



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

JANUARY 2017

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

ESTABLISHED 1976

Inside this issue

Next LVCC Meeting:
Wednesday, Jan 25 1

Mrs. Fisher's
Corvair 2

Photos Gallery:
Work in Progress 3

CORSA Insurance
And You 4

Chasing Down
Vacuum Leaks 6

Low-Pivot
Swing Axle 6

Directions to the
LANTA Center 7

CPF Scholarship
Application 8

Communique Archives
Now Complete 8

You Shop.
Amazon Gives 8

LVCC Classified Ads
Items for Sale

Car Events In and
Around Lehigh Valley

LVCC Officer Contact
Information



Next LVCC Meeting: Wednesday 01/25/2017

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.

Mrs. Fisher's Corvair *by Allan Lacki*

Many years ago, one of the members of NJACE embarked on a restoration project. He stripped out all the bright work off his wife's 1965 Corvair Corsa convertible and sent it to a paint shop to be repainted. After he got it back, he removed almost everything in the interior with the intention of replacing all the upholstery. And then, he passed away. The poor Corvair sat for years in storage.

His widow loved that car and, after thinking about it for a long time, decided to hire someone to finish up the job of restoring it. When Brian O'Neill offered to do the job, she jumped at the chance. Brian has done extensive work on a number of Corvairs owned by NJACE members.

Brian's offer was contingent on only one pre-condition - that he be allowed to do the job right. No short cuts. She agreed. The car was rolled onto a trailer and delivered to Brian's garage - a man-cave with heated floors, fluorescent lighting, compressed air, and all the tools in the world

Brian put the car up on jack stands, removed the wheels, and began to assess the work that needed to be done. He quickly realized that, while this little Corsa had a beautiful rust-free body, it had little else going for it. Brake cylinders: frozen. Fuel lines: clogged. Control cables: inoperable. Suspension bushings: crumbling. And the whole underside of the car: coated with a half-inch thick layer of undercoating and dirt. The enormity of the project became fully apparent when Brian removed the tunnel pan cover and was deluged with the remnants of a mouse motel. Surprise!

Over the past twenty-five years, Brian and I have become good friends, and although we live one hundred miles apart, I've developed a habit of volunteering a day here and there to twist wrenches with him. He's come out to my place, too, to lend a hand on my Corvair. It's a relationship that's based on more than just our fascination with Chevy Corvairs. He's an optimist. I'm a pessimist. He looks forward to every

challenge with high expectations. I expect misery at every turn. But we're both stubborn, so when replacement parts don't fit or rusty bolts break, we overcome the mechanical maladies that often arise when working on old crusty Corvairs. And I've learned so much about the deep recesses of Corvair engineering from Brian. There's not a part on late series Corvairs that he hasn't repair or rebuilt. And so it's been with Mrs. Fisher's 1965 Corsa.

Since that fateful day when the Corsa arrived at Brian's garage, he's torn just about everything apart. Everything from the underside of the car has been removed. Stripping the undercoating (and dirt) was akin to *The Agony and the Ecstasy*. Laying on his back, Brian stripped it off with air-tools, a propane torch, paint scrapers and chisels. The near-bare metal has been re-primed and shot with Rustoleum rusty-metal paint, from stem to stern. The fuel tank, front cross-member, powertrain, brakes, suspension arms, and much more were removed, sand-blasted and replaced; some with rebuilt parts from Clark's. Even the heater box has been redone. All new brake lines, all new fuel lines, new parking brake cable - it's all been or is being replaced. This is going to be one sweet Corsa when it's done!

This isn't to say that Brian is spending his customer's money willy-nilly. Lots of the original parts are being re-used, and I can attest to that. And Brian has been sending photos of the before-and-after work along with bills to Mrs. Fisher.

