



# *the fifth wheel*

*Winner of the 2014 CORSA Tony Fiore Newsletter Competition*

NOVEMBER 2017

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

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## ***No Meeting until January!***

## ***Next Meeting: Wednesday 01/24/2018***

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](mailto:redbat01@verizon.net).

## LVCC Gets a Donation!

Renown Chevy carburetor builder Charlie Potts of Exeter, PA donated a beautiful Carter YH Carburetor to the Lehigh Valley Corvair Club last month and we sold it on eBay for \$349. To get maximum exposure, we advertised it on all the major Corvair discussion boards and Facebook pages and that did the trick. The proceeds will go to the club's treasury.

The item is a Carter YH-4020S side-draft carburetor and is the exact replacement part for a 1965 Corvair Corsa equipped with the optional 180 hp turbocharged engine. Charlie believes it had been used less than 1,000 miles before it was removed from the donor car and put in storage. He went through it, replacing gaskets as necessary. Although it is not NOS in the strict sense of the term, it should function and show as well as an NOS Carter YH-4020S carburetor for the lucky buyer.

By the way, the lucky buyer is Curt Stone who was an LVCC member for a few years while he lived in Pennsylvania. Curt transferred his membership

to the New Jersey Association of Corvair Enthusiasts when he moved to New Jersey about a year ago.

You may not be familiar with Charlie Potts, the donor. Charlie is the Vintage Chevrolet Club of America's (VCCA) official tech advisor for carburetor and fuel injection systems. To qualify, he had to submit a formal application with references attesting to his expertise. If you are a VCCA member, you can look him up. The VCCA has several technical advisors, each specializing in particular mechanical parts of vehicles and accessories.

### ***He Restoeth the Soul of Old Chevys***

*The following article was reprinted with permission by the publishers of the Reading Eagle newspaper. It was written by Mary E. Young, a Reading Eagle newspaper correspondent, on January 14, 2015. You can reach her at you1949@gmail.com.*

When the going gets rough for an old Chevrolet, chances are Charlie Potts will get a call. He is the official go-to guy for questions or problems related to carburetors.

It's a well-earned honor recently bestowed by the Vintage Chevrolet Club of America. He's spent the last 56 years figuring out what's wrong with carburetors, then fixing them.

"Some call me a carburetor doctor, but not only because of what I do to it," he said. "It's the heart of the engine."

The 1955 Chevy Potts bought for \$1,395 in 1958 sparked his passion for working on carburetors after he began drag racing it here in Berks County and other tracks in the region. It still sits in the garage at his Exeter Township home.

"It was like somebody turned on a computer in me," he said. "I was interested in everything when I was racing my car. It wouldn't run right. All the shops around here couldn't fix it.

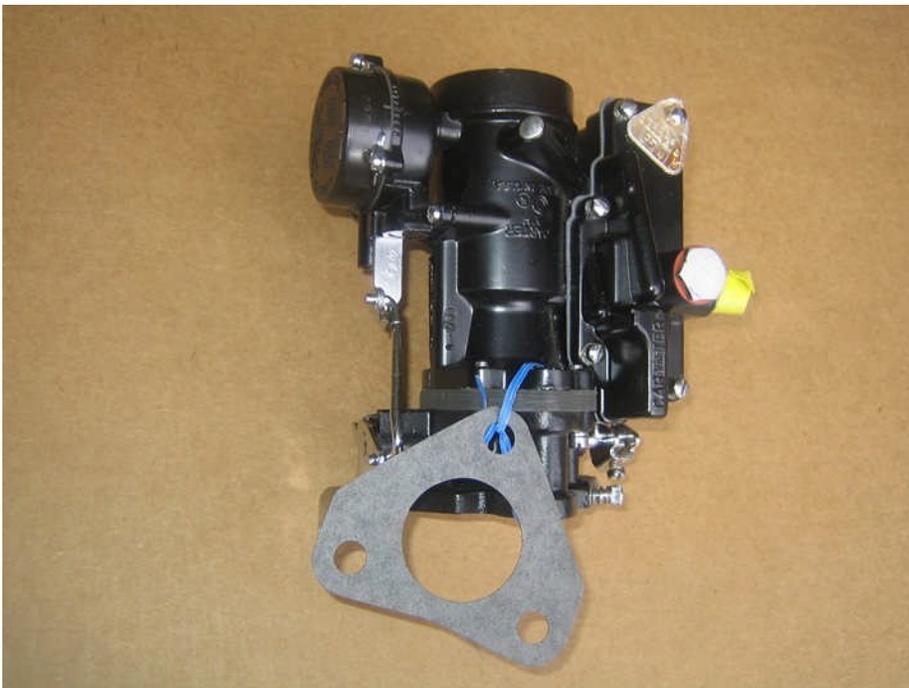
"I took the carburetor off the car. I worked at the kitchen table for two weeks. I kept learning."

