



# *the fifth wheel*

MAY 2018

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

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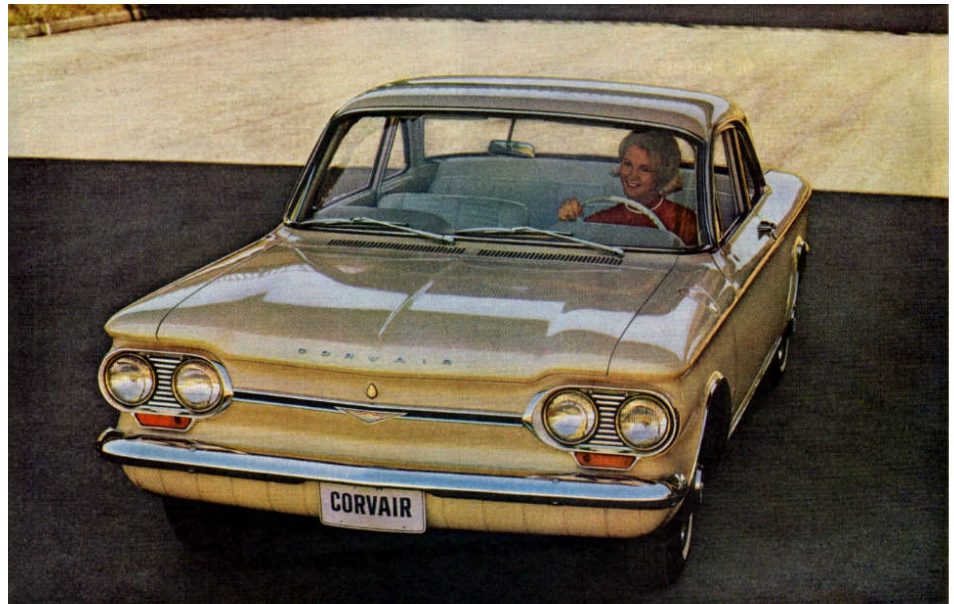
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***Come to Our Next Meeting!***  
***Date: Wednesday, May 23, 2018***

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](mailto:redbat01@verizon.net).

## Corvair in the Wall Street Journal

Here is something you don't see too often - a Corvair story in the Wall Street Journal. It was prepared by A.J. Baime, a regular WSJ contributor and a New York Times best selling author. A.J. maintains a Facebook page at <https://www.facebook.com/ajbaime>.

The article is about a 35 year old property manager named Christian Mejia and his love for Corvairs. Chris lives in Thousand Oaks, California,

For the uninitiated, the author presents a short history of the Chevy Corvair. "In the early 1960s, these were popular cars." The author contends that Chevrolet offered the Corvair model line-up to tap into the growing market for another famous rear-engine car, the Volkswagen Beetle.

He also makes passing references to the Ford Mustang and Ralph Nader as being linked to the Corvair's demise, but the tone is favorable and generally positive about the reputation of our favorite car.

The article then proceeds to unfold Chris Mejia's tale. It is similar to so many that have appeared in the CORSA Communique magazine over the years. However, in this case, the readership is not limited to dues-paying members of the Corvair Society of America. We're talking the Wall Street Journal here; a giant newspaper with world-wide circulation.

Chris's obsession originated with his grandfather who used to drive him to pre-school every day in a Corvair when he was just a little tyke. When grandpa passed away, the 'Vair was inherited by his mom, who then gave it to Chris when he obtained his drivers license.

The author, Mr. Baime, quotes Chris as follows: "I have owned 26 Corvairs and currently own 12, including two rare Corvair race cars, and I have my own private shop where I restore them. I have bought Corvairs in Arizona, New Mexico, Indiana and California. Once I was pulling a Corvair on a flatbed and I met a guy at a gas station. The next

thing I knew, I was at his house in Barstow, California, and I bought five Corvairs for \$3,000."

Apparently, grandpa's Corvair remains in Chris' fleet. "I know my grandfather would be proud, knowing his Corvair is still on the road."

To read the full article, you need to be a Wall Street Journal subscriber. We thank LVCC member Ed Prescott for bringing it to our attention!

