



the fifth wheel

Winner of the 2014 CORSA Tony Fiore Newsletter Competition

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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.

Bill Molzon's Corvair-Powered GT38

If you follow Hemmings Daily online, you undoubtedly ran across an article named, "The Corvair Sport Coupe that Never Was", posted by Kurt Ernst on December 7.

The topic of this story is the one-off 1968 Molzon Concept Corsa GT38, designed and built by a GM designer named Bill Molzon.

The car is a tiny mid-engine fiberglass two-seater. Among other things, it has a 4-carb Corvair engine, Porsche trans-axle, and steel tube space frame. It's a tiny car, just 136-inches long with a 90-inch wheelbase and an overall height of 38.5 inches.

The builder, Bill Molzon, is a true car guy. According to Hemmings, he won a second-place national scholarship in the 1959 Fisher Body Craftsman's Guild competition. The \$4,000 prize money allowed him the opportunity to attend the Art Center College of Design in California, and in 1963, he graduated with a degree in industrial design. Molzon joined GM as a designer the same year, where he'd eventually work on exterior styling for Chevrolet models such as the 1968 Nova, the 1970 Camaro, and the 1971 Vega.

Bill Molzon worked on the GT38 in his spare time and completed it in 1969 when he registered it in Michigan where he lived. With nearly 200 horsepower on tap and weighing only 1,220 pounds, it was blindingly fast – and due to its tiny size, terrifying to drive in traffic.

Aside from some rides on back country roads, the GT38 stayed in the garage. It currently has about 950 miles on the odometer. Bill took it with him when he moved from Michigan to California. He registered it there, too, but the registration ran out in 1974. It's been in storage ever since.

Now 78 years old, Bill Molzon decided

to sell his GT38 with the hope that the new owner would donate it to a museum. And, if the rumors are correct, he let it go for just \$1. But here is where the story gets strange, for instead of finding a museum in which to place the car, the new owner simply flipped it off to yet another party who decided to put it up for auction.

Apparently, Molzon's dream of having the car placed in a museum wasn't backed by any written contract. And the buyer claimed that Molzon's family was about to scrap the car if not for his involvement.

And so, on January 18, 2018, the 1968 Molzon Concept Corsa GT38 will be up for bidding at Bonhams auction in Scottsdale, Arizona. There is no reserve price. For additional details, visit Bonhams.com.

THE TRANSITION BEGINS!

Last week, CORSA President Mike Hall and CORSA Executive Secretary Harry Jensen spent three days in Minnesota with Paul and Ramona Bergstrom. Paul, with assistance from his wife Ramona, will be taking over from Harry as our new Executive Secretary. They got into the nitty-gritty details of customer service, accounting, banking, computer systems, and more.

And a few days ago, CORSA Executive Editor Mike McGowan, Feature Editor Terry Kalp, and Technical Editor Craig Nichol, held a two-hour teleconference with Don Keefe and Anna Haines to talk about publication of the CORSA Communique magazine. Don will be our new Executive Editor in a few weeks.

A number of other people joined the teleconference, including Mike Hall, Steve Spilatro, Eva McGuire, Bryan

Blackwell and Al Lacki. So, in addition to the Communique, there was also talk about the CORSA website and CORSA's presence on social media, like Facebook. Bryan acted as the facilitator for this teleconference.

These exchanges capped-off earlier meetings, phone calls and emails between the parties. We're looking forward to having our new team on board!

CPF MUSEUM GRAND OPENING

CORSA President Mike Hall and Corvair Preservation Foundation Eva McGuire are planning a Grand Opening event for the new Corvair Museum in Decatur, Illinois.

The museum is already open and full of exhibits, but the Grand Opening will occur next May after the winter weather goes away. The event will occur on Saturday May 18, 2018.

In addition to open house at the museum, there will be a Corvair car show, swap meet, and grand opening festivities.

