



# *the fifth wheel*

JULY 2018

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

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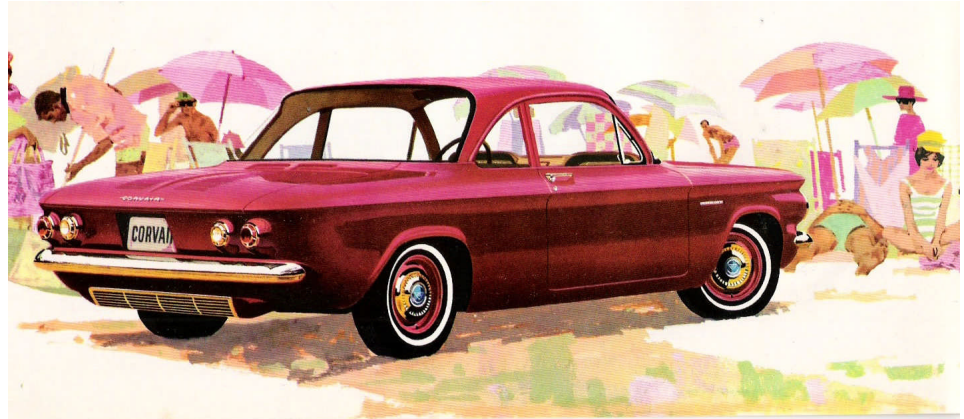
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## **Next Meeting!**

**Wednesday, September 26, 2018**

*That's right. No July meeting. No August meeting. 'See you in LVCC's Corvair Row, Das Awkscht Fescht on Sunday August 5.*

LVCC Meeting Information: 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. 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 Trivia

*By Mike Dawson, Prairie Capital Corvair Association*

- Early model Corvairs have holes in the underside of front and rear bumpers that were to accommodate a bumper jack which had a lifting arm that fit into the hole. That idea was revised to the final design of a scissor jack but the holes were continued. The 1960 New Product Information booklet had a description and drawings of the bumper jack procedure.
- Beginning in 1966 the Corvair shop manual recommended that cars with wire wheel covers be balanced with the wheel covers in place.
- The Spyder dashboard introduced in the spring of 1962 was also originally designed to be installed in all Monza models, including the wagon. Non-turbo dashboards would have had a clock instead of a tachometer and an oil pressure gauge instead of a vacuum gage. Look at the back of any Spyder dash and you will see the casting block outs for the Powerglide shifter and if you check the assembly manual in the accessory section, it lists the clock and pressure gauge. The Monza application was officially dropped in December of 1961.
- Despite what many of us thought over the years, all Corvair manual transmissions were built at the GM Saginaw Michigan plant. There was no "Muncie" assembled 4-speed.
- The Corvair utilized a Dana Positraction unit while other GM Cars were equipped with Eaton Positraction units.
- In May of 1965 Chevrolet Service news noted that the 110 engine supplied for air conditioned cars would have a new timing tab that provided for initial advance of 24 degrees vs. 14 degrees for the first design '65 110 engine. This was due to the use of lower compression (95) heads on air conditioned cars late in 1965 production. The timing tab looks like the turbo tab and is riveted on top of the original timing tab casting.
- The 1966 140 Powerglide air conditioned models utilized a thicker head gasket to revise the compression ratio to 8.75:1 and the initial timing was revised from 18 degrees back to 14 degrees.
- In March of 1966 the refrigerant capacity of the Corvair system was revised from 5 pounds to 4 pounds. However, the label data continued to state "5 lbs."
- When the 164 cid engine was introduced in 1964, the re-designed camshaft necessitated changing the lifter bore angle and spacing in the crankcase. Chevrolet Service News ran a review of the changes (9/63). Corvair owners have modified the early design crankcases, with the obvious exception of the lifter bores, to accommodate the 164 CID components but as far as I know, there have been no major problems with the lifter/camshaft operation.
- In 1965 Corvair service technicians were warned that inverting carburetors to drain gas out of them could displace the power enrichment valve and it could cock in the bore, causing flooding or poor gas mileage. This only applied to the '65-'77 models that were fitted with a power valve.
- Many times over the years I have heard folks say that the muffler on a turbo was necessary (and specifically calibrated) to give the turbo maximum boost. That is really not the case – as anybody who has run an autocross with no air cleaner or muffler knows. I quote from SAE Paper 531A, page 8: "if the muffler and air cleaner were removed to put the engine in the 'gross power' condition, the induction and exhaust systems no longer would be matched. The controlling effect of the matched system would be lost, and output would increase excessively, possibly beyond the structural limitations of the engine." Pretty good engineering, no waste gate needed.
- Corvair Powerglide transmissions were required to survive "100 W.O.T. low to reverse shifts on dry pavement." SAE Paper 140C, page 35. "W.O.T" means wide open throttle. More good engineering.
- The cylinder head temperature snap switch in the right cylinder head will turn the dash board warning light on at 575 degrees (SAE Papers). Sounds a little too hot to suit me – check for rodent nests, de-flash heads, check thermostat door operation and inspect your belt regularly.