### Welcome Dale Parkhurst!

We have a new member and his name is Dale Parkhurst! Some of you have already met Dale. He is a friend of Tom Hambel and accompanied Tom at a couple of LVCC meetings late last year.

A first-time Corvair owner, Dale recently picked up a 1965 Monza Con-

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MY RIDE

### Once Controversial, This '65 Chevy Survives

A car collector will always love his fleet of Chevrolet Corvairs, a subject of 'Unsafe at Any Speed' by Ralph Nader

vertible and is in the process of getting it ready for the road. Shown here is a photo taken on the day that Dale and Tom picked it up. By all appearances, it's a very nice car!



LVCC member Tom Hambel photographs Dale's Corvair as it comes off the delivery truck.

## Charlie Friend Update

We've written about V8 Corvair guy Charlie Friend in past issues of The Fifth Wheel. In April of this year, Charlie scored 2<sup>nd</sup> place in the Unlimited Class this year in the 2018 Big Bend Open Road Race in Texas.

Charlie says, "There were 7 cars in my class (160 cars overall). One of the unlimited class cars overheated on the first leg (Fort Stockton to Sanderson) and had to park his Vette. He got a great video of me going by on my return leg. The RADAR gun at his position got me at 209 mph. My in-car video showed 208 at the time.

The road has gotten a little more bumpy each year and the bumps gave me fits. I was only able to average 165.661 mph. This was good for 2nd place behind a road race Vette (168.161 mph average). The run is 59 miles each way for a total event mileage of 118 miles."

Mechanically, Charlie's Corvair is basically a late model Corvette with the engine mounted mid-ship. The body of the Corvair has a chopped top and an aerodynamic nose as well as other aerodynamic improvements.

In an online article published at [www.texahighways.com](http://www.texahighways.com), author Lori Moffatt described the event as follows:

Every April since 1998, the City of Fort Stockton has played host to the adrenaline-charged event known as the Big Bend Open Road Race, a rally-style competition regarded as the most challenging open-road race in the United States. Here's why: Of the eight or so open-road courses in America, none has so many turns and elevation changes as US 285 between Fort Stockton and Sanderson. That makes for exciting driving, whether you're going the speed limit or not. Last year, 130 racers (many with friends and family along to help navi-

Video image of Charlie Friend at 209 miles per hour in his heavily-modified Corvair.



MORE VIDEOS

gate) showed up to test their mettle—and put the pedal to the metal—on this scenic stretch of highway.

And listen up, you velocity junkies out there: During the Big Bend Open Road Race, speeding is legal! In fact, it's encouraged. Best of all, you can participate in almost any vehicle—whether you drive a flashy Lamborghini, a PT Cruiser, or a 50-year-old Studebaker.

Here's how it works: Racers compete in five speed classes, beginning with a target speed of 85 mph (the Street Rod division) and topping out at 160 mph (the Super Sport division). A select few dare-devils qualify for "Unlimited" status, where cars typically burn up the straightaways at 200 mph or more. The more experience you have, and the more safety equipment you have in your car, the faster you're allowed to go. There's no wheel-to-wheel jockeying; the race is held rally-style, one car at a time. The first leg of the race goes to Sanderson; the second makes the round trip back to Fort Stockton.

### Ode to Old Car Magazines

by Al Lacki

I can't remember a time when I was not ga-ga about cars. This passion was fueled when my Uncle Alex handed me a big stack from his collection of musty car magazines that he kept in his basement. I must have been about nine or ten years old at that time, so we're talking very early 1960s.

Uncle Al was definitely a car guy. Over the years, he owned a '58 Vette, a '64 Fairlane equipped with a 271 horse 289, and a '68 Firebird 400. And his taste in car magazines ran the gamut. The stack he gave to me included issues of Rod & Custom, Custom Cars, Hot Rod and even Motor Trend. And I pored over each fascinating page until they all fell apart.

At our last LVCC meeting, Randy Kohler lent the May 1962 issue of Motor

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18 MOTOR TREND/MAY 1962

Trend to me. As in days of old, I read it cover to cover. And it became apparent to me why I liked car magazines so much when I was a kid. They're so interesting, not from a historical perspective, but because they are so much fun to read!