Potts started winning often. Other racers noticed. By 1961, they were asking him to work on their carburetors. He didn't care if they were competitors. He did carburetors for anyone who asked.

He learned more about rebuilding fuel-injection systems by working with George Weiler, another drag racer who had a shop in Birdsboro.

A full-time job with UGI Corp. that lasted until he retired in 1999 didn't stop Potts from building his knowledge.

Old manuals tell him the needed parts and measurements. He has a lot of old parts on hand. If he doesn't have the



## ***LVCC Gets a Donation from Charlie Potts!***



Top view: Carter YH-4020S, donated to LVCC.



Bottom view: Carter YH-4020S, donated to LVCC.



Charlie Potts at work in his workshop. He lives in nearby Exeter, PA. You can contact him about carburetor issues by telephone. His number is (610) 779-1200.

Although he's cut back his car collection, Charlie once owned this award-winning '64 Corvair Monza convertible. He still has his 1955 Chevy 210 hardtop coupe. He did the restoration on both cars by himself.



parts he needs or can't buy them, he fabricates them.

Potts does mostly Chevys, but not exclusively. He's done a Packard, a 1947 Army Jeep, a Mercedes, Buicks, Fords, Chryslers, John Deere tractors, motor-bikes, minibikes and more.

As far as he knows, he's the only man around who knows how to rebuild Camaro Quadrajets and Corvette Holley carburetors.

He's rebuilt carburetors for dealerships and car repair shops as well as executives and law enforcement officers who can't be identified.

He's done carburetors for a man in Norway and an Alaska Airlines pilot who has four 1955 Corvettes.

What makes Potts stand out among carburetor repairers is his ability to make a rebuilt carburetor look exactly like it did when it came out of the factory.

"A lot of guys ask me how I get the coloring," he said. "I don't tell them. That's my secret."

His log book shows that Potts has rebuilt hundreds of carburetors.

Many of those jobs came through referrals by satisfied customers, such as Frank and Linda Shaffer of Muhlenberg Township.

Frank got to know Potts from going to car shows.

"He's done carburetor work for me," he said. "It was really nice, and it looked real good. So I told several friends. They had work done, and they liked the price and the work he did."

It was the network building up around him that ended with Potts being named VCCA's national carburetor adviser. Someone recommended him for the post. The club asked him to provide references and his credentials. The process took about four months.

Now, Potts is listed in every issue of the club's magazine along with technical advisers for other components. A supply of official club stationery came along with the honor.

"It's neat," he said of his new status. "I spent a lot of time learning and testing. This is where I got. My hobby turned out to be very rewarding.

"I just enjoy helping people out."

### **Keosababian's Offer**

*At the national level, Tom Keosababian has offered to donate his land speed record Corvair to the Corvair Preservation Foundation (CPF). He addressed the offer to CPF President Mike Hall, Western Division Director*

*Danny Davis, and the other members of the CPF Board. This is what he wrote:*

Greetings to Mike Hall, Danny Davis, and the members of the CPF,

After over 56 years of owning and racing Corvairs, I have come to a place in my life when it is time to "downsize". I have been storing my Bonneville race car since 1974 and it's time to find it a new home.

I've been reading about the new museum in Decatur and I'm wondering if you would like to add it to your collection. (It would be a donation.) It still holds the land speed record set in 1974 and it is preserved just as it was then.

At the time of my record attempt, I had an engine failure during the return run. The engine blew a hole in no. 2 cylinder just as I was entering the timed mile at close to 180 mph. With the left side of the engine running without any boost and a large hole in no 2 cylinder, I still averaged 171 mph for that run which gave me a 2-way average of 173.09 mph.

In 1993, I repaired the damaged motor, installed a new Salih piston and cylinder, and took it to the CORSA convention in San Jose, California. I even raced it in the autocross at the convention which probably makes it the only

*(Continued on page 7)*

Happy  
Thanksgiving



## Tom Keosababian's Land Speed Corvair



Tom Keosababian of Nevada owns this Bonneville class record holder. In 1974, the Clean Air Corvair, with its twin turbocharged, water injected, Corvair engine running on propane through a 3.08:1 final drive ratio, averaged 173.1 miles per hour in two consecutive runs.