## Ron's Big Show!

Here is a report on the 2018 Great Phillipsburg Auto Show, arranged by LVCC member Ron Peles and his friends from Knights of Columbus Council 474.

The weather forecast called for "RealFeel" temperatures exceeding 100 degrees. Apparently, more than one person called up and asked Ron if he intended to cancel due to heat! But the skies were clear and the temp, while hot, only rose into the 80s out in P'burg. "We cancel for rain, but not for clear skies!"

The goody bags were packed with all

# *The Engines of Philipsburg*



Joe Maurella of Nazareth. Lots of chrome!



Ron Peles of Stewartville, NJ. Holley 390 4 bbl.



Tom Hambel's 102 hp. 1963 stock and clean!



David Kuhles 1966 110 hp. Another clean engine!



Tom Hambel won the "Joan's Choice Award".



Corvairs by David Kuhles & Ron Peles.

kinds of stuff and the door prizes were very generous.

Everybody at the show coped with the heat just fine - The K of C people set up large canopies with tables and chairs and, although the cars were out in the sun, the people sat in the shade. The K of C people also prepared food for the crowd. In addition to the usual breakfast sandwiches, burgers and dogs, they also cooked up sausage sandwiches complete with onions, peppers and tomato sauce. And there was free coffee and doughnuts for the car owners.

Joe Maurella of the New Jersey Association of Corvair Enthusiasts not only won 1st place in the Corvair class. He also won "Best of Show", with a 99 point score, actually beating out the 1933 Dietrich-bodied Lindberg Packard which had always won in past years. (The Packard lost because the owner didn't pop open the hood for judging, even though we announced that engines would be one of the categories to be included in the judging.) Al Lacki and Ron Peles scored second and third place awards in the Corvair class.

Another LVCC member, Tom Hambel, won the one-and-only "Joan's Choice" award with his very clean '64 Monza sedan. Joan Fasanello is the executive director of "Grandma's House", and Joan personally selected Tom's Corvair out of all 57 entries to receive this award. It was a great day for the Corvairs.

As in past years, the proceeds from The Great Phillipsburg Auto Show were for the benefit of Grandma's House, a 501 (c)(3) organization which is now registered as Saint Anne's Center. The facility, which serves as the base for the car show, is 15,860-square-feet in size with three floors and a basement.

Originally built as a convent in 1965, there are 33 rooms, shared bathrooms, two kitchens, multiple living rooms, and a chapel. The building sits on 22 acres of land in Phillipsburg, New Jersey, adjacent to St. Luke's Hospital.

## Corvair Tech Topics

*Here are some useful tech topics published in the past, but still useful today!*

Cracked Windshield Post Trim for 1965-69 Corvairs. I have seen a number of Corvairs where the interior trim pieces between the windshield and the vent window ("A" pillar) were cracked around the screw holes. My fix to keep this from happening with uncracked trim is to remove them and put a thin to medium thick layer of epoxy on the trim around the holes and out about a half inch.