The lovely Corsa instrument panel has been disassembled completely, cleaned and re-assembled. The crackle finish has been touched up with an artist's brush. We found a some burned insulation on the main wiring harness, so we did a continuity test on the affected wires. It checked-out, so we re-wrapped them. And the engine, al-



Brian O'Neill explains the next step in rebuilding the rear suspension.

(Continued on page 4)



Mrs. Fisher's 1965 Corvair Corsa in O'Neill's garage.



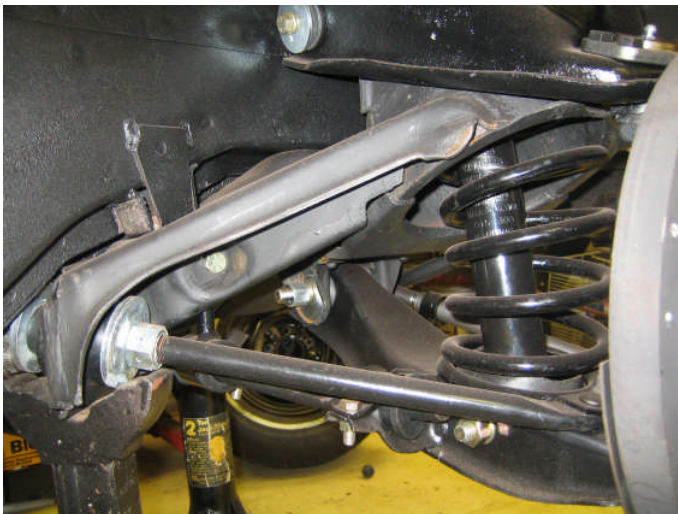
140 hp engine awaiting installation after cleanup.



Underside awaiting second coat of paint.



Main brake & fuel lines installed.



Front suspension rebuilt. Fuel tank replaced.



Work begins on rear suspension.

though filled with goopy dirty oil, passed the compression test. A engine flush and a cosmetic restoration of the engine tin is all it seems to need. Brian already rebuilt the four carbs.

There is so much more to this story. So much more to tell. Mrs. Fisher's Corsa should be ready for a road test in a month or two. The car will need to be licensed and registered before it's back on the road. At that point, the brakes and clutch will need to be adjusted, the suspension will need to be aligned, and the engine will need to be tuned.

And there will be other to-do things that will make themselves evident during shake-down testing. I'm a pessimist. It's inevitable.

FUEL PUMPS AGAIN?

Back in the 1990s, Corvair owners were experiencing a rash of failures with their mechanical fuel pumps. The problem was traced to replacement pumps, not the originals. It seems one of the largest makers of Corvair fuel pumps got a defective batch of diaphragms and it took a long time for them to be flushed out of the supply chain. Those who remember the situation have remain wary.

This past week, Jerry Brown posted a note on VirtualVairs to warn readers about brand-new Spectra Premium fuel pumps for Corvairs, Part Number



SP1200MP. Then, a few days later, several Corvair guys started a thread on the Corvair Center Forum describing troubles with the same pump. They are leaking out of the bottom gasket.

It's quite possible that these pumps are actually manufactured by another company, so it's hard to say if the problem is limited to fuel pumps sold under the Spectra label. But in any case, keep an eye on your fuel pump, especially if you have recently replaced it, and carry a spare, just in case.

CORSA INSURANCE & YOU

One of the benefits of CORSA membership is the insurance it provides to its chapters. But insurance policies can be complicated. What kind of protection does CORSA insurance provide? Who is protected? Under what circumstances?

To find out answers to these and related questions, we contacted Tom Meakim, of J.C. Taylor. According to Tom, our insurance policy is with Foremost Signature Insurance Company. It covers CORSA not only on the national level but on the chapter level as well.

Tom is J.C. Taylor's Commercial Insurance Manager and he administers the Foremost policy for us. Here are the answers he provided along with some information from the policy itself.

What Kind of Protection?

