



the fifth wheel

MARCH 2018

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

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Come to Our Next Meeting!

Date: Wednesday, March 28, 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), a chartered chapter for the Corvair Society of America. 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.

A Day at Darinsig's Mini Museum, by Al Lacki,

Joe Darinsig of York, PA is well known in the Corvair community. His "Corvairs in Print" articles are regularly featured in the CORSA Communicate magazine and he's been Chairman of the CORSA Model Car Concours committee for several years. A great big photo of Joe's Yenko Stinger made the cover of Super Chevy magazine. And he's an avid collector of Corvair memorabilia, especially miniature Corvairs.

On Saturday March 10, Joe invited members and friends of the Central Pennsylvania Corvair Club (CPCC) to an open house event to enjoy his models and toy mini-museum collection. It consists of 650+ Corvair toys, from un-built / built model car kits, small and large size die cast vehicles, Japanese tin cars, trucks, vans, metal cars, trucks and other types of materials and scales.

His collection also includes some unusual and rare items from places far away such as Hong Kong and Argentina. Yes – tin-type Corvairs from Argentina!

Other items include Corvair jewelry, glasses, dealer promotional items, pot-holders, and post cars. All Corvair.

Rich Greene and I had the good fortune to hear about Joe's open house ahead of time, and so we went to check it out. We got to meet Joe and the rest of the folks at CPCC. A good time was had by all.

Round of Applause for Dick Weidner!

By now, I think we all recognize the fact that Dick Weidner's presentations are the thing that keeps LVCC meetings so vibrant. Each month, Dick totes a bunch of Corvair items and memorabilia to our meetings from his vast collection, and he takes the time to pass

them around and talk about their significance. Many of the items are extremely rare, but Dick apparently would have us handle them rather than keep them under lock and key. That's truly generous and we owe Dick Weidner a round of applause for making LVCC the great club that it is!

My Friend Larry, By Gurdon Horner, NJACE

Gurdon Hornor of Belle Mead, New Jersey is an avid car collector who has a passion for Corvairs in particular. He has owned at least four of them, including a couple of competition-prepared Corvairs, and currently has a black-on-black Crown V8. A member of NJACE and a contributor to NECC, he's definitely a "Corvair Guy".

Yesterday morning, as I lay in bed listening to the rain pounding on the skylights in the master bedroom and wondering if I lived in Seattle instead of New Jersey, a guy named Joe, whom I had only met once, left me a message on my cell phone down in the kitchen.

The message was about Larry the Mechanic. That was how he is listed in my cell phone. Eventually I found out his last name, but only after I had known him for about six months. Larry didn't know my name either. He called me Mr. G.

I had been looking for a mechanic for quite a while since I had moved to New Jersey three years ago. For some reason, I have this fascination with cars and with driving. I don't know how or why, for my parents and brother never cared much about cars at all. Well, my Dad did have a little bit of fascination with oddball cars that may have rubbed off on me. After a long line of Ford Country Squire LTD station wagons, he managed to purchase in succession, a

Mercury Capri, two Peugeot station wagons, an Oldsmobile Delta 88 diesel and several Oldsmobile Auroras, one of which lives on today in Florida.

But I digress, to the surprise of no one.

So I have this collection of oddball cars and I have the mechanical aptitude of Yogi Berra. One might wonder why one would buy all kinds of strange vehicles for which parts are "unobtainium". Repair shops alternately salivate or snigger upon my arrival. I have always sensed that I am a reliable source of funds for their travel to distant lands.

So in an effort to learn even a minuscule amount about what dwells under the hood and bodies of these vehicles and to encompass the repairing of them to a single location and individual, a neighbor of mine gave me Larry's number last summer.

He arrived at the property in a beat down blue Chevy Corsica, sporting some lovely shades of Krylon blue behind the wheel wells. His appearance might have sufficed to fill the role of a generic mechanic on every TV show from the 60's. With an ever-present non-descript ball cap on his head, and glasses so thick that they doubled as safety lenses, he appeared more bank robber than mechanic!