I recently did this for my late model coupe but I don't know if it applicable to early models. (*It is not. Ed.*) Since my pieces of trim were cracked, I needed to find replacement trim. I found what I was looking for at a Corvair flea market. They were the wrong color and the finished side was a little rough but the price was right - free. Be sure that you get the correct ones for your car. The trim for convertibles is different; no attachment screw hole at the top.

First, I did my thing around the holes with J-B Weld epoxy and then let the set overnight. Be careful not to apply the epoxy too thick or it may interfere where the trim mates to the body. Then I prepared the finished side for painting by washing the trim with hot soap and water and after they were fully dry, I buffed them with "0000" fine steel wool. Some people treat their plastic trim with silicone treatments such as Armorall and I wanted to make sure that I had all the silicone off the pieces. Then, I sprayed them with Plasti-Kote Vinyl Color paint. It took 4 or 5 light coats to make the finish come out smooth. My Corvair's interior trim is black and the Plasti-Kote Vinyl Color black was an excellent match. At least one of the major Corvair vendors has vinyl paint to match Corvair trim. Also Plasti-Kote has a number of colors available in their Vinyl Color series. Curtis Shimp

*Editor's note: You can also repair these trim pieces even if they are cracked. Reinforce the back-side of the trim, where it's cracked, using a strip of cloth soaked in a bit of model car cement - just enough cement so that the cloth adheres to the plastic trim. Let it dry. Then, lightly chamfer the edges of the crack on the front-side of the trim and fill-in the gap with model car customizing putty. Sand when dry and paint. I did it on my Corvair 30 years ago and the crack never reappeared. It still looks great!*

Painting Small Springs. To paint those little springs that are normally fully compressed (like the accelerator spring), drive two nails in a board far enough apart to stretch the spring coils apart. Then paint it. The paint will completely cover the metal, and it won't stick the coils together and chip off when stretched. From Wade Lanning, Lowcountry Corvair Association.

Early Model Door Rust. Rust through the corners of early model doors is compounded by the way the inner door skin is made. In each corner, there is also a space about 1/4" to 3/8" wide between the inner and outer door skins. This space collects debris that have no way to escape. This problem is worse in the rear doors of 4-door models where a little peninsula is formed in the inner door skin. To help clean these areas, 1/4" holes can be drilled in each corner, being careful not to damage the outer skin. Compressed air can be blown through the holes to help dislodge the debris. It probably wouldn't be a bad idea to spray some paint or rust-proofing through the holes using a WD-40 nozzle on a spray can. The factory didn't seem to rustproof the interiors of the doors very well. While at it, make sure the drain holes in the bottoms of the doors are not plugged. Wade Lanning, Central Virginia Corvair Club newsletter.

Distributor Gear on Air Cars. There are two varieties of the brass gear on the distributor shaft. The difference in

# *Moravian Tile Works Show, Doylestown*



Rich Greene relaxes in his Rampside.



Allan Lacki's '66 next to a '54 DeSoto.



David Stein of PCA brought his stunning '69.



Mike Slotwinski of First State. Restored Rampside.



'66 Corsa owned by Bradley Aug of Chalfont, PA.



*It's Turbocharged!*

the gears is for use on engines with air conditioning or Air Injection Reactor pumps. There was a need to get the distributor vacuum advance out of the way of the extra drive belt. The offset provides about half the angle that one tooth either way would get you. The gear does not affect the timing itself; just where the distributor ends up rotationally when in proper time. Larry Claypool. Reprinted from the August 2002 CORSA Communique.

Attaching Emblems. Many of the little clips that retain emblems are no longer available. I have seen two-sided tape used, but even when carefully trimmed it is still visible. For about 20 years, I have been securing all of my small trim pieces with clear silicone. The only problem I have ever had with anything coming loose was the tiny letter "I" in the individual letters on the trunk of a '64. Both times it was jerked loose by a stray string from a towel that was being used to dry the car.

