



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

APRIL 2017

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

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Next LVCC Meeting: Wednesday 04/26/2017

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.

MY CORVAIR AFFAIR

by Ed Prescott of the Lehigh Valley Corvaire Club

Growing up in NJ, I was a budding gearhead while still in my adolescence. My brother and I would take the bus into NYC for the annual Coliseum Auto Show. We drooled over the XK 120's and MG TC's. When the Austin Healey 100 was introduced at the 1953 show, I was smitten. We had a 1939 Buick we drove in the woods behind our house. My first road car was a 1941 Chevy my grandfather bought for \$60 when I was in high school. But when the Corvaire was introduced in the early 1960's, I didn't pay much attention because of Ralph Nader's book "Unsafe at Any Speed". My interests were elsewhere.

After college, a stint in the Navy, a job requiring several intra-US relocations, marriage and children, I finally moved back East from Arizona and settled in the Lehigh Valley. By then it was 1984 and my son had just gotten his driver's license and was eager to get his own car. My father-in-law rose to the occasion and donated his 1965 Corsa Coupe to the cause. It was a low mileage, excellent condition car used mostly for driving to and from the train station in NJ. And my love affair began! (See attached photo #1)

But there was a problem. When taken for PA inspection, the car failed because the camber was out of limits and could not be adjusted. My son was crushed, especially after the mechanic found the reason. The front cross member was sagging in the middle and the replacement cost was excessive. We decided to give it a crack ourselves. After placing the car firmly on jack stands, disconnecting the front wheels and the steering linkage and unbolting a few big bolts on each side, VOILA! The old cross member was loose. Scavenging Allentown junk yards, we found a Corvaire being parted out and bought that cross member. We reinstalled the sandblasted and repainted unit and hooked everything back up.

After adjustment, she passed.

But more trouble lay ahead. My son drove the car for a year or so before the next crisis developed. While visiting friends in King of Prussia, the engine suddenly developed violent rattling and banging and oil was squirting out of the dipstick tube! We towed the car home and started an engine rebuild. (See attached photos #2 & #3). It turned out that a hole had been burned in the top of a piston (cheap low octane gas?) and that had pressurized the crankcase. We replaced all of the pistons and did the standard rebuild job without splitting the case and got the car back on the road again. It ran fine and was the constant source of admiring comments and glances.

In spite of these difficulties, I found myself impressed by the cleverness in the design of Corvairs. Every time we had to do something mechanical on the Corsa, I marveled at how well things had been engineered. The whole concept was borderline breakthrough technology as far as I was concerned, at least for American cars. Besides, it looked great! I was hooked!

By this time, my daughter had attained driving age and, because of my developing affection and admiration for the make, a 1965 Monza Convertible joined the herd! (See photos #4 & #5). She drove the Monza for a short while and then went off to college where the students were not allowed to have cars in their freshman year. I decided to restore the Monza to as close to original condition as this amateur could hope to achieve and started with the engine. This was also a standard rebuild job; valves, piston rings, honed cylinders, carburetors, etc. Meanwhile the Corsa's bad luck had not yet run out. While driving here locally, the engine swallowed a valve seat and seized up!

We towed the Corsa home again and now I had two immobile Corvairs in the garage and a disgusted wife in the house! I was faced with a decision. I had completed the Monza engine rebuild but had not yet reinstalled it in the car. In the process of this Monza work I gradually came to realize that the car had not been a good buy in the first place because there was extensive hidden rust I had missed in my initial exam. There was also an uneven gap in the doors indicating the body was sagging and in need of extensive sheet metal and structural repair work. I decided to change course on the Monza restoration because the necessary work was too extensive. I scavenged a few more pieces from the Monza and junked it.

By this time my son had moved out and gotten married, I had the disassembled Corsa engine in boxes and cans in my basement, and I had a completed Monza engine on a bench in the garage. My attention shifted to the engineless Corsa and I decided to install the Monza engine and re-do the interior. I removed and reupholstered the seats and installed new carpeting. I took the speakers my son had installed in the interior air inlets and placed them on a shelf I made behind the rear seats. But by then other projects took priority and the Corsa sat on jack stands in my garage for almost 20 years with an installed but not running Monza engine and an almost gutted interior.