Over the following months Larry showed up regularly, whacking away at the rear drums on my Imperial, taking my Packard to pieces, and replacing gas and brake lines on my Yukon that NJ winters had weathered away. He knew every old-school guy in New Jersey. He drove all over the state scavenging parts, visiting machine shops that would do things the right way and to his specifications.

He had no patience for cutting corners

(Continued on page 4)

Open House at Joe Darinsig's Museum



and lamented how nobody did anything right any more, that everyone was looking for a shortcut. He would come to the shop and drink his coffee and put on his blue plastic shop gloves, a Dr. of the mechanical realm. He would explain things to me in great detail while I nodded earnestly, wishing that somehow just by proximity there would be some sort of Vulcan mind-meld whereby his great powers of mechanical sophistication would leach into my brain.

I had been through this many times before, whether from my good friend Jeff's gloating over his GTO's new I don't know what, to my friends Brian, Allan and Roger showing up at my house to poke away at various problems. My friend Brian is spectacular in a garage, with vivid profanity and good humor, and loves to dwell on the peculiar intricacies of everything Corvair. I understand nothing he says but his great enthusiasm always warms me.

At present, Larry had taken apart the transmission on my '69 Jeepster that had failed at the end of my driveway, was waiting on new springs that had to be manufactured for my '37 Packard and my Imperial that had been so stripped of everything in its engine compartment that it looks like a quarry in there.

The Packard's springs are dependent on which model of 120, which motor and the number of side mounted spare tires. The Packard manual is written from the age of gentlemen and would be a great primer on how to behave on the road for the general public today. I am fully confident of it's being roadworthy this century. I've owned it for almost four years and it hasn't gone more than 100 miles without breaking down.

He also had my V8 Corvair partially reassembled with the utmost confidence of its impending ability to travel further than a football field from my house. It is the fastest car I've never driven. I've owned it for almost four years and it hasn't gone more than 100 miles without breaking down. I think I may have said this once already.

As well, he had been a Mopar enthusiast his whole life. He had just finished taking apart the 413 cubic inch behemoth of a motor apart, and parts of it had been delivered to shops throughout New Jersey. The smile in his toothless mouth was almost a grin, as he detailed to me how my two and a half ton winged homage to American excess would be able to spin the tires off the wheels. "No Larry," I said, "it doesn't need headers!"

Larry had become a fixture on the property, gradually accepted by my wife and children. He enjoyed coming out to work here, the solitude and peacefulness of his work often interrupted by the kids getting a bike out or a few deer peeking their heads out to see what the noise was all about. As time went along he loosened up a little bit, he brought his sister Tina over to see the place and to say hello to our horses. It was not unusual to see him pull up on Sunday morning at 7 AM because he had that kind of a work ethic.

He was struggling in his finances, he couldn't find a job and I was happy to help him out from time to time, and he was happy to help me. There was a pain in his eyes, that of a proud man who had skills and knowledge and who was suffering. The world seemed to be passing him by and I hoped that our farm was a respite to him and I could see the joy in him from time to time.

One day when he got the Corvair running he went flying up and down the driveway in it, and then he turned it around and did it again, and then one more time.

"Holy Cow" he said, "That Corvair's got some balls!" He was so proud that he got it going. There was nothing he



Author Gurdon Horner and one of the several Corvairs that have been in his collection. Gurdon currently owns a 1965 V8 Corvair as well as a 1937 Packard, 1960 Imperial, a Volvo wagon powered by a Ford V8 and several other collectible cars.

couldn't do and he never needed any help fixing anything.

Larry and I had big plans. We were going to go Hershey, he couldn't believe that there were still so many guys like him around somewhere, all together. I wanted to go to Somerville cruise nights and car shows and I was absolutely positive that if I could get him just a few more jobs he would be back on his feet.

But then there was that phone message yesterday morning that just knocked the crap out of me, that instantly filled my heart with such a sudden sadness. Larry had died Tuesday last week. Something to do with something, I don't know, I didn't care. He had died alone in his apartment and Joe was bringing over some parts for me.