Mike has already made arrangements for a host hotel. Here's the deal:

Hampton Inn Mount Zion
4855 E. Evergreen Ct.
Mt Zion, IL 62521
Phone: (217) 864-3297

2 Queen or King: \$129 / night
Reservation Code COR

This rate will be in effect for the nights of May 18 and 19, with check-out on the morning of May 20. That should accommodate most folks.

You'll be hearing more about this exciting event after the holidays!

1968 Molzon Concept Corsa GT38!



Buck for the fiberglass body was carved from Styrofoam. Then a female mold was cast in plaster.



According to Hemmings, the engine was built by early-day Corvair racer Don Eichstaedt.



Yes, it's a mid-engine car.



Styling is sleek but stubby at the same time. Zero rear overhang.



Here you can see the Porsche transaxle hanging out the rear of the car along with dual exhaust.



Gull-wing doors open wide to reveal all-business interior. Seats are molded into the body.

WINTER STORAGE

In the winter, we sometimes get a good soaking rain that washes the salt off the road. So, after the streets are dry, I'll take my Corvair out for a ride. That's perhaps the best thing you can do for an old car. Get it out and drive it now and then. Once a month is plenty often.

If you let your Corvair sit for a few weeks, the gasoline will evaporate out of the carb float bowls. It takes a while for the mechanical fuel pump to suck the gasoline out of the fuel tank and fill the bowls back up again. If your Corvair does not have an electric fuel pump, you'll probably have to crank it a while to get the gasoline up to the carbs. Be patient.

I would not let an old car sit for months without adding gas stabilizer. The ethanol in modern gasoline is rough on carburetors. And if you have a 140 engine, you have four carbs to worry about! I dose the fuel tank on my Corvair with Stabil Marine gas stabilizer.

I trickle-charge the battery. My trickle-charger is a "Battery Minder Plus", Model 12117. I bought it on the inter-

net. I don't know if you can buy one locally. Here is a link where you can read all about it

<http://www.batteryminders.com/batteryminder-plus-charger-model-12117-12v-1-33-amp-charger-maintainer-desulfator/>

The charger has a cord that runs from the charger to the battery, of course. I route it through the grill behind the rear window. The slots in the grill are just a tiny-bit too skinny - about a hundredth of an inch too skinny - so I widened one out so that the cord can pass through. Nobody will ever notice.

You probably don't need a car cover if your Corvair is stored in a garage. A cover will keep the dust off your car, but it may trap moisture inside it. On the other hand, it may protect the paint from minor bumps and scratches. I'm lucky in that I have a nice dry garage for my Corvair.

Watch out for mice! They like to nest inside the engine tin and the heater ducts. If they get inside the engine tin, they'll clog up the cooling fins. There's no way to clean 'em out except to remove the carbs, linkage and turkey roaster. What's a turkey roaster? It's the main tin stamping that sits on top of your engine.

I wish I could tell you where to place your mouse traps. If they are the kind that use bait (like cheese or peanut butter), I would not place them inside the car. That would be an invitation for them to enter, which is exactly the opposite of what you want them to do! I'd place them on the floor in the garage.

One way to drive them away is to put an open box of moth balls inside the engine compartment and/or in the interior of the car. I used to do that, when my house was new. Back then, there were empty lots all around where the mice used to live. Now, the development is built-

up, so there are fewer of them around the neighborhood. So, I don't use moth balls any more.

You may be wondering whether or not your Corvair is already home to a nest of mice. If they've nested inside the turkey roaster, your engine will run hot. Your cylinder head temp gauge should give you some indication. You can do some visual checks by removing the spark plug boots and looking inside with a flashlight. You can - and should from time to time - remove the little plate on top of your oil cooler and take a look. It's next to the alternator. Clean the oil cooler fins while you're at it. Another way to detect mouse intrusion is to turn on your defroster. If it blows-out mouse fuzz, you can be sure they're in the duct work between the engine and the defroster outlets at the windshield.

Mice like to make nests in quiet undisturbed places. That's why it's a good idea to start your engine once in a while, even in the winter.