Around 2013, I decided to get back in action and started making queries of local Corvaire owners at Das Awkscht Fescht. I ended up contracting with LVCC Club member Larry Asheuer to reinstall seats and interior paneling and to get the engine running. Larry's work was completed over the 2015/2016 winter, but when placed back on the road, a weird howling sound emanated from the rear. Consultation with more



Photo #1: Ed Prescott's 1965 Corsa coupe.



Photo #2: Ed's 1965 Corsa Coupe. Engine rebuild #1 many years ago. That's Ed's son.

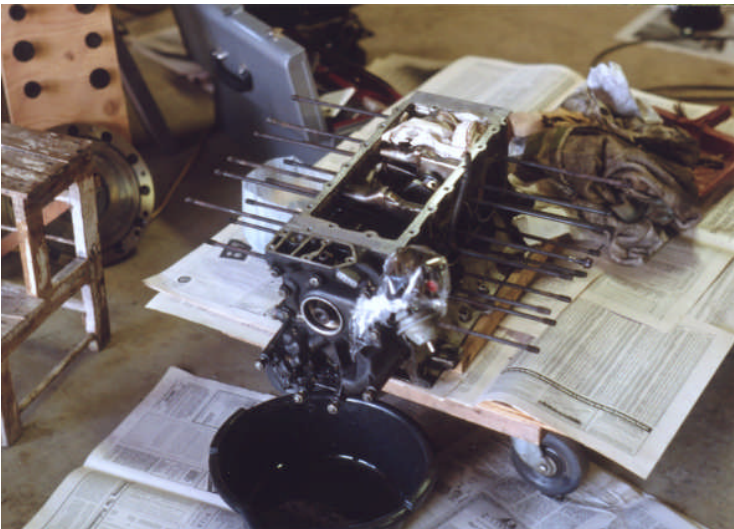


Photo #3: Corsa engine rebuild #1 many years ago.



Photo #4: Ed's daughter's Monza. The 110 engine from this car currently resides in Ed's Corsa coupe.



Photo #5: Another photo of Ed's daughter's Monza, taken before the car succumbed to the tin worm. But not in vain, for the 110 engine lives on in Ed's Corsa.

knowledgeable LVCC club members suggested that something had happened to the rear wheel bearings during the Corsa's 20 year jack-stand hiatus. My son and I had installed zerk fittings in the wheel bearing hubs so I made sure they were full of grease as well as the universal joints. The differential was topped off with gear oil but the noise persisted. I elevated the car's rear and had my brother listen for the noise as I ran the engine and spun the wheels. There was no howling! But when placed back on the ground and driven on the road, the noise returned. The LVCC club suggestion seemed valid in that the noise appears when the bearings are under load.

As this Opus approached its final draft, my son's review and editorial commentary revealed something with which I was unaware. He pointed out that the Shop Manual described a diagnostic procedure for rear axle noises. I scrambled through my Corvair "library" and sure enough, there it was in chapter 4. In addition, Richard Finch's "How to Keep Your Corvair Alive" manual described a similar routine in chapter 10. It now seems that I will need further advice and guidance from wiser heads in the LVCC to help resolve the rear end howl.

And that's where the project sits. A Monza powered Corsa, licensed, drivable and awaiting resolution of the howling problem. Hopefully it's just an adjustment which I might be able to handle on my own and will then be undertaken shortly. But I just passed my 81st birthday and I'm running out of time! I am seeking someone willing to rebuild and reinstall the Corsa engine in exchange for the removed Monza engine plus an agreed amount of cash. HELP!

Ed Prescott

DENNIS, LARRY & RICH!