Eventually I walked up to my garages. His overalls are still there neatly folded, and a smattering of tools that he usually kept in his trunk. The peanut butter pretzels sitting on the lift next to the Dr. Pepper he didn't finish the last time he was here. There are parts strewn over two garages that somebody other than Larry will have to decipher and wonderful old cars that need to be loved on until they purr like kittens.

Some time this summer that Imperial and I will go out for a drive with its newly rebuilt engine, with all the parts that Larry had gotten just right, and I'll breathe deep and sigh and the world will be right again. I wish I had a picture of him, but the one in my head will last forever.

His favorite car in his youth was a Dodge Challenger with a Hemi. When he spoke of it I could picture him cruising it down some New Jersey boulevard, cracking open a few beers in a parking lot and talking shit with the guys. I bet he won a few races in his day!

I think that those cars up in the sky will

all be running a little better now that Larry's there. I bet they now have all the parts too, and I don't think the coolers are ever empty in heaven.



February Meeting Recap!

Attendees: Larry Asheuer, Rich Greene, Bob King (Guest), Ray Kohler, Allan Lacki, Larry Lewis, Jeff Marvill (Guest), Scott Oberholzer, Ed Prescott, Fred Scherzer, Dennis Stamm, Bob Weideman, and Dick Weidner.

Reports: LVCC President Dennis Stamm called our February meeting to order at 7:30 PM and Dick Weidner presented the treasury report and minutes from our last meeting. The club currently has \$1,594.14 in its checking account. Motions were made and seconded to approve Dick's reports.

Show & Tell: Dick passed around his collection of CORSA membership rosters going back to 1973. We had fun looking up the names of old members who used to live in eastern Pennsylvania and elsewhere. Some of the early editions were obviously typed by hand – a daunting task back when

CORSA had so many members.

Dick also passed around an old tech tip about refurbishing the tips of used spark plugs. The tip was written by Lew Rishel, who was a prolific writer who prepared many articles that appeared in the CORSA Communicate magazine.

Presentation: In addition to the above, Dick did a presentation on engine compartment wiring harnesses. His props included an unwrapped harness, a starter solenoid, a cut-away distributor, an ignition switch, and an ignition coil. Dick went from table to table, showing how the wires in the harness interfaced with the ignition and starter circuits. He pointed out the special resistor wire, explained the contacts inside the solenoid, and also demonstrated where to hook-up a remote starter trigger for bumping the engine while timing the engine. Many of us had never seen these items exposed like this.

Philadelphia Corvair Association: PCA is LVCC's neighboring chapter to the south and several people are members of both clubs.

Rich Greene, Larry Asheuer, Bob King and Jeff Marvill talked about the need for PCA to find a newsletter editor. Up until now, Bob Weideman had been serving as PCA's editor, but his typist, Mrs. Weideman, is expecting and both of them are preparing to move out of state later this year.

We all agreed that we could add a "PCA" corner to the Lehigh Valley Club's monthly newsletter as a stop-gap measure to help PCA. Al Lacki (LVCC's newsletter editor) agreed to lay out PCA's content and include it in each issue of the Fifth Wheel. PCA will then distribute of the LVCC newsletter to PCA members via the usual means.

PCA's Jeff Marvill agreed to be the clearinghouse for PCA news items.

The due date for PCA content will be the 12th day of each month.

Rich, Larry, Bob and Jeff also talked among themselves about their website and Facebook page.

The Wages of 'Vair: In 1962, Chevrolet Sent Corvairs to The Darién Gap

Editor's Note: This article was posted three years ago by Craig Fitzgerald at bestride.com. He is a writer, editor and publication manager at Bestride.

The Chevrolet Corvair was always billed as a family car, but if you go back to its earliest days, Chevrolet promoted that car the way Land Rover promotes an LR4. As if it could tackle any road imaginable. Amongst the publicity stunts Chevrolet cooked up for the humble 'Vair was this, a treacherous crossing of the Darien Gap, a 99-mile break in the Pan-American Highway that connects North and South America.

The Pan-American Highway is a 30,000 mile ribbon of asphalt that crosses the entirety of North, Central, and South America, with the notable exception of the Darién Gap. For about 60 miles, there's nothing but jungle, even decades after many efforts have been made to close it.