The painted surface and the back of the emblem must be clean and free of wax. Use a toothpick and the corner of a rag to wipe away any silicone that squeezes out. Tape the emblem in place until it cures. Removal is just like the original: slip a putty knife under the edge to lift. One big advantage is, no chipped hole underneath for rust to start at, and the exclusion of water so it can't lift the paint under the emblem. Smitty Smith. Reprinted from the July 2002 CORSA Communique.

## June Meeting Notes

Steve Hurst, Allan Lacki, Larry Lewis, Jerry Moyer, Fred Scherzer, Dennis Stamm and Dick Weidner attended our meeting on June 27. Dick drove his '64 Monza to the meeting, but storms in the area kept the other members from bringing out their Corvairs.

Reports: President Dennis Stamm opened the meeting and Secretary / Treasurer Dick Weidner read the treasury report and minutes from our May

meeting. The members in attendance approved the reports unanimously.

Treasury: Last month, the checking account had a balance of \$1,524.34. Income amounted to \$7.20. Expenses for the newsletter were \$37.61. The current balance (as of the time of the June meeting) was \$1,493.93.

Correspondence: Dick Weidner received a letter and flyer advertising a car show being hosted by Atria of Bethlehem's 'Drive the Fight against Breast Cancer' program. Details about the show will be provided in our September issue's Calendar of Events.

Meeting Schedule: The members voted to cancel our usual August and September meetings. We'll get together at Das Awkscht Fescht on Sunday, August 5<sup>th</sup> instead.

Announcements: The Andreas Fire Department dedicated their new fire truck to LVCC Member Wayne Troxell. Wayne has been a member of the fire department for many years.

Presentations: Dick Weidner did an excellent presentation on Corvair engine valve springs. He passed around samples of valves and valve guides, both new and worn and explained the differences. He also passed around his collection of tools for servicing valves, including a valve spring pressure test device, a gauge for measuring the internal diameter of valve guides, a Neeway valve grinding tool for cutting valve faces, a Goodson tool for machining valve seats, and a "knurlizer" for doing a quick-and-easy repair on worn valve guides. Several of these tools are rare and no longer being used by car dealer mechanics.

## Corvair Dreamer #1

Back when Corvairs first appeared on the scene, their owners dreamed up new ways to improve their performance. Because no Corvair clubs had yet been established, and because there was no

internet, they often sought advice about their ideas by writing letters to the editors of car magazines.

Here we have two of them. The first owner was apparently misled by his dealer, who claimed he could boost the horsepower of this '61 Corvair from 80 to 98 for only \$30. The second wanted to install 11 inch brake drums, but didn't realize that he'd have to replace all the other brake components to make them fit. So, without further ado, here are Corvair Dreamers #1 and #2.

Source: Car Life. April 1962. Technical Correspondence column, page 70.

### Hotter Corvair

I have a 1961 Corvair which has a stock 80-hp engine. I want to have it souped up to 98 hp. My dealer says he can do this for about \$30. What I want to know is, can I put two 2-barrel carburetors in place of my stock two 1-barrels? Will this help my performance and, if so, what carburetors should I use? Robin Beaird, Kansas City, Mo.

*Car Life's Reply: If your dealer will install the Super Turbo-Air camshaft, special cylinder heads, distributor, etc. for \$30, it's a bargain. We like the Thomas 4-barrel carburetor conversion for this engine but you won't get it for \$30!*

## Corvair Dreamer #2

Source: Car Life. July 1962. Technical Correspondence column, page 68.

### Corvair Brakes

I own a Corvair and I dislike the 9-in. brake drums. I plan to install metallic brake linings and wondered if the 11-in. drums used on the Greenbrier station wagon could be used to replace the standard drums. E. Clayton, Lake Alfred, Fla.

*Car Life's Reply: The metallic linings should do the job – changing to Greenbrier drums would require changing wheels, drums, backing plates, spindles and axles, too.*

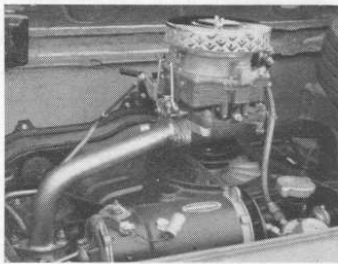
**EMPI started out life as European Motor Products, Inc.** During the 1950s, it evolved into a parts house for Volkswagen Beetle performance parts. And when the Corvair arrived, it added a catalog for Corvair accessories. This full-page ad appeared in the August issue of Car Life magazine. EMPI no longer offers Corvair parts, but remains alive, offering a complete parts catalogs for air-cooled Volkswagens.