LVCC members Dennis Stamm, Larry Asheuer and Rich Greene took a ride to Clark's Corvair Parts in Shelburne



Falls, Massachusetts this month. Their mission was to drop off cores, drop off core returns and pick up parts. Dennis writes, "I sold quite a few parts; 10 drag links, 30 carbs, 10 flywheels, 4 jacks, 2 late model rear wheel bearings and other small items. I also bought new rubbers for around the doors for my wife's Corvair and a few other items. It was a very good day."

THERMISTORS AGAIN!

by Al Lacki

Back in March 2014, while surfing through aircraft supply websites, I found a listing for a Rochester-brand "3080-38" thermistor that has the same physical dimensions as the original A/C Delco thermistor installed in Spyders and Corsas. Even the threads are the same, so the Rochester thermistor should screw right into a Spyder / Corsa cylinder head without any problem whatsoever. At that time, I speculated that, with some additional circuitry, Rochester thermistors could serve as replacements for the A/C Delco units that went out of production decades ago.

I can't take credit for it, but since then,

there has been a flurry of interest among Corvair guys about thermistors. And now, in the past month, not one but two Corvair specialists have announced their intention to make available brand-new thermistors for Spyders and Corsas. Both of these offerings are intended for use with the factory Spyder and Corsa cylinder head temperature gauges. One of the vendors, Roger Parent, is already well known for his precision carburetor linkage kits for 4x1 Corsas. The other vendor, Vairtrix, is a new business that has been established by a long-time Corvair guy, Pete Faulkner.

The next two articles describe their products.

ROGER'S THERMISTORS

a post by Roger Parent

I have been hard at work in my laboratory, OK my shop, for the last few months or so. And I have come up with a new item that may interest you: a new Thermistor to replace the OEM AC Thermistor unit. But I need gauges to road test them. If you can loan me a gauge, I will return it when testing is done and you will get a 50% discount

on the purchase of a new thermistor. Any year gauge with lenses will do.

First, some data about the decisions I made that you should read before you go YEA or NAY. Our temp gauges read from 200 to 600 degrees. So I disregarded the curve below 200 degrees. Now I do not know about you but I have never heard of a Corvair engine running at freeway speeds or running around town and have a temp below 300 degrees. So I disregarded the curve below 300 degrees. That left the curve between 300 and 600 degrees. It took a while but I found components that matched the OEM Thermistor curve between 300 and 600 degrees.

Now let me explain my thermistor construction. The base is made out of a single piece of 1/2" Hex Brass. It takes a little over an hour to turn one on a lathe. The isolator is 550 degree polycarbonate. If polycarbonate does not hold up, I have a 600 degree plastic fiber version but it is very expensive. The isolator is a press fit with epoxy and then swaged into the base. Center contact is 3/16" hex brass with a stainless steel 6-32 screw and lock washer. Center contact is also a press fit with high temp epoxy. Internal com-

ponents are suspended in an electrically non-conductive but thermally conductive 600 degree epoxy. The end is plugged with a copper slug and soldered with silver/tin solder. My bench testing shows they will make a good replacement.

Next step is the road test. I have dual thermistors in my 64 Monza and I will replace one of the engines OEM thermistors with one of mine. Do some road test and take pictures. Hence the need for another temp gauge.

I have made two versions of the thermistor as shown in the photo. The OEM unit is pictured on the left and my prototypes are pictured center and right. I intend to offer two versions: (1) one for 1961-69 Corvairs except turbos and 140s, and (2) 1962-69 Corvair turbo and 140s. The former have coarse threads and the latter have fine threads for installation in their respective cylinder heads.

Cost will be between \$100 and \$125 each depending on the amount of support I get. These will not be mass produced. I will hand make them one at a time. rlparent@cox.net

THE VAIRTRIX SOLUTION

posted by Pete Faulkner

My name is Pete Faulkner and I live in the DC area. I bought my first Corvair, a '68 500 in 1973 and have had several since. I currently own a '63 Spyder, purchased in '88 and restored in '94. I have been a member of the San Diego and Northern Virginia Corvair Clubs.