CORSA's insurance policy with Foremost protects CORSA and its chapters against general liability claims, which are bodily injury or property damage claims made by third parties against CORSA. It also provides protection against medical claims.

If a claim is legitimate, Foremost pays the settlement or judgment irrespective of whether the claim is settled in or out of court.

Foremost also pays for legal counsel the chapters would otherwise have to hire to defend themselves. In other words, lawyers hired by Foremost take care of the legal action.

Like any insurance policy, CORSA's policy with Foremost has dollar limits. There is a general aggregate limit of \$2 million; \$1 million per occurrence. In addition, there's an additional \$1 million in umbrella protection.

The Foremost policy also has a property insurance component, but that applies only to property owned by the CORSA national office, such as files, computers and software.

Who or What Is Protected?

The Foremost policy protects chapter officers, chapter members who are members of CORSA, and even chapter members who are not members of CORSA.

However, don't count on spouses and children being covered unless, of course, they are also members of the chapter. And the policy does not cover contractors or vendors that may be involved in chapter affairs unless we add them to the policy as "additional insureds". This can be done, but there is a price for it.

When Are They Protected?

The coverage applies during chapter meetings and chapter events.

It even applies during travel to and from meetings and events but in that particular circumstance, the protection may not be very useful. Here's why: If you get in a car accident on your way to a chapter event, Foremost will not protect you against any resulting claims. You'll have to count on your own auto insurance policy for that.

The same goes for boat and private aircraft accidents. (I don't know anybody who sails or flies to chapter events, but maybe there's somebody out there who does!)

It's hard to think of any other circumstances where a claim could result from travel but if there is one, the Foremost policy should kick in.

Does the chapter need to advise the CORSA national office of events it intends to sponsor? Well, it depends on where the event will be held. When a third party, such as municipal park, church, or meeting hall requests a certificate of insurance from the chapter hosting the event, then the CORSA national office needs to advise J.C. Taylor. The third party will then be added to the Foremost policy as an additional insured.

Who Are They Protected Against?

The Foremost insurance policy protects the chapters from claims made by the general public and other legal entities, such as partnerships, corporations, etc.

It does not protect chapters from claims made by its own members. So, if you break a leg at a chapter event, you're on your own. You can put in a claim against the owner of the property, but please don't sue your chapter unless you want to bankrupt it!

There was actually a case involving another car club where one chapter of-

ficer sued another chapter officer for slander. It was unlikely that Foremost would get involved, but J.C. Taylor kept tabs on the case anyway. As it turned out, the judge threw the case out before it went anywhere. The plaintiff was ordered to reimburse the court for legal fees. Claims like that can backfire.

Exclusions

Like all insurance policies, the Foremost policy has exclusions. They include the typical ones, like war, nuclear accidents, and terrorism. There are others, too.

Foremost will not pay claims associated with the serving of liquor at chapter events. So, if you get blitzed at the convention banquet and punch-out a waiter, don't expect Foremost to help you pay the bill for the waiter's broken nose!

Foremost will not pay claims associated with usage of cars, boats or private planes. It goes without saying that racing is not covered.