Mr. EMPI Can  
**SPYDER-ize**  
Your Monza



For a SPYDER-ized Power Boost—

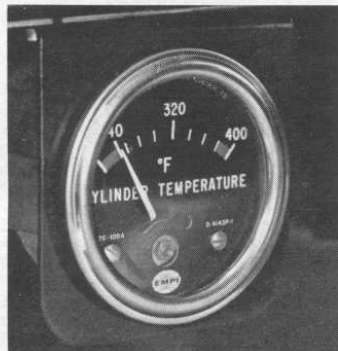
**RAM INDUCTION MANIFOLD KIT**



Adapts big Chevy 4-barrel carb to any Corvair engine. Increased volumetric efficiency gives over 40% added power, with smooth operation at all RPM. Progressive linkage feature assures fuel economy.

- No. 255 Manifold Kit with manifold and control linkage.....\$69.95
- No. 255X Manifold Kit with manifold, controls, 4-barrel Rochester carb, special EMPI air filter.....\$132.50

SPYDER-ized Instrumentation—  
**CYLINDER HEAD TEMP. GAUGE**



Quickly responds to slight variations in cylinder head temperatures with a 97% accuracy. New thermistor-type sensing unit is unaffected by ambient temperature changes. Illuminated dial is easy to read.

Complete Corvair kit, includes sensing and indicator units, mounting bracket, wiring, instructions. For any model Corvair engine.

- No. 271 Cylinder Head Temperature Gauge.....\$29.95

Your stock Monza is potentially a high-performance automobile—capable of the speed acceleration, and cornering of a racing sports car. You and your Monza can move into the competition class by adding EMPI's "SPYDER-ization" kits. Designed especially for the Corvair, the kits are easy to install, inexpensive, and sold with a money-back guarantee.

Most Corvair dealers are EMPI dealers.

For SPYDER-ized Handling—  
**SUSPENSION STABILIZERS**



EMPI's Front Anti-Sway Bar reduces road wander and tire wear, improves stability. Newly modified model includes improved attaching hardware. Attaches in a few minutes with simple tools. One model fits all Corvair passenger vehicles.

- No. 104 Improved Anti-Sway Bar...\$17.95

EMPI's Patented Camber Compensator Rear Stabilizer makes the Corvair hug highway or track, improves cornering, minimizes wind buffeting. Indispensable for track driving. New modifications facilitate quick and easy installation.

- No. 109 for passenger model Corvairs.\$24.95
- No. 109T for Corvair trucks.....\$24.95

EMPI front and rear stabilizers are also available for Volkswagens, Porsches and Renault Dauphines. Write for details.

**CORVAIR OWNERS**—Get your copy of EMPI's Corvair accessories catalog. It's free at your Chevy dealer's, or write EMPI.

**VOLKSWAGEN OWNERS**—For more fun with your Volkswagen, send \$1 for EMPI's complete Volkswagen accessories catalog and motoring guide. Lists imported and American-made accessories galore. Price includes 12 monthly supplements. Your \$1 refunded on your first order for \$10 or more.

See your dealer or order direct from...  
**EMPI**  
POST OFFICE BOX 668 T  
RIVERSIDE, CALIFORNIA

Enclosed is \$ \_\_\_\_\_ (California residents add 4% sales tax.) Send me: \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

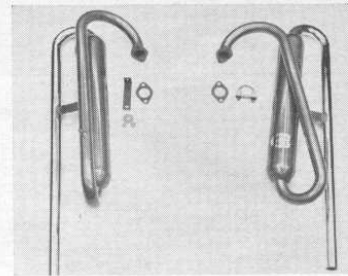
**BIG NEWS FOR MONZA OWNERS**

Join the EMPI Monza Owners Club and add to your motoring fun. No dues or fees. All members are eligible to attend club convention Aug. 24-26 at Riverside, Calif., and participate in precision driving competition. Other membership benefits: free subscription to club publication, free membership card.