Frustrated with the supplier community's lack of progress in coming up with a suitable replacement for the Corvair cylinder head temperature sensor, I developed the Vairtrix CHT-100 with the goal of accuracy over the entire expected temperature range. I didn't feel it was necessary to examine or reproduce the GM sensor as its accuracy is rather poor. It would have been akin to reproducing leaky push rod tube seals by seeking the original formula for neoprene. Instead, I focused on the gauge and set out to design a sensor that would line up with the unique characteristics of the Corvair Spyder and Corsa gauges.

The CHT-100 is an advanced cylinder head temperature sensor for the Corvair Spyder and Corsa models. Designed as



Left: Roger Parents' reproduction thermistors alongside an original A/C Delco unit.
Right: Peter Faulkner's temp sensor, with electronic adapter.

CORVAIR COOKING CORNER!

Banana Split Cake

We thank Mrs. Mary Ann Stamm for this great recipe!

Start with:

*2 cups of graham crackers
5 tablespoons of butter*

*Melt the butter and mix with crumbs.
Press firmly into a 13x9x2" pan.
Bake for 8 minutes at 350 degrees
and let it cool.*

Next, mix:

*2 cups of 10X sugar
2 eggs
1/4 pound butter @ room tempera-
ture
1 tsp vanilla extract*



Beat about 4 minutes with mixer and spread over cooled crumbs. Slice or chop 5 large bananas lengthwise and spread of the top of the mixture. Drain well one 20 ounce can of unsweetened crushed pineapple and spread on top of the bananas. Spread 1 large bowl of cool whip on top of the pineapples. Cool for at least 8 hours. Spread crushed peanuts and maraschino cherries on top of the cool whip, ready to serve.

a direct replacement for the obsolete AC Delco thermistor, the CHT-100 uses thermocouple technology for reliable and accurate temperature measurement over the wide range of temperatures experienced in the Corvair air cooled engine. It uses your existing Spyder or Corsa dash gauge for a stock look with upgraded performance.

The CHT-100 uses advanced digital technology to convert the thermocouple measurement to a constant resistance source, matched specifically to the Corvair dash mounted cylinder head temperature gauge. It performs sensor linearization using tables published by the

National Institute of Standards and Technology (NIST). The CHT-100 includes Cold Junction compensation to maintain accuracy over a wide range of ambient temperatures. Finally, the output of the CHT-100 is matched to the unique non-linear response curve of the Spyder and Corsa dash gauges. The result is a sensor that outperforms the original AC Delco design and provides an accurate temperature report from 200 to 600 degrees Fahrenheit.

I believe I have hit all of my design objectives in this first version. My only concern is long term reliability and time will tell if I have achieved this

goal. In my past life, we did reliability predictions using software modeling and accelerated life testing in the chamber. Instead, I'm relying on a small loyal group of folks within the community who actually drive their Corvairs to serve that purpose.

Jim Simpson was gracious enough to send me his gauge curves and I referenced them for the firmware lookup tables. The fantastic people at the Corvair Ranch have provided support and together, we are conducting field trials. For those of you that may question my street cred, I have been a Corvair owner since 1973 and possess over 35 years of

experience in developing sophisticated military and automotive electronic systems with high survivability that are used in the harshest of environments. Formerly, I was a member of the Institute of Electrical and Electronic Engineers (IEEE), the Society of Automotive Engineers (SAE) and the National Defense Industrial Association (NDIA). I am now retired and doing this for the Corvair Community as a hobby.

<http://www.vairtrix.com>
<http://www.corvairranch.com/proud-of....html>

AIR RAID DRAG RACES

by Al Lacki

On Sunday, April 9 2017, the Central New Jersey Volkswagen Society arranged bracket races for VW Beetles and other cars with air-cooled engines, Corvairs included, at Island Park Dragway in New Jersey. A few of us Corvair guys joined in the fun.

Of course, there were other kinds of cars at the strip that day, ranging from tiny trikes with snowmobile engines to all-out 1,000 horsepower rails.

My best 1/4 mile run was 18.614 seconds at 72.69 miles per hour. No, not blazing fast, but not bad for a Corvair.