In 1971, the United States provided funding to finish the strip, but in 1974, environmental concerns put a halt to it. In 1992, construction spooled up again, but was abandoned in 1994 when the United Nations claimed environmental damage, and that the Gap was all that prevented foot-and-mouth disease from spreading northward.

In 1962, though, the treacherous stretch of roadway wasn't enough to keep a team of three Corvairs and two Chevrolet four-wheel drive utility-bodied one-ton trucks from making the journey, in some of the most amazing footage ever to come out of Chevrolet's PR department.

The team forded streams, slogged through mud, and cut 180 bridges cut from timber in the Gap, lending some

credence to the idea that maybe it wasn't exactly great for the environment.

Crossing the Darién in a modern Land Rover is an achievement. Crossing it in 1961 in an air-cooled sedan on 13-inch bias ply whitewalls is something that you only do on a bet accepted at a particularly seedy bar. "The steeper the grade, the greater the payoff," the narrator intones, as the Corvair sedan hits approach angles that would have a Wrangler driver nervous.

Over the course of the trip, the Corvairs and Chevy trucks forded 173 rivers. Many of the crossings weren't mapped at the time, so the Corvair team reported its findings to the Darién Gap Subcommittee, which was the motive force behind getting the Pan-American Highway connected in 1971.

By the end, all three Corvairs and their support trucks looked like they had hit everything but the State Lottery, but they managed to cross the border between Panama and South America.

Corvairs Crossing the Darién Gap: The Jam Handy film produced for Chevrolet Motor Division can be seen on YouTube at this link!

https://www.youtube.com/watch?list=UUg5ghTP4lhpVj6LFgWoaZxw&time_continue=962&v=vcag9jM5FkU

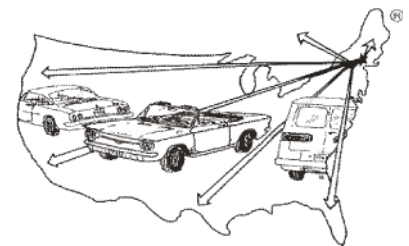
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Check us out at www.corvair.com or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

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





Photos courtesy of Carl Turk, whose plan it was to demonstrate the need for a highway to be built connecting North and South America by road. Chevrolet Division saw an opportunity to show off the Corvair and offered to supply cars, equipment and spares for the trip.



Local Car Shows and Other Events

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

Location: America On Wheels Museum, 5 North Front Street, Allentown, PA 18102. Call 610-432-4200 or visit <http://americaonwheels.org> for time, map and directions. America On Wheels Museum is excited to announce the debut of the Changing Exhibit Gallery, "They're Only Original Once, Survivor Cars." The Gallery will showcase 12 totally un-restored vehicles. "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."

Every Wednesday Night Year-Round :::: Cruise-In Car Show-Morgantown,PA

Location: 6176 Morgantown Rd, Morgantown, PA 19543. Behind McDonald's and Holiday Inn, Morgantown, PA. Time: 4 PM – 8 PM. All clubs, car types, trucks and motorcycles welcome. Open to the public. For additional information, call (610) 207-6100.

Wednesday to Sunday, April 18 to 22, 2018 :::: Spring Carlisle Swap Meet

Location: Carlisle Fairgrounds, 1000 Bryn Mawr Road, Carlisle, PA 17013. Time: 7 AM to 6 PM Weds thru Saturday. 7 AM to 3 PM Sunday. Adult Admission: Daily Wed.- Sat. \$12 / Sun \$7 / Event Pass \$35. One of the top five automotive swap meets in the world. This 150 acre facility in Carlisle, Pennsylvania plays host to or in excess of 100,000 collector and classic automotive enthusiasts. Phone: (717) - 243 – 7855. Email: info@carlisleevents.com. <http://www.carlisleevents.com/carlisle-events/default.aspx>

