



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

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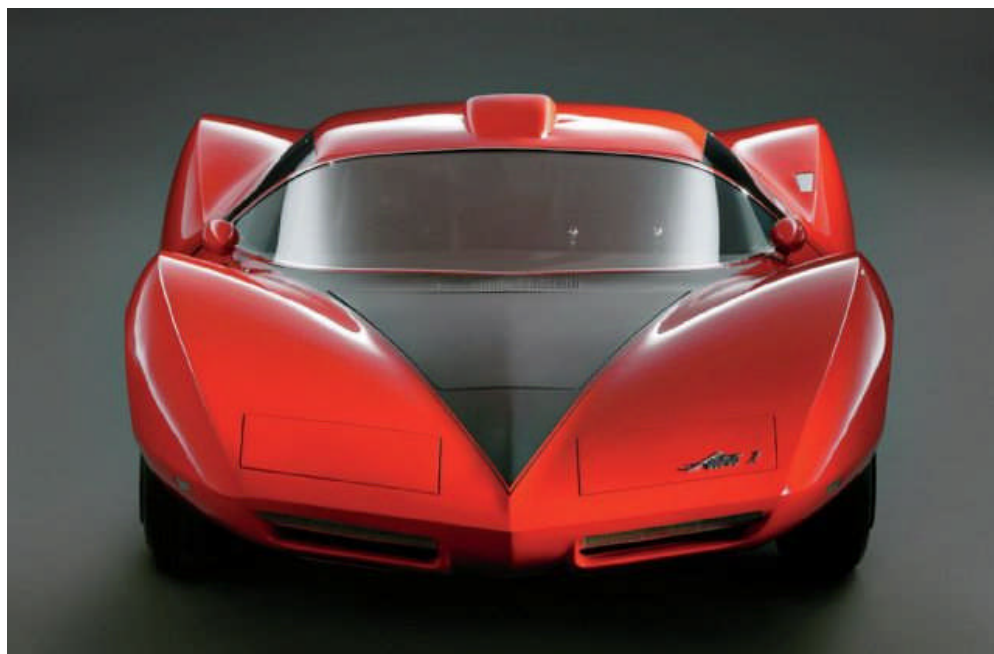
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Next LVCC Meeting: Wednesday, Sept 28

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, redbat01@verizon.net.

The Overhead Cam Corvair Engine

Last month, we ran an article about a series of modular engines that Chevrolet engineers developed for the Corvair. These engines, which were never put in production, featured six cylinder jugs, each with its own integral cylinder head. At first glance, they resembled typical boxer airplane engines. Although they had pushrod, they had no pushrod tubes and, of course, no cylinder head gaskets, thus eliminating oil and exhaust gas leaks.

But the modular engines weren't the only experimental engines developed by Chevrolet. A bit later in the 1960s, Chevrolet developed an overhead cam variant of the Corvair engine. It is hard to say what prompted this off-shoot, but the automotive press has always associated it with the Astro I show car.

Abandoning the modular concept, the twin cam Corvair engine had two separate cylinder heads like a convention Corvair engine. But the heads were very different. These were hemi-heads with inclined valves that, in theory, provided much better breathing than stock heads. This was made possible by equipping each head with its own overhead camshaft. The camshafts were driven by toothed Gilmer belts, similar to those used on the then-current OHC Pontiac six.

Each bank of cylinders was fed by a three barrel carburetor based on the Weber IDA design but cast by GM. The castings were designed to place each carburetor barrel right over the its respective intake port, giving the air-fuel mixture a straight shot into the combustion chamber.

The engine cooling blower was different, too. It consisted of three small vertical fans, one for each pair of opposing cylinders. The fans were driven by a common shaft located above the crankcase and driven by a pair of conventional V-belts. By using three fans instead of one, the engineers were able to

reduce their diameter to just a fraction of a single vertical fan, and this enabled the engine to remain low in profile while getting rid of the production Corvair's mule-drive belt.

It is a bit puzzling that the overhead cam Corvair engine is still associated with the Astro I, for it was never installed in it, except perhaps during construction. Although the engine was exhibited alongside the Astro I in shows, the engine that actually resided in the Astro I's engine bay was always a simple stock Corvair engine.