Act now! See your dealer or write EMPI for membership application.

SPYDER-ized Exhausts

**DUAL EXHAUST KITS**



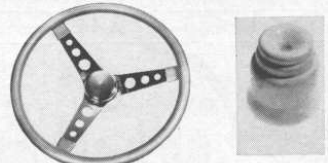
Dual exhausts add to Corvair's exhaust capacity, minimize power-robbing back pressure. EMPI's BestOne duals (shown above) feature a system of tuned pipes, glass-packed mufflers, long chrome-plated tailpipes.

- No. 262E Glass-Packed Muffler System for '60-'61 Corvairs with vertical exhaust flanges.....\$52.95
- No. 262L Glass-Packed Muffler System for '61-'62 Corvairs with angled exhaust flanges.....\$52.95

EMPI's all-steel dual muffler system utilizes Corvair's stock muffler plus an additional Chevy steel muffler. (Additional muffler not furnished with No. 260 Kit.)

- No. 260 Dual Muffler System.....\$34.95
- No. 260X Dual Muffler System with extra steel muffler.....\$45.30

SPYDER-ized Interior Styling—  
**STEERING WHEEL ENSEMBLE**



Monza owners love the functional elegance of the EMPI competition-type steering wheel. Accessories completing the ensemble are brake hand-grip, gear-shift boot, gear-shift knob. Wheel rim and accessories are available in the following colors: gold, silver, black, white, gray, candy apple red, metallic blue, metallic green. When ordering, state colors desired.

- No. 201 Small (14 1/2" diameter) steering wheel.....\$36.50
- No. 202 Standard (15 1/2" diameter) steering wheel.....\$36.50
- No. 203 Gear-Shift Boot..... 1.95
- No. 204 Brake Hand-Grip..... 1.95
- No. 205 Gear-Shift Knob..... 1.95

## ***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 to 8 PM. All clubs, car types, trucks and motorcycles welcome. Open to the public. For additional information, call (610)207-6100.

### **Saturday July 21 2018 ::: 42nd Nazareth Days Car Show**

Location: Borough Park, Main Street (about a mile north of Rt. 191), Nazareth, PA. Time: 8:30 to 3 PM. Price: \$15 day of show. Rain date July 22. Sponsored by the Lehigh Valley Thunderbird Club. <http://www.lehighvalleythunderbirdclub.com/>

### **Sunday July 22, 2018 ::: 2nd Annual Miracle Miles for Mackenzie Car Show**

Location: Schnecksville Fire Company, 4550 Old Packhouse Road, Schnecksville, PA 18078. Time: 10 AM to 5 PM. Rain or shine. Price: \$10 day of show. Dash plaques, goodie bags, DJ, breakfast and lunch, baskets, raffle, muffler rapping, door prizes. Contact Cindy (484) 725-9035.

### **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/>

### **Saturday July 28, 2018 ::: Kutztown Kruizz Show**

Location: Registration begins 9 AM at Kutztown University Administration parking lot. Schedule: Kruizz to Main Street at Noon. Car display begins at 1 PM. Awards announced at 4 PM. Fabulous Grease Band concert begins in the park at 6 PM. Price: \$15 day of event. Event is rain or shine. Over 375 cars in 2017. <http://kutztownpartnership.org/kruizz/>

### **Saturday July 28, 2018 ::: 4th Annual NASD Student Council Car Show**

Location: Bicentennial Park West, 53651 Park West Lane (off Colony Drive), East Allen Township, PA. Time: 9 AM to 3 PM. Rain date: Sunday July 29. Price: \$10 day of show. 30 awards, door prizes, tricky-tray, food, DJ, craft & flea market. For more info, call Roy (610) 440-2213 or (610) 704-9021.