SCOTT AT THE WHEELS OF YESTERYEAR MUSEUM

This month, Scott Oberholzer visited the Wheels of Yesteryear museum located in Myrtle Beach, South Carolina. The museum opened in September 2009 and showcases one of the Southeast's most impressive collections of vintage American-made automobiles in one location. Many of the cars on display at Wheels of Yesteryear consist of Chrysler/Dodge/Plymouth MOPAR cars, along with various other American muscle cars, including this very pretty Corvair Spyder. Nice interior shot!



LVCC MEETING NOTES

Wednesday March 22, 2017

Attendance:

Al Asheuer (guest of Larry Asheuer), Larry Asheuer, Rich Greene, Tom Hambel (new member), Allan Lacki, Phil Levering, Larry Lewis, Scott Oberholzer, Dale Parkhurst (guest of Tom Hambel), Ed Prescott, Fred Scherzer, Dennis Stamm, Bob Weideman.

Reports.

President Dennis Stamm called the meeting to order at 7:30 PM.

In the absence of Secretary / Treasurer Dick Weidner, Fred Scherzer and Al Lacki reported as follows:

1. Fred said the club's checking account balance is currently \$1,272.
2. Al read his notes from the LVCC's previous meeting, held on February 22, 2017.

Member Introduction.

New member Tom Hambel introduced himself and talked about his newly-acquired 1964 Corvair Monza sedan. Tom found it for sale on Facebook. It was owned by a family living in Souderton, PA. It has 61,000 miles on the odometer and is very nice condition.

Discussion.

Al's Carburetor Conversion. Al Lacki is working on a replica of Clark's Ultimate Carb Kit. He displayed and described it at the meeting. It is equipped with two Weber 32/36 DGEV carbs with electric chokes and heim joint linkages. More work needs to be done before it can be installed. Al said he's not sure he'll ever install it on his own Corvair, but he likes to tinker with it.

Bob's Alternator Fan. Bob Weideman said he plans to swap out the generator for an alternator on his 1964 Corvair Monza sedan. He has all the parts necessary to do the job, but he can't start

yet because the alternator fan has a wobble. Bob brought it in to show everybody and asked if it is possible to fix it. Apparently, the fan had been dented during storage by a previous owner. Dennis Stamm said he may be able to provide Bob with a good used alternator fan.

Scott's Kelmark Project. Scott Oberholzer discussed his plan to build a mid-engine V6 Corvair using a Kelmark bellhousing adapter he bought from Larry Ashley at the February parts auction conducted by the New Jersey Association of Corvair Enthusiasts. The bellhousing came with a hydraulic slave cylinder for the clutch, but Scott believes it is corroded beyond repair. So, he searched for a replacement and found a shop in Texas that carried an exact replacement, not only for the slave cylinder, but also for the master cylinder. The name of the shop is Industrial Brake and Clutch of San Antonio, Texas.

Scott called them on the phone and read the casting number off the side of the old rusty slave cylinder. Remarkably, with that single piece of information, they were able to match up the components. Scott brought in the original piece and the new pieces that Industrial

Brake and Clutch sent to him.

Larry Asheuer had been aware of Scott's plan for the Kelmark conversion and, at the meeting, gave Scott a copy of the original Kelmark V8 Vair Instruction Manual to keep. Larry also circulated photocopies of Corvair accessory advertisements that appeared in car magazines back in the 1960s.

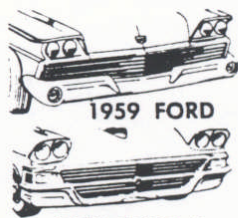
Show & Tell Items. Rich Greene circulated a number of items, including a batch of 1960s Car & Driver magazines with articles about Corvairs, Ralph Nader and more. Rich also described a problem he is having with the starter in his Rampside. Sometimes it works and sometimes it doesn't. Dennis and Fred speculated that the problem may be due to a worn neutral safety switch for the Powerglide transmission.