Perhaps this makes sense in the end. According to Corvair Preservation Foundation historian Dave Newell, though the concept car was in fact a real car, it was far from finished.

"It doesn't look like it had ever been developed enough to be a functional, drivable machine," Newell said in a recent phone interview with Hemmings. "None of the controls are functional and all the gauges are cardboard dummies." Newell's fellow Corvair enthusiast, Larry Claypool, added that there really isn't any evidence the experimental six-cylinder ever resided in the Astro I's engine bay.

Why install a gem of an engine in a car you can't even drive?

WERE THEY SERIOUS?!!

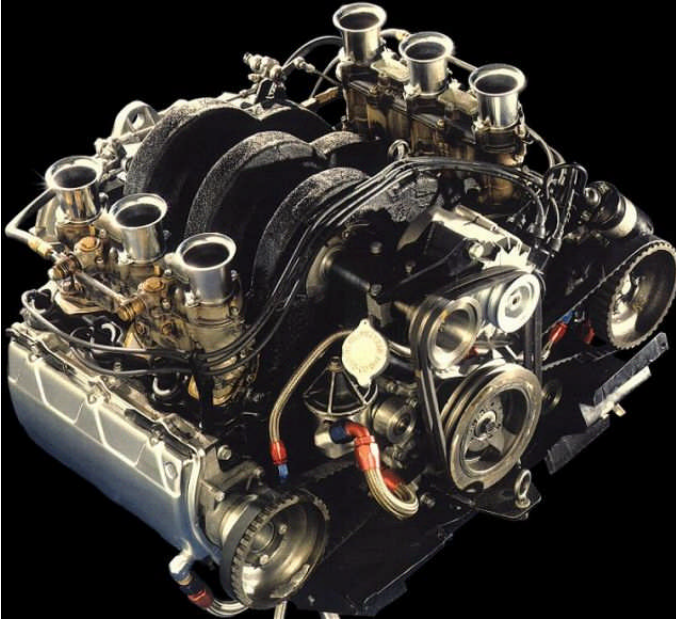
The overhead cam Corvair engine was just one of several experimental high performance engines developed by GM during the 1960s. Each one of the GM divisions - Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac - had their own. These must have been fascinating projects for the engineers, but it's unlikely they were ever seriously considered for production by the higher-ups. They would have been much too expensive to manufacture. Here is a run-down on some of them.

1964 Buick Turbo Nail Head V8.

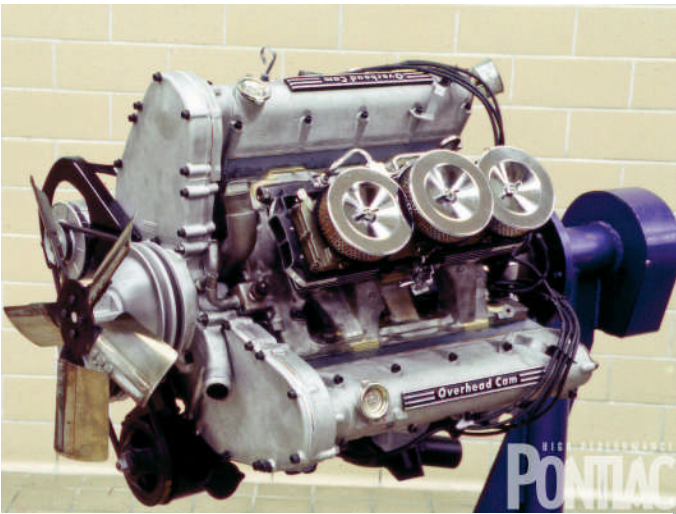
During the early 1960s, Buick engineers worked extensively with Mickey Thompson to develop their aluminum block 215 cubic inch V8 for Indy car racing. After the 215 went out of production in 1963, the engineers moved their attention on Buick's big block engines. Among other things, they developed a turbocharged version of the 425 cubic inch nail head V8. It was reputed to generate a whopping 708 foot pounds of torque. There was talk about making this engine an option for the 1965 Buick Wildcat, but not surprisingly, field tests indicated that no existing Buick drive line could handle the twist. A bit later, Buick also experimented with an overhead cam V8, but little information seems to be available about it.