Here it is at Bonneville.

As it appears today.  
Still looking good!

Tom has offered to donate his Corvair to the Corvair Preservation Foundation.



Potent twin-turbo engine.



# **Corvair Cooking Corner!**

## **Pico de Gallo Salsa**

**By Pati Jinich**

*This recipe is from the Pati Jinich website at <https://patijinich.com/> Patricia "Pati" Jinich is an award-winning Mexican-American chef, TV personality, cookbook author, and food writer. She is best known for her double Emmy- and double James Beard-nominated public television series *Pati's Mexican Table*.*



There are countless versions of Pico de Gallo salsas. Their trademark is having ingredients that are fresh rather than cooked, and diced and chopped rather than pureed. This is the most common and well-known version.

It is also incredibly colorful! Makes 4 cups.

### **INGREDIENTS**

- 1 pound ripe tomatoes about 3 cups, halved, cored, seeded (optional) and chopped
- 1/2 cup white onion finely chopped
- 1 jalapeño or serrano chile finely chopped, or more to taste (seeding is optional)
- 1/2 cup cilantro rinsed, drained, lower part of the stems removed, roughly chopped
- 2 to 3 tablespoons fresh lime juice more or less to taste
- 2 tablespoons olive oil optional
- 1 teaspoon kosher or sea salt or more to taste

### **DIRECTIONS**

Place all of the ingredients in a bowl, toss well and serve.

The salsa can be prepared up to 12 hours ahead of time, covered and refrigerated. And it can be eaten with anything you want to try it with!

Bonneville record holder to compete in an autocross event. The car has been stored in my shop since then.

I am including a few photos taken at Bonneville and a photo as it appears today. The only changes are adding Moon "disc" to the wheels, racing seats, and a new steering wheel. The engine is fully operational just as it ran in 1974. The car does need some detailing. It would be ready next summer when I plan to enter it in a local show with my Devin and the 'Black Car'. I might even be able to deliver it to the museum.

Thank you for your consideration.

Tom Keosababian, Grants Pass, Oregon

## Massive Recall of 40M Kidde Fire Extinguishers

*Al Lacki here. I carry a fire extinguisher in my Corvair. Many of us do. A few days ago, I came across the following article. It talks about a recall of Kidde fire extinguishers. My extinguisher happens to be one of the ones*

*that has been recalled, so I followed the instructions on the Kidde website to obtain a replacement. I'm looking forward to receiving it soon, free of charge. Is your fire extinguisher one of those that are affected by the recall? Log onto [www.kidde.com](http://www.kidde.com) and find out!*

The Associated Press, Nov. 2, 2017

DETROIT — More than 40 million fire extinguishers, some on the market for more than four decades, are being recalled because they may not work in an emergency.

One death has been linked to problems with the extinguishers made by Kidde, according to a notice Thursday from the U.S. Consumer Product Safety Commission.

In 2014, extinguishers failed to function as they should for emergency personnel responding to a fiery car wreck.

The recall covers 134 models of push-button and plastic-handle extinguishers in the U.S. and Canada made from 1973 through Aug. 15 of this year. It includes models that were previously recalled in March of 2009 and February of 2015, the commission said Thursday.

The government says the extinguishers can become clogged and fail to spray when needed. Also, the nozzle can come off with enough force to pose an injury hazard. Including the death, the CPSC says there have been 391 reports of extinguishers failing to work properly or of nozzles coming off, resulting in 16 injuries that included smoke inhalation and minor burns. Also, there were about 91 reports of property damage linked to the problem.

Owners should contact Kidde to ask for a free replacement and for instructions on how to return recalled models. Kidde can be reached at (855) 271-0773 or at [www.kidde.com](http://www.kidde.com).

Kidde, based in Mebane, N.C., near Raleigh, says it has worked closely with the government to start the recall and make sure the extinguishers are replaced with different models as quickly as possible. The company also makes smoke detectors and other fire safety products.

The recalled extinguishers are red, white and silver and are either ABC or BC rated. They were sold at Menards, Montgomery Ward, Sears, Home Depot, Walmart and other home and hardware stores, as well as on Amazon.com, ShopKidde.com and other online retailers. They also were sold for use in commercial trucks, recreational vehicles and boats.