After that, the attendees broke into smaller discussion groups. Tom Hambel, Larry Lewis, Phil Levering and Bob Weideman traded stories about their early-series Corvairs. Dennis Stamm and Fred Scherzer talked about various 1960s cars for sale. Phil Levering showed photos of his circle track racing cars to Al Lacki. The meeting broke up around 9 PM.

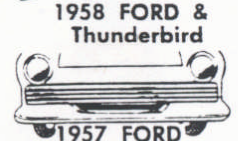


Blasts from the Past!

Courtesy of Larry Asheuer



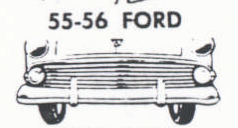
1959 FORD



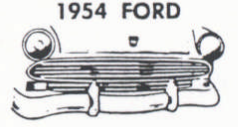
1958 FORD & Thunderbird



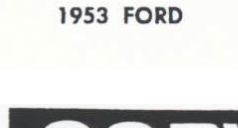
1957 FORD



55-56 FORD



1954 FORD



1953 FORD

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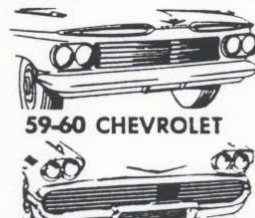
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NOTE: Be sure to give Make and Model of car when ordering.



59-60 CHEVROLET



1958 CHEVROLET



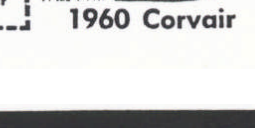
1957 CHEVROLET



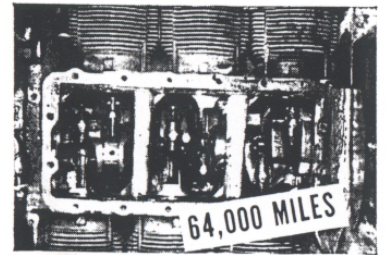
1956 CHEVROLET



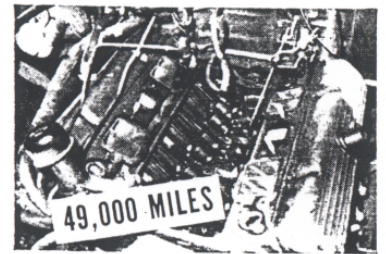
1955 CHEVROLET



1960 Corvair



VEHICLE: 1964 Chevrolet CORVAN. OWNER: Jack Marchant, Clearwater, Florida. OIL: D-A Speed-Sport. RESULTS: Teardown showed engine to be very clean, no sludge anywhere, crankshaft and rod bearings had no measurable wear.



VEHICLE: 1957 Olds with 1961 Olds engine. OWNER: Louis Ligino, Homewood, Illinois. OIL: D-A Speed-Sport. RESULTS: Engine completely free from sludge, varnish and wear at teardown.

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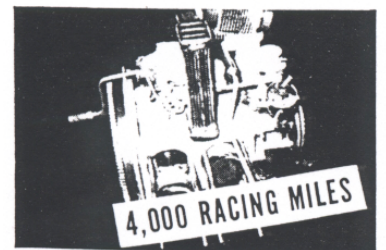
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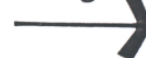


3537 OCEAN VIEW
MONTROSE 3, CALIFORNIA
Churchill 9-8808



VEHICLE: Formula Vee with Volkswagen engine. OWNER: Roger Barr, Glastonbury, Connecticut. OIL: D-A Speed-Sport. RESULTS: In 4000 miles of racing, finished first 12 times, second 2 times, and sixth 1 time.

shouldn't you be using



RACING **D-A** DIVISION

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INDIANAPOLIS, IND. 46208

Car Events In and Around Lehigh Valley

Wednesday - Sunday, April 19-23, 2017 :::: Spring Carlisle Flea Market

Location: Carlisle Fairgrounds, 1000 Bryn Mawr Road, Carlisle, PA 17013. Gate Times: Wed.-Sat. 7 AM - 6 PM, Sun. 7 AM - 3 PM. Admission: Daily Wed.- Sat. \$10 / Sun \$7 / Event Pass \$30. Phone: (717) 243-7855. Contact: info@carlisleevents.com or www.carlisleevents.com