Sunday April 29, 2018 :::: 44th Annual Car Parts Flea Market at Leesport

Location: Leesport Farmers Market Grounds, 312 Gernants Church Road, Leesport, PA 19533. Time: 7 AM to 2 PM. Admission: Free to buyers, \$15 to vendors. The Hawk Mountain Regional Group of the Early Ford V-8 Club of America hosts it's annual flea market at the Leesport Farmers Market Grounds in Leesport, PA for antique and classic car parts (all makes), general antiques and collectibles, and cars for sale. Restrooms and refreshments are available on site. Phone: (610) 926-3061. Email: hawkmtv8@aol.com. <http://leesportmarket.com/events/event/auto-parts-flea-market-2/>

Saturday May 5, 2018 :::: 35th Annual Car Show & Flea Market

Location: Allen Township Fire Company, 3530 Howertown Rd., Northampton, PA 18067. Time: 9 AM to 3 PM. (Registration begins at 7 AM). Price: \$15 day of show. Plaques to the first 200 cars. Music by Hodge Podge. Awards presented at 3 PM. Hosted by Blue Mountain Classics. Contact: Donna Tully, 610-625-0851. Facebook: <https://www.facebook.com/events/1995431424023870/>

Saturday May 5, 2018 :::: 3rd Annual Car Show at Virginville

Location: Virginville Volunteer Fire Company, 20 First Street, Virginville, PA 19564. Time: 8 AM to 3 PM. Price: \$12 day of event. Rain or shine. Fun, food, DJ, Chinese auction, 50/50 tickets, awards. Featuring 19 classes including motorcycle and tractor. Phone: (484) - 256 – 0573 Email: virginville33carshow@gmail.com. <http://www.co.berks.pa.us/FireCo/cfcv33/Pages/default.aspx>

Friday to Sunday, May 18 to 20, 2018 :::: Corvair Museum Opening in Decatur IL

Location: 3635 US Route 36 E, Decatur, IL 62521. Time: May 18th, 2018 12:00 PM through May 20th, 2018 4:00 PM Price: Early registration is \$35 per person, and includes Museum Admission, meals and fun. (On-site registration is \$45.). Museum grand opening with swap meet, car show, food, fun. Hosted by Corvair Preservation Foundation. Phone: 217/494-7105. Email: mrhvair@aol.com. <https://www.corvair.org/index.php/corvair-society-of-america-2/museum-grand-opening>

Monday July 23, 2018 :::: Northeast Corvair Council High Performance Driving Event

Location: Pittsburgh International Raceway Complex (PittRace) North Track, 201 Penndale Road, Wampum, PA 16157. Supplement your trip to the CORSA International Convention with a day at the track. Corvairs definitely welcome. Special "Taste of the Track" program for novice drivers. Complete details at www.neccmotorsports.com

Monday through Saturday, July 23 -28, 2018 :::: CORSA International Convention

Location: DoubleTree Pittsburgh-Green Tree, 500 Mansfield Avenue, Pittsburgh, PA. For room reservations, call 1-800-222-8733, Group Code, CCA. Complete details about the convention are available online at: <http://corvairpittsburgh.com/>

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 (864) 547-1015.

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: Parts, Parts, Parts New Parts Brakes Hoses, Air Filters, Oil Filters, Tune-up Parts, Brake Shoes, Shocks, Tail Light Lenses, Gaskets, Plugs, Cables, Choke Pull Offs, Electrical Switches, gas filters, caps, backup switches, suspension parts, Engine Bearings, Valves, Emblems, Exhaust, Turbo Parts, Patch Panels, Early Bezels, Head Studs, 140 Exhaust Extractors, Y Pipes, Mufflers, Fuzzies, Clutch Cables, Lower Bracket, Heim Joints, Models, Magazines, CORSA Magazines, Hot Wheels, Racing Champions Cars and much, much more. Contact Larry for pricing. Used parts Too many to list. Also – Corvair maintenance and repairs, October through March Larry Asheuer Call 267-994-1569 or email a-lcorvair@msn.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 redone 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. Call Mike Slotwinski (302) 377-5268.