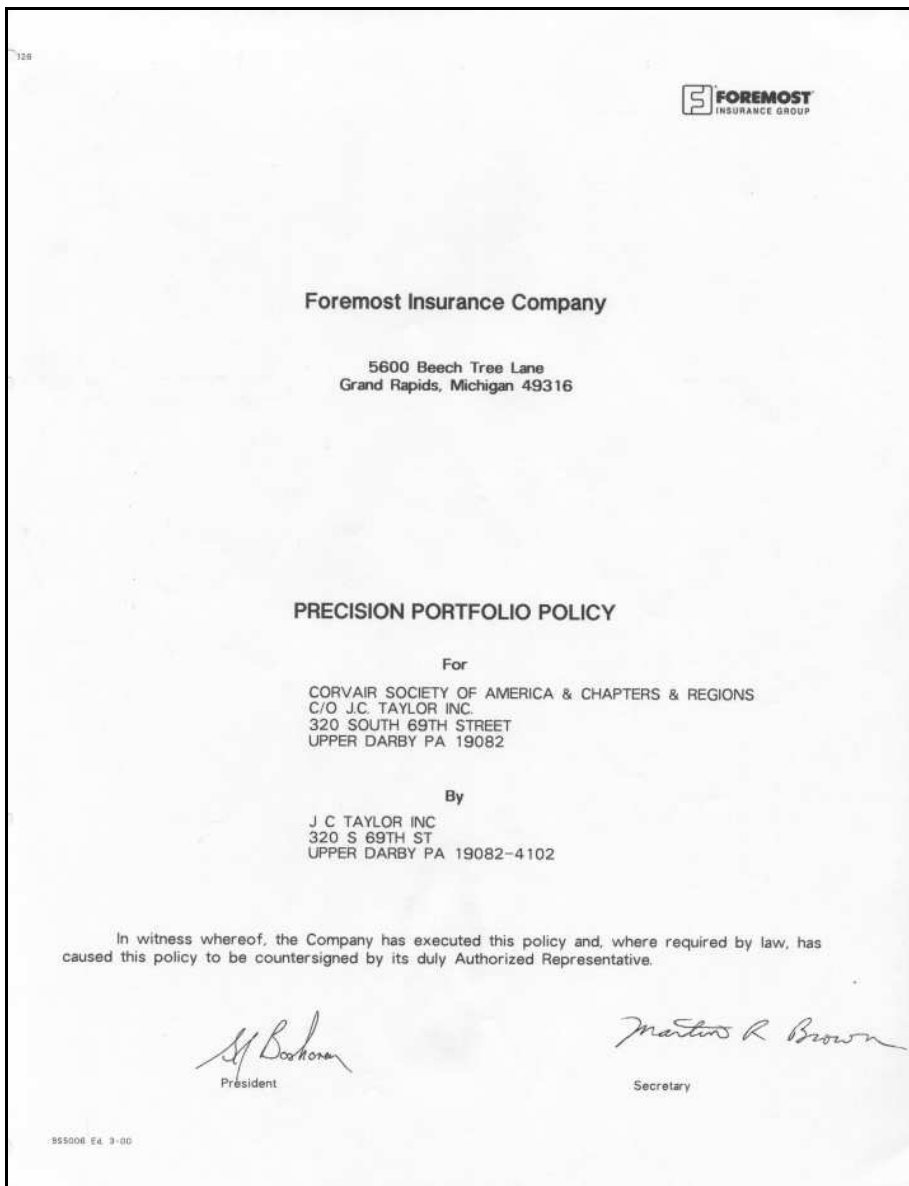
The main thing to remember is this: CORSA insurance protects chapter and their members against claims made by third parties. By that, we mean people or organizations who are *not* part of CORSA.

Notification

If you become aware that somebody is making a claim against you or your chapter, and if that claim is related to something that happened at one of your meetings or events, be sure to contact the national CORSA office immediately. In turn, they'll get a hold of J.C. Taylor to get Foremost involved in the claim.

NEXT MEETING JANUARY!

Remember, our next meeting will be on Wednesday, January 25, 2017. Elections will take place at our January



meeting.

Nominations remain open for officer positions! Submit your nominations by e-mail or postal mail to Dick Weidner, our Secretary/ Treasurer: Here is his contact information: Richard C. Weidner 2304 Main Street Northampton, PA 18067 rcwvair@rcn.com.

VACUUM LEAKS

From Vair Force, Sept. 1984

Air leaks in the air-fuel induction system can cause a Corvair engine to run rough, especially at idle. Of course, you wouldn't overlook obvious leaks such as carburetors with sloppy throttle shafts or coupling hoses with cracks. Would you?