### **Tuesday July 31, 2018 ::: AMC 12 Cruise Night**

Location: AMC Pottsgrove 12, 110 Upland Sq Drive, Stowe, PA. Time: 6 PM to 9 PM. A monthly cruise night benefiting a local child with medical needs. Organized by Wicked Effects Car Club.

### **Friday August 3, 2018 ::: Hatboro Cruiser's First Friday Cruise Night**

Location: Lowes Home Improvement Center, 425 Easton Road, Warrington, PA. Time: 5 PM to 9 PM. 8th year of cruise night summer fun. DJ, food, pizza, T-shirts and treats. Contact Adrienne Fisher (215) 601-7562.

### **Friday through Sunday, August 3-5, 2018 ::: Das Awkscht Fescht**

Pre-registration required. Your registration form and check must be received no later than July 1. You can sign up for any or all of the three days. Friday - All cars welcome. Saturday - Limited to factory-stock cars only through 1993. Sunday - Club day. LVCC has reserved a Corvair section for Sunday. Location: Macungie Memorial Park, 50 Poplar St, Macungie, PA 18062. Visit [awkscht.com](http://awkscht.com) for pricing and additional information.

### **Saturday August 4, 2018 ::: "Shine 'n Show Car Expo**

Location: Wilson Are High School Campus, 22nd Street & Washington Boulevard, Easton, PA 18042. Time: 10 AM to 3 PM. Price: \$15 day of show. Rain date: August 5. Theme: "Bringing Back The '50's". Awards for best dressed '50's participants, photo opportunities w/ Elvis Look-a-like, Joe Creazzo, trophies, t-shirts, give-aways, Dash plaques & more. DJ E-Z Sounds, food, drink, stadium restrooms. Sponsored by: The Wilson Borough Lions Club. Contact: (610) 258-2185 or (610) 972-0707.



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

### **Saturday August 11, 2018 :::: First State Corvair Club Car Show (All Corvairs!)**

Location: Limestone Presbyterian Church, 3201 Limestone Road, Wilmington, DE 19808. Time: 9 AM to 3:30 PM. Price: \$20 day of event. Non-perishable donations to the church food pantry also appreciated. A show exclusively for Corvairs! Free lunch and hospitality room provided to all participants. Call / text / email: Dave or Mike (302) 737-3577 [pziegler@udel.edu](mailto:pziegler@udel.edu) or Mike Slotwinski (302) 377-5268 [slinkyslot@verizon.net](mailto:slinkyslot@verizon.net)

### **Sunday August 12, 2018 :::: The New Hope Automobile Show**

Pre-registration strongly suggested. Location: New Hope-Solebury High School, 180 West Bridge St., New Hope, PA 18938. Time: 9 AM to 4 PM. Price: \$25 for pre-registration. \$30 day of show (if space available). The New Hope Automobile Show features the finest in classic and antique, foreign and domestic vehicles. It is recommended that show participants register early. All vehicles must register in advance at <http://www.newhopeautoshow.com/registration/> Questions? Call 215-862-5665, email [showinfo@newhopeautoshow.com](mailto:showinfo@newhopeautoshow.com), or visit [www.newhopeautoshow.com](http://www.newhopeautoshow.com).

### **Sunday August 12, 2018 :::: 20th Annual Perry Township Auto Show**

Location: Perry Twp Recreation Area, Onyx Cave Road, Shoemakersville, PA. Time: 9 AM to 2 PM. Price: \$12 day of show. Rain date: August 19. Judged show with 27 classes (no Corvair class). Door prizes, DJ, etc.

### **Sunday August 12, 2018 :::: 42nd Annual Collectors Car Show**

Location: Macungie Memorial Park, 50 N. Poplar Street, Macungie, PA 18062. Time: 8 AM to 3 PM. Rain or shine. Price: \$15 day of show. All makes and models welcome. DJ, flea market, 50/50, door prizes. Sponsored by First Pennsylvania Mustang Club. Call Dave Barnes at (610) 248-9739 or Randy Weaver at (610) 573-9701.