Saturday April 22, 2017 :::: 10th Annual Car Show

Location: 1845 Weavertown Road, Douglassville, Pennsylvania 19518. Time: 9 AM to 3 PM. Price: \$15 day of show. Sponsored by Boy Scout Troop 597. Trophies awarded by independent judging in 13 categories as well as overall "best in show" & overall "Scout's Choice". Email: scoutcentral@gmail.com. www.troop597.org

Sunday April 23, 2017 :::: BVATS 5th Annual Car Show

Location: Bethlehem Area Vocational Technical School, 3300 Chester Avenue, Bethlehem, PA 18020. Time: 9 AM to 3 PM. Rain date: April 24. Price: \$20 day of show. <http://bethlehemavts.org/>

Sunday April 23, 2017 :::: Eleventh Annual Wilkes ASME Car Show

Location: 84 West South Street Wilkes-Barre, Pennsylvania 18766. Time: 11 AM to 3 PM. Registration opens at 8:30 AM. Price: \$15 day of show. Description: No restrictions. Any year, make, or model. Dyno runs with printouts, operated on a first come, first served basis. Over 30 awards and giveaways. First 100 entries receive a complementary gift bag and dash plaque. All entries will receive an official car show t-shirt. Email: tyler.kukosky@wilkes.edu. Phone: (570) 406-2279.

Saturday April 29, 2017 :::: Eastwood Cruise On In

Location: 263 Shoemaker Road, Pottstown, Pennsylvania 19464. Time: 8 AM to 12 Noon. Description: Welcoming sports cars, classic cars, muscle cars, tuner and sport compacts, exotics, low riders, and motorcycles. Email: jfuller@eastwood.com. Phone: (610) 323-9099. Additional dates: May 6, May 13, May 20, June 17 and many more. Visit the website for complete list.. www.eastwood.com/custserv-store

Sunday April 30, 2017 :::: 43rd Annual Car Parts Flea Market

Location: Leesport Farmers Market, 312 Gernants Church Road, Leesport, Pennsylvania 19522. Time: 7 AM to 2 PM. Rain or shine. Description: Antique and classic car parts flea market, hosted by the Hawk Mt. Region of the Early Ford V-8 Club of America. Over 200 spaces available with most under roof. A 10' x 20' space is only \$12 when paid in advance and \$15 each when paid at the gate. Cars for sale space only \$5. Phone: (610) 926-3061. Email: hawkmtv8@aol.com.

Saturday May 6, 2017 :::: 32nd Annual Cruisin' Classics Car Show

Location: Caln Village Shopping Center, 3947 W. Lincoln Hwy, Downingtown, Pennsylvania 19335. Time: 9 AM to 2 PM. Price: \$15 day of show. Welcoming sports cars, classic cars, muscle cars, tuner and sport compacts, exotics, and motorcycles. Email: tom49pa@hotmail.com. Trophies, DJ, door prizes, raffle items. Goodie bags to first 100 registered. Sponsored by The Cruisin' Classics Chester County. Phone: (610) 517-3058. <http://www.cruisinclassicspa.org>

Sunday May 7, 2017 :::: GM on Display at Macungie

Location: Macungie Memorial Park, Route 100, Macungie, PA. Time: 9 AM to 3 PM. Price: \$10 day of show. Flea market spaces also available. Contact: Rosemary & Don Haley. 610-608-7904.