1964 Pontiac SOHC V8. Concurrent with the development of their overhead cam six, Pontiac engineers developed a single overhead cam V8 displacing 421 cubic inches. According to reports, this monster developed 625 horsepower and could rev up to 7,000 rpm. Three were built; one version with the camshafts driven off the front of the block and another version with the camshafts driven off the rear. Clearly, these were intended to be racing engines, most likely for NASCAR or drag racing. But if so, they never appeared on the track and were never offered to the public.

1967 Cadillac Eldorado V12. Between 1963 and 1964, Cadillac built six single overhead cam V12 engines for testing. These were not simply Caddy V8s with a few extra cylinders tacked on. The cylinder banks were arranged at 60 degrees, which would have required separate tooling. The camshafts were driven by chains with hydraulic finger followers for the valves. A variety of induction systems were tried, including a single four-barrel, dual four-barrel, and triple two-barrel carburetors, as well as mechanical fuel injection.



Experimental SOHC Corvair engine for the Astro I.



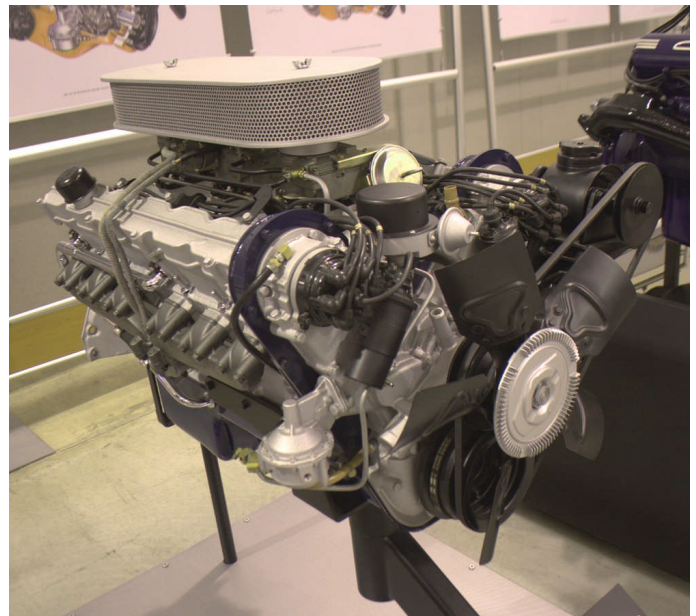
1964 Pontiac SOHC V8.



1969 Oldsmobile DOHC 455.



1964 Buick Turbo Nail Head V8.



1967 Cadillac Eldorado V12.

*Here are some photos of GM's
experimental high
performance engines from the
1960s.*

tion. Output ranged from 295 to 394 horsepower. There was talk of making this engine available in the 1967 Cadillac Eldorado, but in the end, it was simply easier to offer the Eldorado with Cadillac's basic 429 V8. In 1970, Cadillac introduced its 400 horsepower 500 cubic inch V8, providing more power at less cost than the V12.

1969 Oldsmobile DOHC 455.

Oldsmobile produced its second generation V8s from 1964 through 1990. Displacements ranged from 330 cubic inches to 455. In the late 1960s, Oldsmobile engineers embarked on a project to build the ultimate 455. They started by developing special hemi cylinder heads with four valves per cylinder. These were pushrod engines, and to accommodate so many valves, each head had two rocker arm shafts, much like Chrysler hemis built in the 1950s and 60s. In this configuration, the engine produced 440 horsepower at 4600 rpm. But the engineers still weren't satisfied, so in 1969, they developed a dual overhead cam version of the engine that developed 700 horsepower. But environmental regulations and insurance concerns put an end to the horsepower wars and so the project was abandoned.

Primary Sources:

- "Buick's Experimental V8s", Hot Rod magazine, May 1970, pages 31-35.
- "The W43: Oldsmobile's DOHC 455 V8 That Never Was", Street Muscle Magazine. <http://www.streetmusclemag.com>
- "5 Mystery Muscle Motors of the 1960s that Detroit Never Sold in a Car", Gearheads - An Internet Community. <http://www.gearheads.org>

DAS AWKSCHT FESCHT

Das Awkscht Fesch Club Day, Sunday August 7, 2016. Another great outing for LVCC!

