.

Das Awkscht Fescht. LVCC will be holding its August membership meeting on Sunday, August 7 around 2 PM at Das Awkscht Fescht. This is in addition to our July meeting, which will be held on Wednesday, July 27 at 7:30 PM.

Show and Tell. Dick Weidner circulated several books from his extensive library of Corvair-related publications:

Corvair Performance Handbook
The Classic Corvair
Unsafe at Any Speed
Corvair Secrets

Chevrolet Photo History
Willow Run Assembly
How to Hot Rod Corvair Engines

General Discussion. Fred Scherzer, Jerry Moyer, and Dennis Stamm have all pre-registered for the Detroit Homecoming event sponsored by the Detroit Area Corvair Club. They will be traveling together in Jerry's crew cab truck.

DUES DUE SOON! DUES CHECK INSTRUCTIONS

Das Awkscht Fescht is just a few weeks away, and that means dues will be due for the new year beginning in August! Make your checks payable to Lehigh Valley Corvair Club Inc.

NECC TRACK DAY AT NYST

Thirty-four cars and at least one hundred sport bikes ran on the track at New York Safety Track (NYST) on Saturday, June 25 - a very good turnout!

Two weeks prior to the event, we weren't so sure how it would go down. With the NECC website being out of commission for two weeks in May, registrations for our June 25th event at New York Safety Track were not up to expectations.

It was time for a bold move. NECC President Brian O'Neill made an executive decision to split the day with sport bikes. And it worked.

Tech inspection and track operation duties were shared between NECC and the staff at NYST. It was busy, but the event ran like clockwork. A great day for NECC.

Many of the usual NECC guys were there as well as many new faces. We had alternating 15 minute sessions between four groups of cars and bikes.

There was a great assortment of cars on the track, including Miatas, Hondas,

Mustangs, BMWs, Porsches, and of course, several Corvairs. Photos of the Corvairs are shown on the opposite page. We also had a mid-engine Factory Five 818 based on Subaru WRX running gear, and a Factory Five Cobra replica.

But it wasn't all high-horsepower stuff. Mike Vecchiarelli of Glenville, New York drove his 1962 BMW 700SC on the track. If you are not familiar with them, you may be surprised to hear that a BMW 700 is a little car with an air-cooled two-cylinder boxer in the back, with two carburetors; one on each cylinder bank. The engine is quite like a twin cylinder BMW motorcycle engine - or a two-cylinder Corvair if you prefer! LVCC is a NECC member club.

YOU WANNA PLAY, YOU GOTTA PAY! *by Al Lacki*

Over the last several years, I've been driving on the track with NECC, and the June 25th event at New York Safety Track was no exception. I usually drive my Corvair, known to the NJACE Jersey guys as LeHeap.

We had eight 15-minute sessions on the track throughout the day and I drove LeHeap in every one of them. It's by no means the fastest car on the track, but it handles great and I always have a blast with it.

It was a great day for me and my Corvair until the very end. When I ended my last session, LeHeap had a bad valve tap. It was more than the usual ticking. It was loud. Strangely, the next morning when I departed from the hotel to go back home, it was gone. Then, after I traveled about 80 miles, I took a shortcut on some back roads and the tapping returned. I began to suspect it was ready to drop a valve seat, like it did at Lime Rock ten years ago.

I decided to keep on driving homeward

(Continued on page 8)

NECC Track Day, June 25 2016



Above: Dan Schmidt, Stroudsburg, PA
Below: John Egerton, Bath, PA



Above: Terry Stafford, Huntington, NY
Below: Allan Lacki, Lower Heidelberg, PA



Above: David Button, Groton, NY
Below: Brian O'Neill, Sparta, NJ



Above: Bruce Carlton, Ballston Spa, NY
Below: Mike Vecchiarelli, Glennville, NY (BMW 700)



until I lost power, at which point, I'd shut down the engine and coast to the side of the road to call AAA. But it never happened. Instead, after more miles, the tap went away.

I still think it's ready to drop a valve seat. I can't think of anything else that would cause this. Can you?

25 THINGS YOU DIDN'T KNOW ABOUT THE CORVAIR

Corvaire Preservation Foundation historian Dave Newell and technical adviser Larry Claypool came up with these "25 Things You Didn't Know About Corvairs" -- or which you will enjoy anyway even if you did:

1. The secret of the Corvaire was leaked 18 months early, on April 11, 1958, when United Auto Workers official Dave Mann told the press that General Motors would build a small car at the Willow Run plant in Ypsilanti, Michigan.
2. Motor Trend magazine's Car of the Year for 1960, Corvaire had GM's first all-independent suspension. To use an existing manual transmission, the engine rotation had to be reversed so as not to have one low forward gear and four reverse.
3. Unibody construction with welded front fenders, a first for GM, meant that Fisher Body employees aligned the whole car.
4. Some 8,000 Corvairs were stockpiled at the GM's Milford, Mich., Proving Grounds in preparation for the October 1959 launch; 250 were "swimmers" (caught in a flood) but cleaned up, reupholstered and sold.
5. Oct. 2, 1959 was the official launch day for the Chevy Corvaire
6. Initial Corvaire models were 500 and 700 four-door sedans. The most basic 500 is known as the Caveman for its simplicity. Coupes followed in January 1960, then the Monza coupe with 4-speed on the floor in the spring.
7. Surviving early Corvairs are Nos. 375 and 428, both sporting original front fenders (with horn slots), which lasted only 500 cars into the production run.
8. Chevrolet dealers were dismayed by the initial price, which could climb to \$2,500 with Powerglide, heater and radio, only \$200 less than a full-size Biscayne.
9. Gas mileage could be as high as 26 m.p.g. highway until the VW-style gasoline-powered heater was fired up at a loss of 6 to 8 m.p.g.
10. A boatload of 1960 Corvairs was sent to Cuba before the revolution. At last count, three survive; two reportedly running with front-mounted Russian motors.
11. Dick Doane Chevrolet in East Dundee and Chicago Tribune writers made two attempts to drive to Rio de Janeiro in three Corvairs, with a support truck and fuel truck. They got as far as Colombia in 1961, where one car remains in the jungle, according to a British Army photograph from 1972.
12. In 1961, the Corvan panel van, Greenbrier passenger van and Lakewood station wagon and Rampside pickup were introduced. Air conditioning was optional.
13. GM built several front-wheel-drive prototypes in 1961, based on Alfa Romeo 1900 and Renault Caravelle platforms; a four-wheel-drive Corvan was tested.
14. One of the rarest Corvairs is the 1962 Loadside pickup. Only 369 were made, with a well in the center of the floor that could not be swept out.
15. The Corvaire was an enormously popular base for show cars: the 1961 Sebring Spyder and Pininfarina Speciale, 1962 Super Spyder and Bertone Testudo, 1963 Monza GT and SS, 1966 Fitch Phoenix, 1967 Astro 1. All survive.
16. A radical 1965 redesign of the Fisher Z body saw the rear suspension resemble Corvette's to address safety issues (see "Unsafe at Any Speed"). And the heater and A/C were improved. But without the pop of the V-8 Ford Mustang, sales dwindled and opened the door to the Panther (Camaro).
17. Don Yenko extracted up to 240 hp from Yenko Stinger Corvairs, which were competitive Sports Car Club of America races. He built 100 in one month in 1965, with a total of 185 from 1965-67.
18. In 1968, XP-892 was shown as a full-size model for the 3rd-generation Corvaire, planned for 1970 but scrapped. However, the 1974 Holden Monaro HJ coupe borrowed some styling cues.
19. Corvaire was down to two coupes and a convertible for 1968-69. AC was discontinued because of the engine load added by an emissions air pump.
20. Modular Corvaire engines were built to bolt together in 4-, 8- and 10-cylinder configurations. One, a 10-cylinder front wheel-drive configuration, was used in the development of the Olds Toronado.
21. The rarest Corvaire is the amphibious Corphibian Loadside pickup. One was built. The GM plant in Oshawa, Ontario, built 100 amphibious Corvaire Dynatrack articulated vehicles for the U.S. and Canadian Armies. The Australian Army ordered 500 but didn't have the money upfront.
22. Apollo astronauts trained on a Corvaire-based lunar rover in New Mexico
23. The last Corvaire was VIN: 105379W106000, an Olympic Gold 1969 coupe with black interior. It's reported to have been destroyed, but ...
24. In the 1970s, Dupont finally made a rubber seal (Viton) that resisted the heat around Corvaire pushrods and cured the oil leaks that had plagued the cars since they were new.
25. By 1971, the National Highway Safety Transportation Board declared the Corvaire no less safe than anything else on the road in the early 1960s. Take that, Ralph Nader (the consumer crusader who made his name in 1965 with "Unsafe at Any Speed," the book that targeted Corvaire).



2nd Annual Great Phillipsburg Auto Show

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

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

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)

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

Warren Council #474 Presents:



SHOW FEATURES

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

WEB SITE: www.kofccouncil474.com
 for additional information

REGISTRATION INFORMATION CONTACT:
 Ron Peles Show Chairman (908) 479-1218
ronaldpeleslaw@gmail.com

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

Car Events In and Around Lehigh Valley

CRUISE NIGHTS

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>

SHOWS & OTHER EVENTS

Sunday July 10, 2016 :::: New Holland Antique Car, Gas Engine & Tractor Show

Location: New Holland Community Memorial Park, 400 E. Jackson Street New Holland, PA 17557. Time: 9 AM to 4 PM. Includes Corvair class. You must pre-register by noon on Saturday, July 9 to be a show participant!!! Make your \$15 pre-registration check payable to N.H. Car Show, 331 E. Main Street, New Holland, PA 17557.