Friday May 12, 2017 :::: Cruise at Lucky Stroke Golf

Location: Lucky Stroke Golf, 7200 Airport Rd., Bath, PA. Time: 5:30 PM to 8:30 PM. Door prizes, silent auction, 50/50. 20% discount on food when door prize ticket presented. 10% discount on ice cream when door prize ticket presented. Donations accepted for Camelot House for Children. All vehicles welcome. Hosted by Lehigh Valley Cruisers, Inc. Additional dates: May 26, June 9, June 23, July 14, August 11, and September 8. <http://www.lehighvalleycruisers.com/>

Saturday May 20, 2017 :::: 4th Annual Open House & Car Show

Location: Bill's Service, 592 Nazareth Pike, Nazareth, PA 18064. Time: 9 AM to 3 PM. Bill's Service is a family owned business. We have been in business for 35 years. Bill's Service specializes in hot rods, customs and classic cars. We are the only shop in the tri-state area that offers state of the art paint removal (soda blasting). Contact Bill at 610-746-0602. <http://www.billshotrodshop.com/>

Car Events In and Around Lehigh Valley

Sunday May 21, 2017 :::: 34th Annual Cruise to the Gap Car Show

Location: 3rd & Lehigh Street, Wind Gap, PA 18091. Time: 9 AM to 3 PM. Pre Register by May 1 Price: \$15. Day of Show Price: \$20. <http://www.cruisetothe-gap.org>

Sunday May 21, 2017 :::: Bear Rock Junction Cruise Night

Location: Bear Rock Junction, 8181 Route 309, New Tripoli, PA. Time: 4 PM to 7 PM. Additional dates: June 25, 2017, July 30, 2017, August 27, 2017, September 23, 2017. Sponsored by the Tamaqua Street Machine Association. Contact: Tom at (570) 778-5626.

Friday June 23, 2017 :::: Northeast Corvair Council at New York Safety Track

Location: New York Safety Track (NYST), 396 Zimmerman Rd, Harpersfield, NY, 12093. Time: 7 AM to 5 PM. Rain or shine. Price: \$250 for High Performance Driving, \$75 for Taste of the Track. NECC is thrilled to announce we have locked in Friday June 23rd for a full day of performance driving at New York Safety Track! Unlike last year when we split the track with motorcycles, June 23rd is all yours for hours of hard cornering and pedal to the metal straights. The high performance driving option will consist of open track driving with timed laps toward the end of the afternoon. <http://www.corvair.org/chapters/necc/>

Saturday July 8, 2017 :::: 3rd Annual Great Phillipsburg Car Show

Location: St. Philip & St. James School, Roseberry Street, Phillipsburg, New Jersey. Conducted by our very own LVCC Member Ron Peles. Includes Corvair Class. Registration Price Day of Show: \$15. All Proceeds Benefit Grandma's House-a home for homeless and pregnant women. Contact: George Bloeser Show Chairman (908) 388-7573, 69fstbk@gmail.com. Website: www.kofccouncil474.com

Monday July 16, 2017 :::: Northeast Corvair Council at Pocono South Course

Location: Pocono Raceway, 1234 Long Pond Road, Long Pond, PA. Time: 7 AM to 5 PM. Rain or shine. Price: \$250 for High Performance Driving, \$75 for Taste of the Track. Last year, we told you we wanted to do Pocono, and now we're making it happen! We will be running the Pocono South Course. 12 turns. 1.3 miles per lap. Counterclockwise. The high performance driving option will consist of open track driving with timed laps toward the end of the afternoon. <http://www.corvair.org/chapters/necc/>

Sunday August 6, 2017 :::: Corvairs at Das Awkscht Fescht

Location: Macungie Memorial Park, 50 North Poplar Street, Macungie, PA 18062. Cars, flea market, music, arts and crafts, and entertainment for the entire family. The annual Das Awkscht Fescht event runs from Friday August 4 through Sunday August 6. On Sunday, the Lehigh Valley Corvair Club participates in "Club Day" featuring 35 marque car clubs. Show is by pre-registration and only before July 1. Email: rjkvair@aol.com <http://www.awkscht.com/>

Also, be sure to visit the Corvair Society of America website to see events being conducted by our neighboring CORSA chapters! Go to www.corvair.org and click on "Events".



LVCC Classified Ads!



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 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: 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.



Clark's Corvair Parts®

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

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Next Meeting: Wednesday 04/26/2017