A mouse infestation is not the end of the world. The mice really aren't the problem. It's the nests they make. If it ever happens to your Corvair, we can tell you how to clean them out.

PAINT MATCHING

This article was written by Craig Nichol who currently sits on the CORSA Board of Directors. It is re-printed here from CORSA Tech Guide Volume III. You can order your own copy of the Tech Guide online at the CORSA website or by contacting LVCC Secretary / Treasurer Dick Weidner. LVCC offers them at a discount.

When repainting part of your car, there are three paint qualities that will affect the quality of your match: color, gloss, and texture. You will want to have your paint store formula-mix tinted to match a sample from your car to compensate for fading and mix variation.

(Continued on page 7)





Corvair Cooks Corner!

Apple Crisp Cookie Cups

Submitted by Carol Trimper

This recipe is from Carol Trimper. Carol is the Newsletter and Website Editor for the Central Pennsylvania Corvair Club, our neighbor to the west. Carol runs a Corvair Cooks Corner in her newsletter every month.

INGREDIENTS

- 1 1/4 c. brown sugar (divided)
- 3/4 c. granulated sugar (divided)
- 2 sticks unsalted butter, softened (plus more for cooking apples)
- 2 eggs
- 1 tsp. vanilla
- 1 1/4 c. all-purpose flour
- 1 3/4 c. rolled oats
- 1 tsp. baking powder
- 1/2 tsp. ground cinnamon
- 1/2 tsp. kosher salt
- 6 Granny Smith apples, peeled, cored, and finely chopped
- 2 tsp. cornstarch
- 1/2 tsp. ground nutmeg
- 1/2 tsp. ground cinnamon
- Carmel sauce, for serving



DIRECTIONS

1. Preheat oven to 350 degrees F.
2. In a large mixing bowl, combine butter, 1/2 cup granulated sugar, and 1 cup brown sugar. Beat with a hand mixer until light and fluffy. Add eggs and vanilla and mix until evenly combined. Add flour, oats, baking powder, cinnamon, and salt until just combined.
3. Spray two regular sized muffin tins with cooking spray. Using a medium ice cream scoop, scoop dough into muffin tins, press down with a spoon to create cups. Bake for 15-20 minutes until the cookie cups are golden brown and set. (Don't worry if the cookie cup centers rise!)
4. While the cookies are still warm, make the cups. Spray the bottom of a small shot glass with cooking spray and press the shot glass down into the center of each cookie to create cups. Let cool in pan for 15 minutes, then transfer to wire cooling racks.
5. Meanwhile, melt about two tablespoons butter in large nonstick skillet over medium heat until beginning to brown. Add apples and sauté until beginning to soften. Add the remaining sugars, nutmeg, cinnamon, and cornstarch and cook until soft and caramelized.
6. Spoon the apple filling into the cups. Drizzle with caramel and serve warm or at room temperature.

The gas filler door is an easily removable sample part. Tinting will get you pretty close to a correct hue, but even that step does not ensure a color match. Also, for metallic paints, changing the gun's air pressure also affects the paint color as higher pressures drive the metallic elements deeper into the pigment and darken the color.

There is almost no way to paint one panel and have it exactly match the adjacent panel. The human eye is very keen and will detect minute variations, especially across a long seam such as a door gap. Metallic paints are especially difficult to match since the depth of the metal and the way the metal lays affects both hue and flip-flop qualities.

Professionals will usually re-spray the entire side to ensure color match. Occasionally a "blend" or half-painting of the adjacent panel will hide a transition from new to old work. Blending involves sanding and treating the adjacent panel with blending agent, then using a special gun technique to lay progressively less and less paint across the panel. Once the color has been blended, the whole blend panel is then clear coated. The best approach is to paint the entire plane (car side, hood to fender edges, or similar).