With the possible exception of Hot Rod, today's car magazines wax over infotainment systems and soft-touch door panels. Ugh! Who cares about that?

The old car magazines talked about the machinery! Let me use Randy's 1962 Motor Trend as an example. This single issue includes articles on a 1930 Packard, the Daytona 500, three new Mercury cars, the NHRA Winternationals, the newly-released 421 / 4-speed Pontiac Catalina, motorized "Burros" (which we now call ATVs), a road test on a Peugeot, and a deeply technical article on turbocharging – the latter of which makes a comparison between the Corvair Spyder and Olds Jetfire turbo setups, which were just being released at that time.

It also has a "Car Clinic" column and a "Spotlight on Detroit" column, the latter providing a forecast of new technology about to be released by the Big Three. Or actually, the Big Five, including not only GM, Ford and Chrysler, but also Rambler and Studebaker. This is great stuff!

So, if you want to really enjoy reading about car stuff, pick up a stack of old car magazines at a flea market or garage sale. You'll be glad you did!

### Bob Helt Remembered

edited by Danny Davis

Our community of Corvair Enthusiasts has lost a legendary and prolific contributor. Bob Helt passed on April 18th. He was 88 when he died of cardiac complications in Las Vegas. We offer our deep condolences to his surviving family and many friends.



Bob was born in 1930 in Helena, Montana. He graduated from North Dakota Agricultural College in 1952 with a Bachelor of Science degree in Electrical Engineering and then entered the U.S. Air Force near the beginning of the Cold War. After his years of service, Bob was a pioneering computer engineer with Remington Rand in Philadelphia, PA.

It was when he lived in Philadelphia that Bob became enamored with Corvairs - right from the start. He checked them out on Friday October 2, 1959 - "New model introduction day" at his local Chevrolet dealer. After waiting a few months to see what improvements were in the works, he bought a 700 Sedan in February 1960. The snowy Pennsylvania winters definitely reinforced the wisdom of his choice of rear-engine air-cooled power.

When convertibles were added to the Corvair line in the Spring of 1962, Bob just had to have one! Fortunately he was living in Phoenix Arizona by then, so his 700 sedan was replaced with a sporty new 1962 Monza convertible which he kept to the end.

His Corvair education was, like most of us, at the "School of Hard Knocks and Bleeding Knuckles." Taking care of his own Corvair over the years and then adding a fleet of six more of the air-cooled wonders for the growing family led to complete "immersion education" in all aspects of Corvair maintenance and improvement.

With his engineering background, Bob was a natural, and was by then dedicated himself to helping fellow enthusiasts with detailed tech knowledge through CORSA chapter newsletters, Communicate articles and his series of books.

Bob had a nearly insatiable curiosity and an open mind. His curiosity led him to scientific experiments to uncover countless truths and dispel many myths about Corvair engineering. He enjoyed working collaboratively with like-minded folks and as a scientist was perfectly happy to change his mind when logical deduction and facts led to an unexpected conclusion. Thousands of these thoughtful conclusions can be found in his publications and also in the work of others.

Bob Helt's collected written works: his four Corvair books plus many other articles will be a permanent memorial to his constant quest to share his interest in Corvairs. His prolific works provide fellow enthusiasts with more well-documented Corvair information than any other source.

Bob was also a tireless volunteer to the Corvair Society of America. He was CORSA's Treasurer in 1978, Technical Editor for the Communicate in 1979 and 1980, and CORSA President in 1981 and 1982. He also collaborated with other CORSA members in preparing the CORSA Tech Guide, CORSA Basics, and Tony Fiore's "The Corvair Decade" - an outstanding book by any measure.



Bob served on the CORSA Board of Directors for several more years. As past President Bob was always motivating, encouraging and volunteering his time to CORSA and all Corvair enthusiasts right up until the end. He embraced the internet as a tech source and was constantly answering (and asking) questions via e-mail as well as the various Corvair websites.

Bob's friendship and work touched innumerable people in the Corvair community. Through many wonderful memories and his preserved work, he will continue to touch us all in future years.