Forty-four Corvairs registered for Das Awkscht Fesch and thirty-seven of

them were on display in the Corvair section this year. There was a fine variety of early, late, and forward-controls. Entries ranged from 80 horsepower economy 'Vairs to rip-snortin' turbos.

The crowd-pleasing favorite seemed to be Wayne Troxell's Rampside with its walk-up ramp. Show spectators-especially kids-found it fascinating!

LVCC always has its August monthly meeting at Das Awkscht Fesch and a good number of LVCC members stopped by at our club's EZ-Up to meet and greet. A good number of LVCC club members were there, including Larry Asheuer, Gary Gannsle, Rich Greene, Howard & Sherrie Horne, Randy Kohler, Allan Lacki, Larry Lewis, Carl Moore, Jerry Moyer, Fred Scherzer, Paul Shade & family, Garry Smith, Dennis & Marianne Stamm, Wayne Troxell, Dennis Weaver, Bob Weideman and Dick Weidner.

We also had great support from other local Corvair clubs, especially the Philadelphia Corvair Association. It's a pleasure to see Paul & Marlene Passini, Bob King, Dave & Beth Stein, Jeff & Deb Marvill, Steve Petrelli, Mike Slotwinski and so many other fine Corvair people at this annual event.

Many thanks to the following individuals: Like clockwork, Randy Kohler arranged with the Das Awkscht Fesch committee to reserve a section on the show field for our Corvairs. With the able assistance of Dennis Weaver, Randy also directed parking of the show cars.

Door prizes were provided by Jerry Moyer, Dennis Stamm, and Clark's Corvair Parts.

Dennis Weaver brought the club's EZ-Up and Dick Weidner brought the club's signs and banners for the Corvair section.

Great job, everybody!

PHIL & JOANNE SCORE AT THE CONVENTION

This year, at the Springfield Illinois CORSA Convention, Phil and Joanne Levering scored 94.93 in Concours and came in 9th in the Road Rally. In addition, Phil placed 2nd in the autocross. Phil joined LVCC just a few months ago.

Phil and Joanne also received recognition for the work they do at CORSA Conventions. At the banquet, they received "Master Specialist" certificates for serving as judges year after year. They started at Jacksonville and, with the exception of Ventura, have judged at all the Conventions ever since. Phil specializes in Undercarriage #4 and Joanne has been doing Trim and Trunk #2. The certificates were awarded to them in front of the full crowd at the convention banquet.

Congratulations to Phil and Joanne!



Certificates of achievement and trophies awarded to Phil and Joanne Levering at the 2016 CORSA Convention in Springfield, Illinois.



Under the LVCC EZ-Up



Randy Kohler, Fred Scherzer & Jerry Moyer.



Marianne Stamm & Larry Lewis.



Marianne's Corvair heads up Row 2 in our section.



Some of the many spectators who came to see us!



Lehigh Valley Corvair Club banner.

Photos from Das Awkscht Fescht 2016

AL & JOAN'S CONVENTION RECAP

Phil and Joanne Levering went to the CORSA Convention this year. So did Al and Joan Lacki. Here is Al's report:

The Convention was fun, but it took a lot of driving to get there! Two days out and two days back. I didn't know southern Illinois was so far away! Joan suggested, or insisted, that we take her air-conditioned Honda, and I'm glad we did.

We started on Sunday by driving to Dayton, Ohio, where we stayed overnight at a clean and comfortable Drury Inn. Then, on Monday, we drove the rest of the way to Springfield, where we booked into the Crowne Plaza hotel.

I attended my first CORSA Board of Directors meeting on Tuesday. It consumed the better part of the day, but it was a productive meeting and I enjoyed being part of it.

Joan visited the town of Springfield that same day and spent a few hours at the Abraham Lincoln Presidential Library and Museum.