You can solve most air leak problems by the "shot-gun" methods: replace *all* hoses. There are two on the vacuum balance pipe, two on the T modulator line, to on the choke openers, and two for the distributor vacuum advance, one of which is plugged. Other sources of vacuum leaks are the gaskets between the carburetor and the head. (It's really a heat insulator.) These plastic spacers are known to crack.

The crankcase ventilation system oft times can be a leak source if someone has enlarged the small vent hole or if the hose has split. A less likely air leak would be a cracked carburetor housing, but it's been know to happen.

If you want to locate a suspected air leak, first determine which side it's on. Remove the air cleaner and the associated air duct. With the engine idling, place your hand over one carburetor throat, leaving a slight gap for air to enter. A normal engine will reduce in RPM, because of the over-rich mixture. One with an air leak will increase in RPM due to a more normal fuel-air mixture. If the engine RPM increases upon choking either side, there is more than one air leak.

Another source for air leaks is the choke opener diaphragms. These are

tested with the engine off. Remove the short hose that connects the diaphragm to the carburetor. With one hand, actuate the diaphragm in the direction that the vacuum would pull it and then place a finger over the inlet pipe. Remove the hand pressure and observe the diaphragm linkage for movement, or rather the lack of it. A good diaphragm will maintain the artificially induced vacuum and the linkage will not move until the finger is removed from the inlet pipe.

Count then, there are over a dozen places where there can be slight air leaks that make idle adjustments to the carburetor difficult, intermittent, or impossible. The vacuum advance diaphragm on the distributor is also a source of air leak, plus the advance won't work either.

Automatic transmission modulators also will leak, causing rough shifting and transmission fluid loss. Test the complete system by using the vacuum advance hose as an extension hose. Disconnect the modulator line from the crossover pipe and connect an end of the hose to the modulator line. (With the engine off) place the other end in your mouth and suck a vacuum, hold it by placing the tip of your tongue over the end of the hose. Your tongue should sense that the vacuum is maintained. If not, either the modulator line connection is leaking or the diaphragm is defective.

LOW-PIVOT SWING AXLE

The powerful 300 SL Gullwing coupe was a technological tour de force, but in the hands of inexperienced drivers, it had developed a reputation as a "widow maker." Its swing axle rear suspension caused tricky handling, which was not a good thing in a car with the potential to reach 160 miles per hour.

Mercedes Benz cars had swing axles since the 1930s, but it was time for a change. Yet the engineers wanted to retain the comfortable compliant ride afforded by four wheel independent

suspension. So they came up with a new kind of rear suspension, the low-pivot swing axle.

Mercedes introduced it in 1955 with the newly-introduced "Ponton" series of cars. Beginning in 1957, it also appeared on 300 SL roadsters and found its way into the rest of the Mercedes passenger car line. Even the 6.3 liter V8 300 SEL was equipped with a low-pivot swing axle right up to the 1972 model year.

With the conventional swing axle design, each axle shaft has its own universal joint which pivots on its respective side of the differential carrier. Therefore, the suspension roll center must be the same as the centerline of the ring gear, and that's rather high above the pavement.

With the low-pivot design, only one axle shaft has a universal joint, but it is not bolted solid to the differential carrier. Instead, it telescopes in and out. Where does it pivot? From a bracket below the differential, closer to the pavement.

This has two effects. First, it lowers the roll center, significantly reducing jacking of the rear suspension. Second, by having only one pivot point, the axle shafts are effectively made longer, and this minimizes camber change during jounce and rebound.

Now, you may be wondering why Chevrolet didn't copy Mercedes' low-pivot design when it designed the rear suspension of the original Corvair. After all, it had been around since 1955. The short answer is this: It can't be done.

Because the design of the Mercedes low pivot swing axle has only one universal joint, one axle shaft is articulated and the other isn't. (Take a look at the diagram.)