## April Meeting Notes

Our last meeting was held on April 25, 2018. In attendance: Randy Kohler, Al Lacki, Larry Lewis, Ed Prescott, Fred Scherzer, Dennis Stamm and Dick Weidner.

Dennis called the meeting to order at 7:45 PM and Dick Weidner presented the minutes of our March meeting and the latest treasury report. According to the report, we began March with \$1,563.28 in the checking account, spent \$21.25 on newsletter expenses and ended the month with a balance of \$1,542.03. The minutes and report were approved by the members in attendance without any changes.

The group had a discussion about

“complete knock-down” (CKD) car assembly kits. American auto manufacturers often produced kits with all, or almost all, of the parts necessary to assemble complete cars. These were shipped to foreign plants, where local labor was used to assemble the kits. During the 1960s, General Motors produced CKD kits for Corvairs for assembly in Belgium, Switzerland and other locations.

Randy Kohler gave an update on plans for Das Awkscht Fescht 2018 which will be held in August. Das Awkscht Fescht is traditionally a three-day event, with hot-rods on Friday, antiques on Saturday, and club displays on Sunday. The organizers floated a proposal to extend “club-day” over two days, but decided not to do so after receiving feedback from Randy and representatives from other clubs.

Dick Weidner passed around his copy of a 1960s Motors Flat Rate Manual - basically, a compilation of time standards for the repair and replacement of parts on various makes and models of cars including Corvairs. In some dealerships, the mechanics were held to the standards. If they beat them, they made more money, and if they didn't beat them, they made less. Fred quipped that it was hard to beat the flat rate standards unless you performed the job often!

Dick also presented a slide show with photos from past CORSA Conventions

at Portland, Ventura and other places, as well as time trials at the Willow Springs track in California.

The meeting adjourned at 9:40 PM.



## Choke Link Clip Error by Bob Helt

*Reprinted from the May 2016 Communique. 'Just this past week, we found the same condition on another Corvair!*

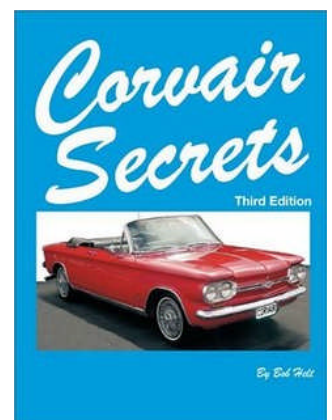
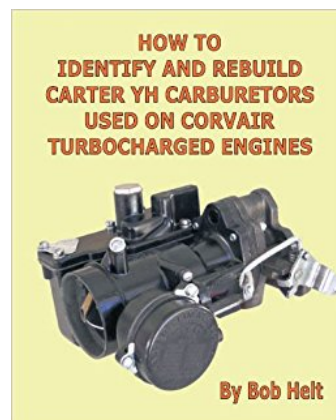
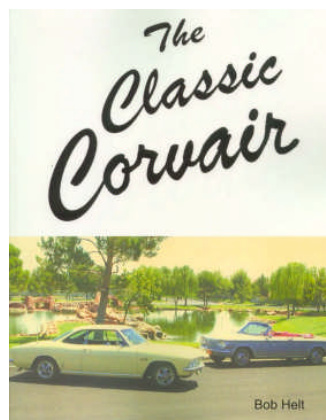
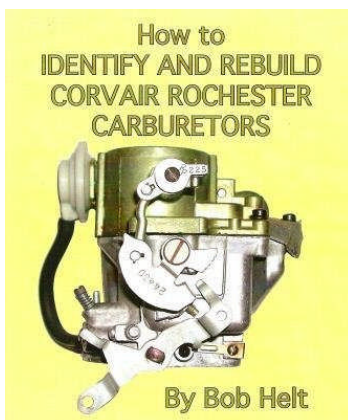
After fifty years of working on Corvairs, I thought that I had seen it all. But a friend showed me a new problem. He brought over a late model Corvair with a rough idle. Checking the idle speed and mixture gave somewhat mixed results and showed nothing conclusive.