Tuesday July 12 to Saturday July 16, 2016 :::: CORSA International Convention

Location: Crowne Plaza Springfield Hotel, 3000 S Dirksen Pkwy, Springfield, IL 62703. Concours, rally, autocross, economy run, tech sessions, banquet, and guided tours of local sites. Springfield is home to Lincoln's final resting place, the Lincoln's tomb, the only home he ever owned, his law practice office and the state capitol which he served before being elected president. Springfield is also on the route of Historic Route 66 and includes numerous locations that were in existence during the Rt 66's heyday plus many other sites dedicated to Rt 66. <https://www.corvair.org/2016convention/>

Wednesday July 28, 2016 :::: LVCC Membership 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.

Saturday July 30, 2016 :::: Kutztown Kruizz

Location: Main Street in Kutztown. Register in the Kutztown University Administrative Building parking lot. Registration: 10 AM. Car display: 12 PM to 5 PM. Concert in the park: 7 PM. Movie under the stars: 9 PM. Price: \$15. Cash drawing, 50/50, dash plaques, trophies. Rain or shine. www.kutztownpartnership.org/kruizz

Saturday July 30, 2016 :::: Northampton Student Council Car Show

Location: Bicentennial Park West, 5351 Park West Lane (off Colony Drive), East Allen Township, PA. Time: 9 AM to 3 PM. Price: \$10. 25 awards, door prizes, tricky-tray, food, DJ, craft and flea market. For info, call Roy (610) 440-2213

(Continued on page 11)

Car Events continued...

Saturday August 6, 2016 :::: First State Corvair Club Auto Show

Location: Limestone Presbyterian Church, 3201 Limestone Road, 19808 Wilmington, Delaware. New location this year!
Time: 9 AM to 3 PM. All Corvairs and vendors welcome. Bring some canned goods to the show. The church has a food closet and they are letting us have the show for free. Lets return the favor.

Sunday August 7, 2016 :::: LVCC at Das Awkscht Fescht

Location: Macungie Memorial Park, 50 N. Poplar Street, Macungie, PA 18062. Cars, flea market, arts and crafts, music, and entertainment for the entire family at beautiful Macungie Memorial Park near Allentown. On Sunday, LVCC participates in Club Day featuring 35 marque car clubs. Join us at our EZ-Up in the Corvair section! Show is pre-registration only before July 1. Contact Randy Kohler at (610) 398-3689 or rjkvair@aol.com. <http://www.awkscht.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/>

Saturday August 20, 2016 :::: Wheels of Faith Car Show & Craft Fair

Location: Faith Lutheran Church, 3355 MacArthur Road, Whitehall, PA 18052. Time: 8 AM to 3 PM. Rain date: Sunday August 21 beginning at 10 AM. Price: \$12. Homemade food all day, DJ, 50/50, trophies. www.wheelsofffaith.faithlutheranwhitehall.com

Saturday & Sunday, August 20 to 21, 2016 :::: Duryea Hillclimb and Car Show

Location: Reading City Park located at the east end of Penn Street (business Route 422), Reading, PA. The Blue Mountain Region SCCA hosts the Duryea Hillclimb, the longest in the Pennsylvania Hillclimb Association's series. It is named for the obscure automobile maker and following the same route that Charles Duryea used to test his cars. Possibly the most diverse and challenging hill in the Northeast, Duryea boasts 13 turns (most of which are negotiated in the first half of the course) coupled with some high speeds at the top. This event will also feature a car show located at City Park. Additional information to be provided at the Blue Mountain SCCA website at <http://www.bmr-scca.org/>

Saturday August 27, 2016 :::: Northeast Corvair Council at NY Safety Track

Location: Place: New York Safety Track, 396 Zimmerman Road, Jefferson, NY 12093. 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. 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. Prices: Full day at \$299. Two fifteen-minute sessions: \$75. Visit the NECC website at www.neccmotorsports.com or contact Brian O'Neill at (973) 729-5586 or bmoneill@juno.com.

Clark's Corvair Parts®

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LVCC Classified Ads!



For Sale: LVCC Member Keith Koehler is selling his 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.



For Sale: LVCC Member Curt Stone is selling one of his two 1969 Corvair convertibles due to relocation. This one is frost green with green interior. It has the 140 HP motor and 4 speed transmission. A new top was installed at the Corvair Ranch a year ago. The upholstery and carpet are all new from Clarks Corvair. All 4 tires are new. I also installed a clock and AM/FM radio (rare option), as well factory wire wheel covers. The true mileage is unknown as the dash had been changed prior to my ownership. Car is located in Danville, PA. Asking \$17,000 obo. Contact Curt Stone at (201) 776-8328 or by email at cwscurt@gmail.com



For Sale: Engine deck lid for 1964 Corvair. Good condition. Asking \$100. Make an offer. Left front door for 1964 Corvair convertible with wind wing. Should fit any early-series Corvair convertible. Minor rust at bottom. Asking \$50. Also, wheel well trim for 1964 Corvair Monza or Spyder. Will fit any early-series Corvair. Contact LVCC Member Fred Scherzer at (484) 948-5142 or jukeboxman44@gmail.com

LVCC Club Officers:

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Next Meeting: Wednesday July 27, 2016