Wednesday, we took a bus tour of all the other Lincoln sites in and around Springfield. The National Park Service restored the Lincoln home in the city and re-created several blocks around it, much like Old Sturbridge Village. We also stopped at a World War II airplane museum and the Illinois State Capitol building, which was very impressive.

The architecture and ornamentation of their capitol building reminded me of our own in Harrisburg. Ground was first broken on March 11, 1868 and it was completed twenty years later for a total cost of \$4,500,000. Interesting trivia fact: The dome is covered in zinc to provide a silvery facade which does not weather. You would have liked it.

Thursday, I did timing & scoring for the autocross. My timing system puked, but it happened at the very beginning of the event so we were able to

recover. After the third or fourth car ran the course, the system worked like a charm.

On Friday, the rally was a disaster! A couple hitched a ride with us on the rally and the guy got car sick, so we had to turn back. Luckily, he didn't heave in the Honda!

By the time we dropped them off at the hotel, it was too late to be scored, but we he rally route anyway, right from the beginning. The directions were tricky and it took us five hours to complete the route!

Friday night, we attended the banquet. The food served by the Crowne Plaza hotel was very good, especially considering the huge crowd, and we had plenty to eat. Larry Claypool was the master of ceremonies for the awards and he moved along the proceedings nicely. All the awards were handed out by 9:30 PM so we could get to bed at a decent hour.

Saturday, we packed up and left for Wheeling West Virginia. When we arrived, we stopped for a couple of burgers at a neighborhood place named "Avenue Eats" which, according to locals, serves the best hamburgers in all West Virginia. Then, we booked into the Wheeling Hampton Inn for the night. When we woke up on Sunday, we finished the drive home.

GREAT PHILLIPSBURG AUTO SHOW

LVCC's Ron Peles served as Show Chairman for the 2nd Annual Great Phillipsburg Auto Show held on Saturday, August 13. Ron is Grand Knight of Knights of Columbus Warren Council 474. Together, Ron and his fellow Knights ran the show and, as promised, it included a special class just for Corvair. Proceeds from the show went directly to Saint Anne's Center, also known as "Grandma's House".

Ron and Al Lacki entered their Cor-

vairs, of course. LVCC members Howard and Sherrie Horne were there, too, displaying their AACA HPOF 1987 BMW 325i.

Joe Maurella, who belongs to the New Jersey Association of Corvair enthusiasts, and a guy named Neil Franks brought their Corvairs, too. So, in total, we had four Corvairs on display at Ron's show.

You may recall that August 13 was a scorcher of a day, with record temperatures and a heat index of 115 degrees. Yeoww!

Needless to say, the blistering heat, in combination with a forecast for late afternoon thunderstorms, affected turnout. Forty-two cars registered, which wasn't bad, but Ron was hoping for more. It's worth noting that the show was held on a lush grassy lawn—a much nicer setting than an asphalt parking lot.

Notwithstanding the weather, this show, which is only in its second year, was organized very well and ran like clockwork. Registration proceeded without a hitch, generous door prizes were awarded, good music was provided, and great food was prepared on the spot by the Knights of Columbus. The Knights also erected a number of large EZ-Ups to provide spectators and car owners some much-appreciated protection from the vicious heat.

Cars were judged by a crack team led by Al Lacki, Tom Falanga, Lance Huff and Greg Roser. Scores were tallied up by computer. Judging began early, at 10:30 AM, and was finished by noon. Upon receiving the results, the Knights assembled the trophies and Ron announced the awards. Everything was completed by 1:30 PM, which enabled spectators and owners to leave before keeling over from the heat!

Now, for the best part: Joe Maurella won not one but two trophies. His gorgeous '66 Corsa convertible came in first in the Corvair class. He also won the "Joan's Pick" trophy; Joan being the driving force behind the establish-



Corvairs by LVCC Members Gloria Peles and Al Lacki.



NJACE Member Joe Maurella scored 1st place!



This yellow Corvair is owned by Neil Franks.



Outstanding 1933 Packard owned by Robert Briglia.



Three rows of cars. Tail of a Tesla Model S to the right.



Owners and spectators seeking shade under EZ-Ups!

Photos from the 2nd Annual Great Phillipsburg Auto Show

ment of Grandma's House.