Then I noticed that even though the engine was fully warmed up, the two chokes were still slightly closed and causing the fast idle cam to engage the idle speed. There was the problem. But why?

A closer inspection found that the wrong clip holding the choke rod into the choke lever arm was installed on both carburetors.

*(Continued on page 10)*

Bob Helt's four books. In addition, he wrote dozens of tech articles for the CORSA Communique magazine.



## ***Local Car Shows and Other Events***

### ***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.

### ***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>

### ***Saturday, May 19, 2018 :::: Topton "Top Dog" Community Street Fair & Antique & Classic Car Cruise.***

Starts at 8 a.m. at Broad Alley. Community Street Fair, Bikes N Trikes Contest, Free GrandPop Bubbles Festival, BHHS Chamber Singers, Red Carpet Pet Parade, BHHS Soloists, Hot Dog Eating Contest, Alexallegra Live Music, and more. There is no entry or registration fee, but donations are accepted. The rolling cruise begins at 1 PM. Info: Dennis Seibert, 610-682-7718; Donald Batz, 610-682-6291 or [Facebook.com/toptoncentennialcommittee](https://www.facebook.com/toptoncentennialcommittee)

### ***Sunday May 20, 2018 :::: Open House at the Corvair Ranch***

Location: 1079 Bon-Ox Rd, Gettysburg, PA 17325. Time: 9 AM to 4 PM. Rain or shine. Free lunch, Raffle ticket for prizes, Corvair trivia questions for prizes, Demonstration of "One New Tech - the Thermistor Replacement" by inventor Peter Faulkner. Demonstration of "Gas Heaters" by Jeb Anderson and Maeve Anderson (daughter). <http://www.corvairranch.com/>

### ***Friday May 24, 2018 :::: Jukebox Cruisers Cruise In, Jim Thorpe***

Location: Penn Forest Township Volunteer Fire Co. #1, 1387 State Route 903 Jim Thorpe, PA 18229. Time: 6 PM to Sunset. Kitchen open 5 PM to 8 PM with home-cooked food plus a monthly featured platter and beverages (non alcoholic) <http://pennforestfire.com/index.html>

### ***Saturday June 2, 2018 :::: 28th Orphan Car Tour***

Starting location: Jarrettsville United Methodist Church, 1733 Jarrettsville Rd. Jarrettsville, MD 21084. Start time: 9:30 AM, with cars being released onto the tour starting at 10:30 AM. End time: 4:30 PM, with dinner at Friendly Farm Restaurant, 17434 Foreston Rd, Upperco, MD 21155. Rain or shine. Entry fee of \$10 per car can be paid beforehand or at the Tour. (Note: you may do both the dinner and tour, or either one, but dinner reservations must be postmarked by May 25.) Explore the beautiful rural Hunt Valley, My Lady's Manor and Worthington Valley areas of Baltimore and Harford Counties behind the wheel of your vintage "orphan" car or truck! You'll join fellow orphan owners as you cruise 30 miles of scenic back roads, pausing every-so-often to visit points of interest along the route. Important: Bring a navigator to read driving directions! Info: (540) 364-1770 before tour; (703) 986-8785 on tour day only (cell). Email: [tourdiretor@orphancartour.org](mailto:tourdiretor@orphancartour.org) Website: [www.orphancartour.org](http://www.orphancartour.org)

### ***Saturday June 2, 2018 :::: Nostalgia Night Cruise in Pottstown***

Location: High Street, Pottstown, PA. Time: 5 PM to 9 PM. Rain date: Sunday June 3. Additional dates: July 7, August 4 and September 1. Brought to you by Pottstown Classics Car Club, Inc. <http://pottstownclassicscarclub.homestead.com/> <https://www.facebook.com/pottstown.classics/>

### ***Sunday June 3, 2018 :::: The Red Coffin Memorial Lyons Car Show***

Location: Lyons Community Park, 15 Park Ave., Lyons, PA. Time: 9 AM to 3 PM. Price: \$12 day of show. This is the Reading Fairgrounds Racing Historical Society's Eighth Annual Antique, Custom, Race Car, Street Rod & Motorcycle Show. Food, music, Chinese auction, raffles, door prizes, flea market, 50/50 drawing and dash plaques to first 100 entries. More information: [www.readingfairgroundsracing.com](http://www.readingfairgroundsracing.com).