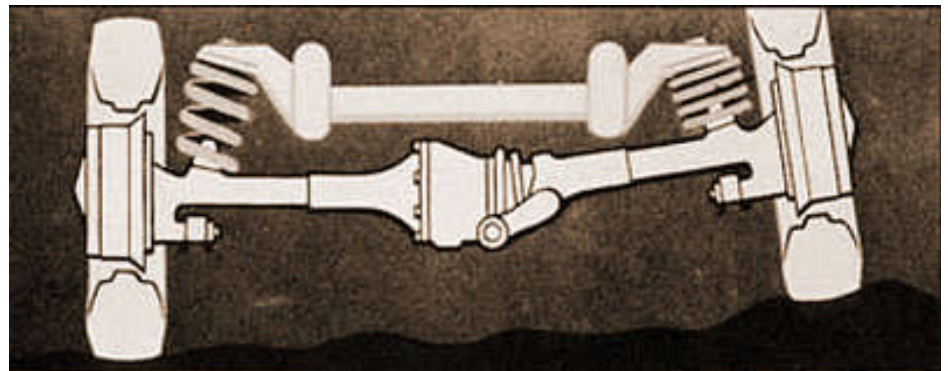
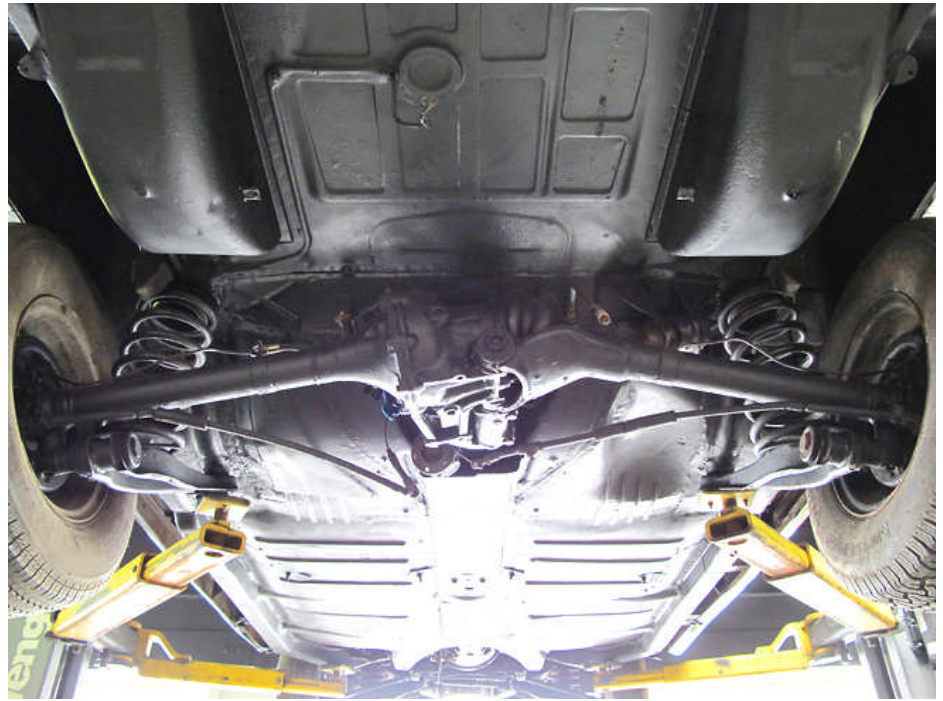
The axle shaft that isn't articulated is fixed to the differential so, as the wheel on the end of that shaft bounces up and down, it forces that axle shaft and the

differential to rotate, much like a solid axle. This is fine for a rear wheel drive front engine / front transmission car.

But in the case of the Corvair, the differential, transaxle, and engine are all bolted together as one unit, so the whole powertrain would have to rock-back and forth along its centerline whenever the unarticulated wheel bounces up and down.

Aside from all the mechanical jostling, this would result in a huge amount of unsprung weight which would have made the handling worse, if anything.