Al Lacki and Ron Peles also received trophies for their Corvairs and Howard and Sherrie received a trophy for their BMW.

Grandma's House is located on twenty-two acres of property next to Saints Philip and James Elementary School in Phillipsburg. When it opens, it will provide shelter and care for pregnant and homeless women with children. All women regardless of race, religion, age or marital status will be welcome.

The facility, which is currently being prepared for occupancy, is 15,860-square-feet in size with three floors and a basement. Originally built as a convent in 1965, there are 33 rooms, shared bathrooms, two kitchens, multiple living rooms, and a chapel. The building sits on 22 acres of land in Phillipsburg, New Jersey, adjacent to St. Luke's Hospital. While engineers have assessed this solid-brick building as structurally sound, it has been abandoned for seven years resulting in multiple needed renovations.

You can read more about Grandmas' House (and make a donation, if you like), at <http://www.grandmashouse.us/>

DUES ARE DUE!

LVCC's membership year runs from August through July. So dues are now due!

Annual dues for LVCC are \$15, but if you are also a member of the Corvair Society of America (COSA), then you pay only \$10.

Make your checks payable to Lehigh Valley Corvair Club Inc. and mail it to our Secretary/Treasurer:

Richard C. Weidner, LVCC
2304 Main Street
Northampton, PA 18067

Questions? Call Dick Weidner at (610) 502-1414 or shoot him an email at rcwvair@rcn.com

ATTENTION NEW MEMBERS!

If you joined LVCC sometime after August 2015 and paid the full rate, then your payment should cover you into part of the new 12 month period starting August 2016. If you are one of these people, simply adjust your dues payment amount downward like so:

1. Count the number of months elapsed between the month when you joined and July 2016 inclusive,
2. Subtract the count from 12. That will tell you the number of months your prior payment takes you into the new membership year (which starts August 1, 2016).
3. Discount the normal 12-month membership price by one dollar for every month your prior payment took you into the new membership year.

YOU WANNA PLAY, YOU GOTTA PAY! PART 2 *by Al Lacki*

Last month, I wrote about the loud valve tap my Corvair developed after running the Northeast Corvair Council high performance driving event at New York Safety Track in June. On my trip home from the track in June, the tapping noise came and went a couple of times, but it was silent for the last half of the trip from Binghamton, New York to my home in Sinking Spring. Nevertheless, I was convinced I was about to drop a valve seat in my engine.

Good news! My Corvair is OK! My suspicions about dropping a valve seat were unfounded.

It turns out that a tiny screw in one of the carburetors backed-out and got swallowed into the engine. That's what was making the noise. It was probably traveling back and forth through the intake manifold and the cylinders and may have lodged itself into one of the pistons. But after that, it probably passed through and out the exhaust.

I determined this while doing a compression test, which turned out fine on all six cylinders. When I removed the air cleaner to do the test, I noticed that one of choke plate screws was missing. It is one of two that secures the choke plate to its mounting shaft in one of the two carburetors.

These particular screws are not the originals. My carbs are "performance carburetors" that have modified low-profile shafts (for better air flow), and the screws in question are stainless steel button-head screws with conventional slot-heads. Apparently, the builder (not me), didn't peen over the ends.

The remaining screws (for both carburetors) were also a bit loose, so I removed them, replaced them with button-head allen screws, which can be tightened tighter than slot head screws. And then, I used Red Loctite to secure them.

Since then, I have driven more than 200 miles. The noise hasn't returned. I think all is well now.

LVCC MEETING NOTES

Our July 25th meeting was attended by Larry Asheuer, Rich Greene, Keith Koehler, Randy Kohler, Allan Lacki, Larry Lewis, Jerry Moyer, Ed Prescott, Fred Scherzer, Dennis Stamm, and Dick Weidner

Minutes and Treasury Report. Dennis called the meeting to order and Dick read the minutes from our June meeting. Then, Dick gave the treasury report. As of the end of June, the treasury amounted to \$1,218.24. The minutes and treasury report were approved as read.

Correspondence. Dick Weidner received a letter from COSA requesting the usual annual \$35 chapter membership payment and chapter officers list. Dick will follow up on this request.