### ***Monday June 4, 2018 :::: Cruise In at North Catasauqua Park***

Location: 710 Grove Street, North Catasauqua, PA 18032, located between Grove & Arch Streets. Time: 5:30 PM to 8:30 PM. All classic, custom, collectable car, truck or motorcycle is welcome. Donation accepted at the gate. Door Prizes & 50/50 drawing. No rain date. Info: Marc @ 610-264-9966

## ***Local Car Shows and Other Events (cont'd)***

### ***Saturday June 9, 2018 :::: 15th Annual Fleetwood Rotary Show***

Location: Fleetwood Community Park, 250 W. Main Street, Fleetwood, PA 19522. Time: 8 AM to 3 PM. Rain or shine. Cars, trucks, motorcycles welcome. Participant judging, 70 trophies (no Corvair class). Goody bags, dash plaques, breakfast & lunch available. Vendor spaces. Pre-register \$12. Day of show \$17. Info call Jim Long (484) 575-8113. Email: carshow@jblong.com. Web: www.fleetwoodPARotary.org

### ***Sunday June 10, 2018 :::: Quakertown Dairy Queen Cruise In***

Location: 206 S Westend Blvd, PA-309, Quakertown, PA 18951. Time: 4 PM to 8 PM. \$1.00 donation per car, to be donated to the "Children's Hospital of Phila. (CHOP)". Any custom, classic, collectable car, truck, or motorcycle is welcome. Trophies and 50/50 drawing. Host: Goodtime Motorvators. Info: Rick 610-682-8920.

### ***Saturday June 16, 2018 :::: Eastwood Father's Day Cruise-In***

Location: Eastwood Pottstown Retail Store, 263 Shoemaker Road, Pottstown. Time: 8 AM to Noon. Admission is free. All makes and models are welcome. Coffee and donuts will be served. Admission is free. Info: 610-323-9099. <https://www.facebook.com/events/1948481215366806/>

### ***Sunday June 17, 2018 :::: 16th Annual Silver Creek Father's Day Show***

Location: Silver Creek Athletic Association, 2943 Route 212, Springtown, PA 18081. Time: 8 AM to 3 PM. Rain or shine. Day of show registration: \$10. 21 classes with trophies (no Corvair class). Entertainment, food, drink, 50/50, playground for kids. Email: SilverCreekAA@gmail.com. Website: www.silvercreekathleticassociation.com

### ***Saturday June 30th, 2018 :::: 4rd Annual Great Phillipsburg Car Show***

Location: On the Grounds of St. Philip & St. James School, Roseberry Street, Phillipsburg, New Jersey. Time: 8 AM to 3 PM. Rain date July 1st, 2018. This is a judged show with 22 classes. Trophies awarded to the top three cars in each class. Includes a separate class for Corvairs! Flea market, express day of show registration, goodie bags, door prizes, awards, delicious food. Contact Ron Peles Show Chairman (908) 479-1218, ronaldpeleslaw@gmail.com. www.kofccouncil474.com

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

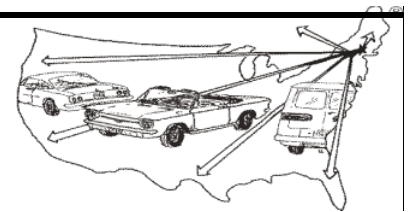
Location: Pittsburgh International Raceway Complex (PittRace) North Track, 201 Penndale Road, Wampum, PA 16157. Supplement your trip to the CORSA International Convention with a day at the track. Corvairs definitely welcome. Special "Taste of the Track" program for novice drivers. Complete details at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