### **Saturday August 18, 2018 :::: 20<sup>th</sup> Annual Under the Stars Car Show**

Location: Perkasio Old Town Center, 620 W. Chestnut St, Perkasio, PA 18944. Time: 5 PM to 8 PM. Price: \$20 day of show. Enjoy 400+ antique, classic and custom vehicles lining Perkasio's beautiful and historic town center. Food, music and a wonderful community night out for the whole family. Sponsored by: Perkasio Borough and Perkasio Towne Improvement Association. Contact: (215) 257-5065. <http://perkasioborough.org/our-events/under-the-stars-car-show/>

### **Saturday August 18, 2018 :::: 10th Annual Wheels of Faith Car Show**

Location: Faith Lutheran Church, 3255 MacArthur Road, Whitehall, PA 18052. Time: 8:30 AM to 3 PM. Price: \$14 day of show. Rain date Sunday August 19. Food, oldies music, 50/50. Phone: (610) 435-0451.

### **Sunday August 19, 2018 :::: 22nd Annual Tremont Fire Company Car & Truck Show**

Location: Tremont Elementary Ball Field, 139 Clay Street, Tremont, PA. Time: 9 AM to 3 PM. Price: \$12 day of show. Rain or shine. Food, music, trophies. 21 classes including one for compact cars. Contact (570) 695-3915 or (570) 617-1299

### **Sunday August 26, 2018 :::: Reinholds VFW Car Truck & Bike Show**

Location: 250 Brunners Grove Road, Reinholds, PA. Time: 9 AM to 3 PM. Price: \$10. Rain date September 2. 6th annual event. Over 475 entries last year. Food, trophies, music, door prizes. Contact: Ted (717) 336-7242 or [nutseynut714@yahoo.com](mailto:nutseynut714@yahoo.com)

### **Sunday August 26, 2018 :::: Al Laskey Memorial 27th Annual Auto Show**

Location: Perkiomen Valley School District Campus, Rt. 29 & Trappe Road, Graterford, PA. Price: \$15 day of show. Time: 8 AM to 3 PM. Independent judging with trophies for top 75 cars. Open format layout. No Corvair class. No canopies on the lot. Hosted by the Perkiomen Township Fire Company. For more info, call Jeff Parlee (610) 489-4986 (evenings only) or Bill Paterson (484) 614-4698 (day or evening).

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

## LVCC Classified Ads!



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

**For Sale: 1964 Corvair Sedan.** Red with black interior. 2-carb engine with 4-speed transmission. Described as a "solid driver." Ran last year but rough. Price: Around \$3500. Includes many spare parts including a complete engine and turbo set-up, depending on price. Car is near Collegeville, PA. Contact Chris Filippini. (610) 564-1658 after 4:30. Please leave a message if no answer. Or email filippinichris@me.com

**For Sale - Two Corvairs.** Estate sale. (1) 1965 Chevrolet Corvair Convertible Vin 105675W129925 Mileage: 77,147. Manual transmission. Color: Red, Last inspected on 2/28/1979. (2) 1963 Chevrolet Corvair Sedan, Spider Trim, Manual transmission, Turbo Charged engine, Color: Black, Mileage: 79,588. An additional turbo charged engine is included for this vehicle. Both vehicles have been stored in the basement of a residential home, in Berwyn, PA, since the 1980's. (The basement was modified with an outside entrance with ramp). Neither vehicle has been run since the 1980's There is some rust, but the frames and bodies are not damaged. I don't know the running condition of the engines. The vehicles are titled in my name. But I am selling them for my son's widow. I am open to offers. Buyer must have them removed from the basement. Wheel dollies are available. I have some photos that I will share with any interested parties. And, I will arrange to show them privately. I can be contacted by e-mail at: wildyugo@gmail.com Steve Trobovic

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## Next LVCC Meeting: Wednesday 09/26/2018

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## LVCC Officers

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 Vice Pres: Fred Scherzer Phone: (484) 948-5142 Email: jukeboxman44@gmail.com  
 Secretary / Treasurer: Richard Weidner. Phone: (610) 502-1414 Email: anythingvair@yahoo.com,  
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## 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.



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.

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