(Continued on page 11)

Crispy Dill Pickles!

This tantalizing recipe comes from LVCC Member and Resident Pickle Expert Bob Weideman!

Pickle Ingredients

- Cucumbers (16-4", or 12 large cucumbers that can be chunk or spear cut)
- 12 large garlic cloves, peeled
- 4 heads fresh dill
- 2 hot red peppers or 1 teaspoon crushed hot red pepper flakes

Brine

- 2-1/2 cups white vinegar
- 2-1/2 cups water
- 1/4 cup pickling salt

Prepare canning jars and lids.

Chill the cucumbers in a refrigerator overnight if possible. Remove when you are ready to begin cold-packing the cucumbers in the jars.

Wash the cucumbers to remove any debris or garden soil. Leave the small ones whole: with larger cucumbers, cut in chunks, spears, or slices. Pack the chilled cucumbers into 4 sterilized pint jars. To each jar add 3 whole peeled cloves of garlic, 1 head dill, and 1/2 hot red pepper or 1/4 teaspoon pepper flakes.

Make the brine: Mix the vinegar, water, and pickling salt in a stainless steel sauce pan and heat to boiling point. Pour hot brine over the cucumbers in the jars. Seal and place in a boiling water bath for 5 minutes, marking the time as soon as you put the jars in. If you leave the jars in the water bath longer, they will get soft.



Store processed pickles for several weeks before using.

Makes 4 pints.

One of the "secrets" to making crispy dill pickles is to cold pack the pickles in hot, sterilized jars. The other "secret" is to time the water bath precisely.



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

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.wheelsoffaith.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' 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/>

Sunday August 28, 2016 :::: 16th Annual Holy Child Grove Car & Truck Show

Location: St. Faustina (Holy Child) Grove, rear of 145 Old Newport Street, Nanticoke, PA. Time: 8:30 AM to 3:00 PM. Price: \$8 pre-registered, \$10 day of show. Rain date: September 18. 63 classes of cars, trucks and motorcycles (no Corvair class). Participant judging. Our famous and desired "Belly G's Pig Roast Dinners" are available plus other quality foods and refreshments. Over 12 acres of groomed fields with 10,000 square feet of covered pavilions. E-mail: mike@yalch-insurance.com or www.Yalch-Insurance.com

Saturday September 3, 2016 :::: 51st Annual Duryea Day Antique Car Show

Location: Boyertown Community Park, 417 Madison Street, Boyertown PA 19512. Time: 9 AM to 4 PM. Price: \$15 day of show for show cars. Rain or shine. Car corral and flea market spaces available. Visit website for details. <http://boyertownmuseum.org/duryea-day/>

Sunday September 4, 2016 :::: Hanover Township Car Show

Location: Hanover Township Municipal Grounds, 3660 Jacksonville Road, Bethlehem, PA 18017. Time: 9 AM to 2 PM. Price: \$12 pre-register by August 15, \$15 day of show. Trophies for top three places in each of 12 classes (no Corvair class). Judging by emergency personnel and the public. For more info, call Rob at (610) 317-8701.

Sunday September 4, 2016 :::: 28th Annual Slatington Lions Car Show

Location: Slatington Airport, 1100 Airport Road ((off Route 873, Slatington, PA 18080). Time: 9 AM to 3 PM. Price: \$15. Rain date: September 5. Awards, flea market, crafters, door prizes. Contact Ted (610) 703-6822, Jeff (610) 428-3244, or Charlie (610) 737-5667.

Car Events continued...