Next, match the gloss. This is sometimes a function of selecting the right kind of paint. If your car has an original type finish, a lacquer re-spray, which dries flat with no gloss, can be buffed to approximate the relatively low gloss of factory or aged repaint finishes. If the car has been painted in a high gloss base/clear finish, bodymen will usually re-clear-coat adjacent panels to match gloss and texture perfectly (paint one panel, clear coat two or three).

Texture is usually controlled through the reducer (thinner) using the appropriate grade reducer for the ambient temperature. Paint engineers want the reducer to evaporate fast enough to prevent sagging and runs, but slowly enough to pro-

mote "melting-in" and leveling. If the reducer evaporates too quickly, the paint won't level well, resulting in "orange peel." If the adjacent panels have some peel, blend in some "warmer" reducer to reduce leveling on the new work to produce a similar amount of peel to the old work or reclear the whole side so it's all exactly the same.

While it sounds complicated, painting isn't really all that difficult and good results are very gratifying. (2/06)

FOIL OVERSPRAY WITH FOIL

This article, written by Mike Dobie of the North Texas Corvair Association, is reprinted here from CORSA Tech Guide Volume 2.

When painting around hard-to-mask parts, aluminum foil works great. This is especially useful when painting your trunk, for covering the master cylinder, wiper parts, etc. Speaking of trunks, I can't think of anything with a better effort-to-results ratio than painting it.

The original color splatter paint is available in aerosol cans from Krylon in auto parts stores. The job just takes a few minutes and you'll love it. (11/86)

CORVAIRS GETTING RESPECT!

Corvairs have been getting a lot of good press lately! In the December issue of Hemmings Motor News, Jay Leno wrote -"the all time greatest example of a car waiting to be discovered is the Chevrolet Corvair" And in an interview in the January 2018 issue of Car & Driver, Tim Allen spoke of his love for Corvairs.

Corvair love is getting contagious! Last week, I received a mailing from Highmark Blue Shield. At first, I thought it was from another Corvair club because the entire back side of the envelope is covered with a very nice photo of a '65 Corvair Monza! Apparently, somebody at Highmark likes Corvairs!

Allan Lacki



Here is the back-side of a mailing envelope being sent out by Highmark Blue Shield. It's a full-color photo of a '65 Corvair Monza!

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.

For Sale: 1969 Corvair Monza Convertible. An all-original car. Dover white with black top and black interior. Body, interior and top all in very good condition. 43,000 miles. 140 hp / Powerglide. Options include telescoping steering, special purpose suspension, special steering equipment, Soft-Ray tinted glass-all around, remote mirror, power top, deluxe seat belts, clock, wire wheel covers, dealer-installed luggage rack, etc. Been in storage. Not currently running. May have a starter issue. Car is in Palmerton, PA. Price: \$9,500 or best offer. Contact Bill Nenow, Jr. (610) 841-6023 or dnyertbn@ptd.net.

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

- 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

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

For Sale: 1964 Greenbrier. 95 hp 3 spd. 105,000 on odometer. Located in Delaware. \$4,500.00 obo. Brand new complete brake system master cylinder lines shoes everything. Motor running and just resealed, rebuilt carbs. Complete fuel system re-done with new rubber lines and tank cleaned. Starts first time. Body in great shape. Needs axle seals, shocks and some hinge pin work. Body work done (not a great job) in 80's and stored in barn since 1990. Some body filler in spots but not bad. No rear seat. Tires are 95% new. It does have rust underneath from wet floor in barn. (302) 377-5268.



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

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.

Saturday February 17, 2018 :: NJACE Annual Parts Auction!

Brought to you by the New Jersey Association of Corvair Enthusiasts. Details to follow.

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.

Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.



Check us out at www.corvair.com or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com email: clarks@corvair.com

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



CRAZY RALLY DRIVERS! This has absolutely nothing to do with Corvairs, but out on the internet, there are plenty of videos showing World Rally Championship drivers making disastrous errors. We don't see much of this here in the USA, but high speed rallying is big in Europe. The amazing thing is how close they allow spectators to get to the rally course.



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Next Meeting: Wednesday 01/24/2018