It's worth noting, however that, after a while, Mercedes added a compensating spring to it's low-pivot design, and Chevy did so too with the Corvair in 1964.



LANta Community Center Entrance



Lehigh and Northampton
Transportation Authority
(LANta) Headquarters

Community Center Meet-
ing Room, 2nd Floor

1060 Lehigh Street
Allentown , PA 18103

We Meet Here!
(Entrance to LANTA)



Corvair Society of America News

CPF Scholarship Applications

The Corvair Preservation Foundation (CPF) awards scholarships annually to students planning to attend a college, university, junior college, technical or trade school.

The scholarship is called the Frank Winchell Memorial Corvair Scholarship. Scholarship winners must be enrolled in courses at the institution of their choice by the fall of the year the scholarship is awarded.

Requests for scholarship applications can be made to the CORSA President at mrhvair@aol.com or the Scholarship Chair at sarahvair@cfl.rr.com.

The application deadline is May 1, 2017 to allow time for evaluation prior to the convention.

Communique Archives Update

The complete collection of CORSA Communique magazines, going all the way back to 1978, is now online!

Every issue ever published is available for viewing on the CORSA website. Thanks go out to Steve Spilatro, Gary Moore, Brian Blackwell and all the oth-

ers for their work on this project.

Of course, access to the CORSA collection is limited to CORSA members. So, log in using your username and password and then use the navigation menu on the left-side of your computer screen to find links to each and every one of the Communiques we've ever published.

Did you say you're not a member of CORSA? You can join online at www.corvair.org.

You Shop. Amazon Gives!

by Rod Murray, Western Pennsylvania Corvair Club

Hello Chapter Members & fellow Corvair Enthusiasts,

I want to pass along some important information for anyone who uses Amazon for their online shopping. Did you know that Amazon offers a charitable program that donates money from every sale back to designated 501c3 charity groups?

It's true, it's easy to use, and it's no cost to you! It's called Amazon Smile, and it works just like Amazon, but uses a different access link and only requires users to designate their select charity.

The link is <https://smile.amazon.com/> if you want to take a look and/or pre-load your designated charity... May I suggest Corvair's own 501c3 non-profit arm, the CORVAIR PRESERVATION FOUNDATION?!

To be fair, Amazon Smile's donation of 0.5% for every sale may seem small, but every penny adds up, and the greater the level of participation, the greater the value to the CPF!

So far, this opportunity to help raise a few much-needed dollars for the CPF has been only lightly-promoted but I don't expect that to last. I encourage chapter officers, webmasters, and newsletter editors to actively promote Amazon Smile within your respective groups. And be sure to share with your family and friends.

Again, every penny adds up, and this is an opportunity to do some good for the Corvair Preservation Foundation.

The Lehigh Valley Corvair Club is proud to be a certified chapter of the Corvair Society of America.

LVCC Classified Ads!



For Sale: NOS exhaust pipe for a 1965 Corvair & later with a new clamp & two gasket rings. Fits the 110 hp motor. \$35.00 for all. Carl Moore, Mohnton, PA. moo568@ptd.net

For Sale: 1964 Corvair Monza 2-door coupe. 110 hp engine. Powerglide automatic transmission. Goldwood yellow with black interior. Great condition. 77,000 miles. \$7,000. Contact Wayne Troxell, Andreas, PA. (570) 386-4347.

For Sale: 1969 Corvair 500 2-door coupe. 110 hp engine. Powerglide automatic transmission. Garnet red with black interior. Zero rust. Excellent condition all around. 48,000 miles. Hellertown, PA. \$10,000. Larry Lewis, Hellertown, PA (610) 209-0297.