## LVCC Meeting Notes

Here are the notes from our October meeting. It was attended by Larry Asheuer, Rich Greene, Steve Hurst, Al Lacki, Larry Lewis, Ed Prescott, Fred Scherzer, Dennis Stamm, Bob Weidner and Dick Weidner

Dick Weidner presented the minutes from our last meeting and the treasury report. At the end of August, we had a checking account balance of \$1,363.59. Expenses during September amounted to \$7.84 and income was \$0. The bal-

*(Continued on page 10)*



Kidde plastic handle fire extinguishers

Kidde push-button Pindicator fire extinguishers

## LVCC Classified Ads!



**For Sale:** 1965 Corvair Monza Sport Coupe. 110 hp Powerglide. Factory A/C. Evening Orchid paint. Approx. 60,000 miles. One owner for the past 37 years. New show-quality paint. All engine tin and suspension parts have been powder coated. Front disc brakes. Clark's AM/FM digital radio. Dual rear speakers. Rear antenna. A/C condenser relocated to 1966 position. Several additional features. \$14,000. Location: Clinton, South Carolina. For more info contact Jerry Lopez at (803) 684-4723.

**Parts for Sale!** Don Reinert, one of our members, would like to sell a number of items from his inventory of used parts. Here is the list:

1966 Front End Assembly: Complete with cross-member, upper A-arms, lower A-arms, brake reaction rods, springs, shocks, backing plates, spindles, wheel cylinders, etc. Basically, an entire front suspension assembly but without the steering linkage (also being offered for sale separately). Used except for the brake linings.

1966 Steering Linkage. Includes drag link, steering arms, idler arms and pitman arm.

1966 Rear Cross Member. The "yoke".

1966 Gas Tank with Filler Tube. Comes with filler tube and working sending unit.

1966 Right and Left Training Arms. Includes backing plates and hubs.

1966 110 Motor # T0922RA. Engine is completely intact and turns freely.

1966 140 Engine. Partially disassembled long block. Includes heads, bell housing, etc. Appears to be solid.

Prices are negotiable. With the exception of front brake linings, the parts are used. You can reach Don by phone at (610) 367-6830 or by email at [dgreinert@comcast.net](mailto:dgreinert@comcast.net)

**For Sale:** 80 hp motor, runs. Complete diff for automatic transmission (not sure of the ratio). 2 Powerglide transmission (not working). 4 steel wheels for an FC. 1 windshield scratched from wiper arm. Dave Noneman. [davenoneman@aol.com](mailto:davenoneman@aol.com)

**For Sale:** 1965 Corvair Corsa Track Car. This Corvair was donated to the Northeast Corvair Council (NECC) by a member of the New Jersey Association of Corvair Enthusiasts. Since then, it has been updated with rebuilt carbs, new brakes, new fuel lines, new wiring harness, etc. It has appeared at NECC's time trials at Pocono in 2017. 140 hp / 4 speed with headers. Fully-braced roll bar and two racing seats. Extensively lightened. Fuel cell. Electric fuel pump. Location: Sparta, New Jersey. Price: Make an offer. For further information, contact Brian O'Neill. (973) 729- 5586 [bmoneill@juno.com](mailto:bmoneill@juno.com)



## Local Car Shows and Other Events

### **Friday & Saturday, January 5 & 6, 2018 :::: Indoor Racing at PPL Center**

Location: PPL Center, 701 Hamilton Street, Allentown, PA 18101. Friday Schedule: Doors Open: 6 PM & Racing Begins: 7:30 PM Saturday Schedule: Doors Open: 5 PM & Racing Begins 7 PM. Two nights of indoor auto racing featuring TQ Midgets on the floor of the PPL Center. Friday, January 5, and Saturday, January 6. Sponsored by Ironton Telephone, the weekend is Round 1 of the 2018 Indoor Auto Racing Championship Series, with additional rounds to follow in Atlantic City, NJ, and Albany, NY. Full slate of qualifying races and features both nights. Champ Karts will also race on Friday, and Slingshots will also race on Saturday. Details and tickets at <http://www.indoorautoracing.com>. Phone: (609) - 888 - 3618. Email: [motorsports@aarn.com](mailto:motorsports@aarn.com)

### **Friday to Sunday, January 19 to 21, 2018 :::: Auto Mania Flea Market**

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. The 59,000 square foot facility that is Agricultural Hall at the Allentown PA Fairgrounds plays host to a wide array of vendors and attendees annually. This event is a great opportunity to interact with likeminded enthusiasts in a family friendly atmosphere and is the perfect setting to buy, sell and trade all things automotive. Auto Mania not only has a swap meet, there is a car corral too. Sponsored by Carlisle Events. Contact: (610) 433-7541.