Sunday, September 11, 2016 :::: Fiberglass & Steel All Chevy Show

Location: PNC Plaza, SteelStacks@ArtsQuest, 645 East 1st Street, Bethlehem, PA. Time: 9:30 AM to 3:00 PM. Rain or shine. All Chevrolet and Chevrolet-powered vehicles welcome. Goodie bags, door prizes, dash plaques, DJ, etc. Prices: \$15 pre-registered, \$20 day of show. For info, call Kevin Minich (610) 530-0923. Web: www.allentowncorvetteclub.com

Sunday September 11, 2016 :::: Salisbury Football Block & Tackle Car Show

Location: Salisbury Middle School, 3301 Devonshire Road, Allentown, PA 18103. Time: 9 AM to 3 PM. Price: \$15. Food, music, trophies, indoor restrooms, Chinese auction. For info, call Dan Mohry (484) 357-3385 dan478@aol.com. <https://www.facebook.com/SYACARSHOW>

Saturday September 24, 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, alternative track sessions between cars & sport bikes beginning at 9 AM. Price: Full day at \$250. Visit the NECC website at www.neccmotorsports.com or contact Brian O'Neill at (973) 729-5586 or bmoneill@juno.com.

Saturday September 24, 2016 :::: 5th Annual Car Show & Community Day

Location: Silver Creek Athletic Association Grove, 2943 Route 212, Springtown, PA 18081. Time: 11 AM to 3 PM. Rain or Shine. Price: \$8 per car. Music, food, exhibits, and vendors. Prizes awarded for best in each of 5 categories. (These will be FUN categories). Contacts: SCAA at 610-346-6840, silvercreekaa@gmail.com, or www.SilverCreekAthleticAssociation.org

Sunday October 16, 2016 :::: Wind Gap Octoberfest Car Show

Location: Wind Gap Borough Park, 545 West Street, Wind Gap, PA. Time: 10 AM to 3 PM. Prices: \$10 pre-register by October 1, \$12 day of shown. Prizes awarded for 17 classes. (No Corvair class). People's Choice judging. Complimentary coffee and bagels until 11 AM. German music, pig roast, old fashioned cake walk. For more info, call Ed at (610) 657-6196 or email ksbvet@ptd.net

Sunday October 30, 2016 :::: 40th Annual Kempton Car Show & Flea Market

Location: 83 Community Center Drive, Kempton, PA 19529. Time: 8 AM to 2:30 PM. Rain or shine or snow. Price: \$10. Dash plaques, food, trophies, flea market. For info, call Clarence Getz (610) 377-6130. www.buickfreespirit.org

(Continued from page 8)

LVCC Checking Account. Dick Weidner and Fred Scherzer opened a new bank account for LVCC at Wells Fargo bank. Our treasury now resides in the new account. As part of the new arrangement, the bank issued a debit card to Dick. It is to be used primarily for ID purposes when doing business at the bank.

Das Awkscht Fescht. Randy Kohler received a letter from Clarks Corvair Parts confirming that Clarks will, once again, donate door prizes for Das Awkscht Fescht. (The package of door prizes arrived a few days after the meeting).

Car Show Attendance. Randy mentioned that his Das Awkscht Fescht contact, Shirley Schaeffer, is of the

opinion that fewer cars are being exhibited at the show than in previous years. Rich Greene said a similar thing is happening at the Wheels of Time show. Previously, entries were limited to street rods, but now the rules are less restrictive.

Tech Talk. New member Ed Prescott asked for advice regarding the cause of a grinding noise coming from the rear of his newly-resurrected Corvair. The noise appears when the car is rolling, but not when it is up on jack stands. The car had been sitting since 1992. Fred Scherzer and Dennis Stamm suggested that the rear wheel bearings probably corroded from sitting so long. They suggested removing the rear half-shafts and brake drums and then listening to the bearings while rotating them by hand. Ed said he'll try it.

Show and Tell. Dick Weidner circulated several books from his extensive library of Corvair-related publications including a copy of the 1963 JC Whitney catalog. Attendees were fascinated by the catalog's special Corvair section, which spans several pages and included plenty of hop-up parts that are rarely seen today.



LVCC Classified Ads!



Wanted: Do you have a Corvair to sell? Young enthusiastic Corvair fan is looking for a late series Corvair coupe or convertible. Rust-free Corsa or Monza preferred. Is aware of market prices and is willing to pay for a clean solid 'Vair. Contact Kyle Regan, (215) 756-3995, dankbudbankersclub@gmail.com P.S. We met Kyle at Das Awkscht Fescht this year.

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: 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 Welcomes New Member Ed Prescott!

Clark's Corvair Parts®

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



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Next Meeting: Wednesday Sept 28, 2016