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



## LVCC Classified Ads!



**For Sale:** 1964 Monza Convertible. 110HP/ PowerGlide. Ember Red, black top and interior. New tires. Engine and transmission seals replaced (Corvair Ranch), no leaks! New front seat covers (Clarks). Carpet and roof mostly new. Runs good, transmission seems solid. A bit less than 99,000 miles. New paint less than 10 years ago, solid rocker panels, no visible rust. Spinner wire wheel covers (but I have the original full wheel covers). The windshield is cracked however. The roof has a small puncture. Corvair shop manuals included. \$5,000 (firm). Joe Lynch joelynch@dejazzd.com 610.987.2858



**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.

**Free!** I have a hot item at a good price for any LVCC Corvair people. Spring cleaning time and I have a '65 or '66 95 hp engine that I need to get rid of. Great engine to rebuild. Has all the parts except distributor, starter, and carbs. Came from a '66 Corvair convertible, 4 spd. Has been stored inside. Price FREE – come and pick up. Call Don at 610.367.6830. Email dgreinert@comcast.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 140 Engine. Partially disassembled long block. Includes heads, bell housing, etc. Appears to be solid.

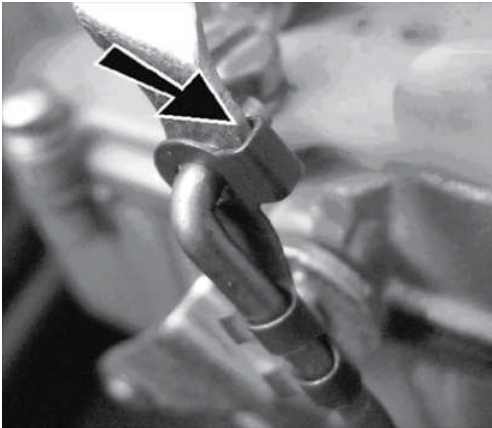
Prices are negotiable. With the exception of front brake linings, the parts are used. You can reach Don by phone at (610) 367-6830 or by email at dgreinert@comcast.net

**For Sale:** 1963 Corvair Monza. Good title. Powerglide. Estate sale. 120,000 miles. Car is in poor condition and needs restoration. Can be seen in Ormrod, PA (Coplay). Contact Brian Ziegler, 905 West Market St., Bethlehem, PA 18018. 610-972-1420 cell phone. 610-867-8973 home phone. Email bzandlkz@ptd.net

**For Sale - Make Offer:** 1964 deck lid. 1964 left convertible door. Two 1964 axles. Two 1964 rear cross springs. 1964 used wheel opening mouldings. 1964 used rocker panel mouldings. Various 1962 13" spinner wheel covers. Various full 13" wheel covers. 1962 right & left front grill mouldings (pitted). Four 1962 13" rims with belted tires. Late drums (non-finned). Early door side glass. 1961 engine, rear, trans for parts. Various starter prts. 1965 used single exhaust pipe. 1964 Turbo block with cam and crank. Call or email Fred Scherzer. (484) 948-5142. jukeboxman44@gmail.com

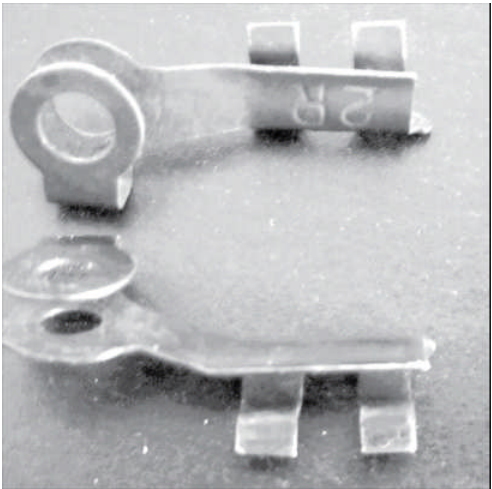
(Continued from page 6)

This photo shows the correct installation.



The photo above shows how the wrong clip contacts the choke lever arm preventing it from opening completely. Here the choke is mostly closed. Notice that the top part of the clip is contacting the choke arm.

When the choke rod is pulled down as the engine warms up, the choke arm will rotate clockwise in this view and the top of the clip will hit the arm and prevent full movement of the choke arm, keeping the choke partially closed.



The above photo shows the two types of clips. The upper clip is the wrong one. The lower clip is the correct one.

## ***LVCC Officers***

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