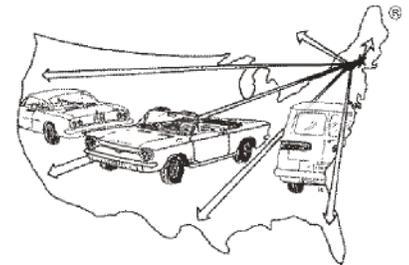
### **October 28 2017 to March 31 2018 :::: "They're Only Original Once, Survivor Cars"**

Location: America On Wheels Museum, 5 North Front Street, Allentown, PA 18102. Time: Call 610-432-4200 or visit <http://americaonwheels.org/visit/map-directions/>. America On Wheels Museum is excited to announce the debut of the Changing Exhibit Gallery. "They're Only Original Once, Survivor Cars." The exhibit debuts for (6) months beginning October 28th. The exhibit will run through March. Original cars are very desirable as they become a learning tool concerning how it was painted at the factory or how the upholstered seats were originally stitched and even how the nuts and bolts were installed" states Linda Merkel, Executive Director." Merkel shares that the mission of the Museum is to educate visitors and car enthusiasts on the importance of keeping cars original. After all, they are only original once. "These well maintained original vehicles are the standard by which restored vehicles are judged. They are the definitive document on how they were actually assembled at the factory as well as the parts and finishes that were used states Alan Gross, Exhibit Chair." The Gallery will showcase 12 totally unrestored vehicles.



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Clark's supports LVCC by donating gifts every year for our door prizes at Das Awkscht Fescht.

ance at the end of September was \$1,355.75. Dick mentioned that the club received no correspondence during the month.

Al Lacki displayed the Carter carburetor donated to the club by Charlie Potts. Charlie had an award winning 1964 Corvair Monza a few years ago. He is still very active in the VCCA and continues to show his concours-quality 1955 Chevy hardtop coupe. He acquired it in 1958 and drag raced it for many years before restoring it to showroom condition.

Rich Greene said he solved a problem he was having with the starter on his Corvair Corsa. The screw in the red plastic terminal next to the battery was loose. Easy fix!

Al Lacki talked about a similar problem with another Corvair. The car would fire up and run while the starter was cranked, but shut down as soon as the ignition key was released. Fred Scherzer, Dennis Stamm and Dick Weidner suggested that the problem was in the

wiring harness. [And they were right! After the meeting, Al found out that the engine harness wasn't tightly snapped into the main body harness in the engine compartment. Another easy fix!]

Bob Weideman said his '64 Monza sedan was back up and running. Bob replaced his worn engine with a stock 95 hp engine provided by Dennis Stamm.

Larry Asheuer relayed the latest news from former LVCC President Jerry Lopez. Jerry and Kathy Lopez moved to South Carolina a few years ago and, to make room, Jerry has been selling off parts and cars. He is currently offering his air-conditioned Evening Orchid '65 coupe. (See our Classified Ads for details).

Show and Tell. Fred Scherzer passed around two items published by Chevrolet Communications - one concerning the servicing of self-adjusting brakes and the other concerning the telescoping "Comfort Steering Wheel" that was available on late-series Corvairs.

Dick Weidner also passed around a number of books and booklets, including "Care and Feeding of Your Corvair" by Constitution Corvairs of New Mexico and Corvair Carbs by Red Jackson.

Larry Asheuer mentioned that he purchased a second Kelmark V8 conversion kit a few months ago. Larry and Rich Greene talked about Kelmark kits and noted that Kelmark made several running changes to the parts in the kits. Despite the improvements, quite a bit of fabrication is involved on the part of the owner to install a Kelmark V8 kit. Also, the kit instructions leave a lot to be desired.

In view of the upcoming holidays, a motion was made to postpone our next meeting until the fourth Wednesday of January. The motion was seconded and passed. So, we'll see you all next year!

**Remember: No meetings in November and December. Enjoy the holidays!**



## LVCC Officers

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**Next Meeting: Wednesday 01/24/2018**