LVCC Officers

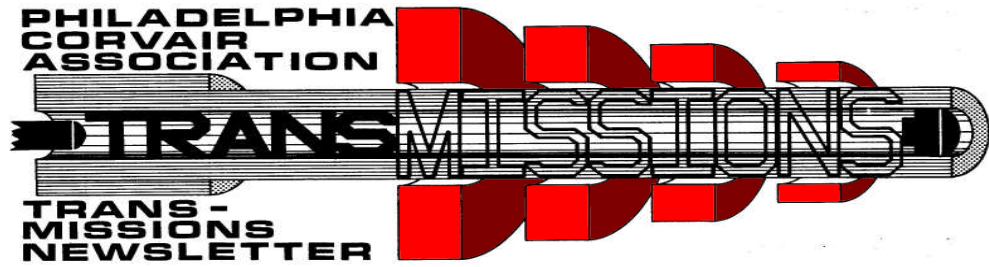
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Newsletter & Website Editor: Allan Lacki. Phone: (610) 927-1583 Email: redbat01@verizon.net

Next Meeting: Wednesday 03/28/2018



MARCH 2018

ESTABLISHED 1971

A Note to Members of LVCC

The Philadelphia Corvair Association (PCA) is LVCC's neighboring CORSA chapter. While PCA searches for a replacement editor for its newsletter, we'll be publishing PCA updates here in the "Fifth Wheel" so everybody can keep in touch. Copies are being distributed to members and friends of PCA in addition to members and friends of LVCC.

Dues are Due for PCA Members

To date, the PCA Newsletter has been emailed to many "inactive" PCA Members. An inactive member is someone who has not paid his or her dues for at least one year. Hopefully, if you are reading this information, you know if you paid your dues for 2017. If you have not, then we suggest that you send your dues to:

Philadelphia Corvair Association (PCA)
c/o Rich Greene
4224 Spruce St
Whitehall, PA 18052

You can contact Rich at corvairscooler@cs.com to find out if you have paid your dues or to advise the PCA that you are no longer interested in receiving the PCA Newsletter.

If you do not pay your dues for 2018 by the end of March 2018 you will be taken off the mailing list and you will not receive a Newsletter in April. Dues are \$12.00 for an emailed Newsletter. The PCA will not be sending Newsletters by mail after January 31st 2019.

PCA Calendar

PCA has a full roster of activities planned for the next nine months. It would be nice to see you at one of these events. *Blue denotes the official PCA monthly event/meeting:

- 03/18/2018 - Sunday Brunch at the Red Cedar Grille (11:00 AM). 249 Bethlehem Pike, Colmar Pa 18915
- 04/15/2018 - Meeting at Dave Smith's House – Vairs in the Air on Dave's Lift. 306 E 5th Avenue Conshohocken, PA 19428
- 05/26/2018 - PCA Club cruise to the National Museum of Industrial History and a walking tour of the Bethlehem Steel blast furnaces
- 06/23/2018 - Drive-in Movie Night – Shankweiler's Drive-in
- 07/14/2018 - Walmart Cruise Night – Harleysville, PA
- 07/23 - 7/28 - CORSA's National Convention in Pittsburgh, PA
- 08/05/2018 - Das Awks Fescht in Macungie, PA (Pre-registered Vehicles only)
- 09/??/2108 - Corvair Day at AACA Museum in Hershey, PA
- 10/??/2018 - Rocktoberfest Car Show in Hatfield, PA
- 11/03/2018 - Vargo Dragway Reunion – Perkasio, PA
- 12/09/2018 - PCA monthly Meeting at Larry Asheuer's House

If you hear of an event in your neighborhood and want to share the info, send it to Jeff Marvill so it can be added to the calendar! Email marvill3032@verizon.net.



A Blast from the Past! from Larry Asheuer

I found this Corvaire Order Form and adding machine tape (stapled to the form) in a Chevrolet dealer show room brochure for a 1965 Corvaire. I didn't know the form was in the brochure until I opened it up at home, after purchasing it at the Hamburg Swap Meet. The price for the brochure was \$5.00 and that was a steal.

Rich Greene says the dealer, Emerson Chevrolet, is still around. From the Internet: Since 1963, Emerson has been a family-owned and operated new and used Buick, Chevrolet dealership in Auburn, ME, near Lewiston.