For Sale: 1969 Corvair 500 coupe. 35,000 original miles. Frost Green with black interior. 110 hp engine. Powerglide transmission. All-new brakes, lines, hoses, wheel cylinders, hardware, master cylinder. Rebuilt front suspension. New gas tank, sender unit, sock, etc. Engine resealed, rebuilt carbs, balancer, plugs, cap, rotor, ignitor, coil, heater hoses, heater motor, exhaust y pipe, muffler, tail pipe. New Coker tires, engine wire harness, battery, carpet. All smog equipment hooked-up and works. Runs great. \$7000.00 obo. Call or email Larry Asheuer, Lansdale, PA. (267) 994-1569. a-lcorvair@msn.com



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. Telford, PA. Asking price: \$3,500. Keith Koehler, Telford, PA. kpissant@comcast (215) 703-0644. Feel free to leave a message.

For Sale: I visited a junkyard today with my brother to try to find an amplifier for his radio, and sitting at the entrance was a 1967 4 door corvair for sale! It looked complete, and pretty solid, interior was a little messy, but overall not bad. Idk if you or anyone else is looking for a beater corvair or a new project, so I figured I'd share. They're asking \$1200, and it's at the Ez pull and save in New Ringgold. My phone only had enough memory to take 1 picture. Tim Turner.



Car Events In and Around Lehigh Valley

November 19 2016 through April 22, 2017 :::: Amore della Strada: Italian Cars

Location: AACA Museum, 161 Museum Drive, Hershey, PA Phone: 717 566-7100 x100. See the latest exhibit at the Antique Automobile Club America (AACA) Museum in Hershey. The array of vehicles ranges from the ordinary, a 1937 Fiat Topolino, to the extraordinary, a one-family owned 1954 Siata 200 CS, Balbo. Rare and unusual vehicles include a 1974 DeTomaso Longchamps Coupe, a 1967 Italia Omega Convertible, and 1977 Piaggio Ape. You'll see iconic cars such as, a 1971 Fiat 850 Spider, 1974 Fiat X 1/9 and 1974 Fiat 124 Spider as well as the more exotic 1978 Ferrari 308GTB and 1995 Ferrari 512M. The Alfisti will delight at the sight of a 1974 Alfa Romeo Montreal, 1974 Alfa Romeo GTV, and 1967 Alfa Romeo GT 1300 Junior. Next best thing to a Corvair show!

January 20-22, 2017 :::: Automania in Allentown

Location: Allentown Fairgrounds, 302 North 17th Street, Allentown, PA 18104. Hours: Fri. 12 PM-9 PM, Sat. 9 AM-6 PM, Sun. 9 AM-3 PM. Since 1992, Auto Mania has been Pennsylvania's biggest indoor heated swap meet. Includes car corral. Admission: \$10 daily. For vendor pricing, visit <http://www.carlisleevents.com/>

Wednesday, January 25, 2017 :::: LVCC Membership Meeting

Location: Lehigh and Northampton Transportation Authority Headquarters (LANta), 2nd Floor Meeting Room, 1060 Lehigh Street, Allentown, PA 18103. Time: 7:30 PM. Bring a guest!

Saturday January 21, 2017 :::: Blue Mountain Antique Engine January Get-Together

Location: Jacktown Grove, 1229 Richmond Rd, Bangor, PA. Make or break engines, steam engines, and other antique agricultural machinery on display. No admission fee for walk-ins. \$15 fee for sellers. Food available including their famous "Hobo Stew". Contact Person: Tom Buist Jr. (610) 588-7360 tbbuist@frontiernet.net.

Clark's Corvair Parts®

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



Our 43rd Year!

Get the 2013-2018 Catalog

MAIN CATALOG - Over 420 Pages, over 15,000 parts
SPECIALTY CATALOG - Over 220 pages
SUPPLEMENT - Price list has over 40 pages

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

LVCC Officers:

President: Dennis Stamm Phone: (610) 926-4723 Email: dmstamm@comcast.net
Vice Pres: Fred Scherzer Phone: (484) 948-5142 Email: jukeboxman44@gmail.com
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 01/25/2017