CORVAIRE EMERSON CHEVROLET OFFERS YOU
CUSTOM OPTIONS AND ACCESSORIES

NAME _____ DATE _____
RES. ADDRESS _____ PHONE _____

MODEL - 2 Dr. Std () MONZA 2 Dr. () MONZA 4 Dr. H.T. () Corsa 2 Dr. ()
4 Dr. Sport Sedan () Monza Convertible () Corsa Conv. ()

10767
2719.25
FACTORY OPTIONS

POWER GLIDE TRANS	156.60	POSITRACTION	37.70
4 SPEED TRANS	91.50	E-Z-EYE GLASS-WINDSHIELD ONLY	12.95
110 H.P. ENGINE	26.90	E-Z-EYE GLASS-ALL WINDOWS	26.90
140 H.P. ENGINE	80.70	FOLDING REAR SEAT	26.90
180 H.P. ENGINE	161.40	SPARE WHEEL LOCK	5.40
POWER TOP-CONVERTIBLES	53.80	TWO TONE PAINT	10.80
650 x 13 - 4 PLY W.W.TIRES	28.75	PADDED DASH	16.15
AIR CONDITIONING	349.70	TELESCOPIC STEERING WHEEL	75.35
COMFORT & CONVENIENCE GROUP (500) (Monza & Corsa)	38.75 28.00	SPORTS STYLED STEERING WHEEL	32.30
		WHEEL COVERS	10.80

A. Door Mirror
B. Windshield Washers
C. Glove Box Light
D. Back up Light

ACCESSORIES

AM-FM RADIO	136.70	UNDERCOATING	35.00
P.B. RADIO	58.65	BUMPER GUARDS - (4)	21.00
MANUAL RADIO	50.05	GAS TANK DOOR GUARD	3.00
BACK UP LIGHTS	19.95	SEAT BELTS - (FRONT-EACH)	7.00
BODY MIRROR	6.00	SEAT BELTS - (REAR-EACH)	7.00
NO GLARE MIRROR	6.50	REAR ARM RESTS - PAIR	10.00
WHEEL COVERS	10.80	VENT SHADES - 4 Dr.	12.45
WINDSHIELD WASHERS	20.00		

SALESMAN _____

.00 *
2,719.25
156.60
26.90
53.80
28.75
28.00
58.65
10.80
35.00

3,117.75 *
172.00
2945.75



May PCA Car Cruise

We have decided on a destination for the May PCA car cruise. We will be visiting the National Museum of Industrial History <http://nmih.org/>. This Museum is located on the old Bethlehem Steel property. Please plan to make an evening out of it and stay and explore the area. There are a number of restaurants within walking distance for dinner. There is also the Hoover Mason Trestle, an elevated walkway which allows visitors to walk along the old blast furnaces and get an up-close view. In the evening there will be a free concert on the Levitt Pavilion outdoor stage with the blast furnaces as the back drop. There is an ice skating rink and the Sands Casino and outlet mall nearby. You can also plan to stay for the night at the Sands Hotel without even having to move your car if you so choose. All of these things are in walking distance of where we will park our Corvairs by the museum.



For Sale 1964 Spyder coupe

150 HP Turbocharged, 3 spd. (Believed to be 1 of 6 so equipped). Car has been stripped of original paint & primed, (except doors). No body filler, NO RUST! Very hard to find such a solid & complete car. (Minus carpet) Good glass. Excellent example to restore. \$3,750. Contact Dave Stein at 215-715-3755.



For Sale 1969 Corvair 500 coupe

35,000 original miles. Frost Green with black interior. 110 hp engine. Power glide 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. \$6000.00 obo. Call or email Larry. (267) 994-1569. a-lcorvair@msn.com



For sale 1961 Monza sedan

80 hp, 3 sp. Front driver's side damage and salvage title. Car is complete except carbs. Car still ran well after the accident. Continued to drive until the insurance determined it to be totaled, then parked it. Has been sitting for 2 years. \$500 OBO. Contact Bob Weideman at 4doorcorvairs@gmail.com. More pictures available. Willing to negotiate on price.



PCA Officers

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