Newsletter of Lehigh Valley Corvair Club Inc. (LVCC)

the fifth wheel

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Next Meeting! Wednesday, February 27, 2019

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.

LVCC Officers

President: Dennis Stamm Phone: (610) 926-4723 Email: dmstamm@comcast.net
Vice Pres: Fred Scherzer Phone: (484) 948-5142 Email: jukeboxman44@gmail.com
Secretary / Treasurer: Richard Weidner. Phone: (610) 502-1414 Email: anythingvair@yahoo.com,
Newsletter & Website Editor: Allan Lacki. Phone: (610) 927-1583 Email: redbat01@verizon.net

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.

Suspension Inspiration

In praise of the lowly axle half shaft…

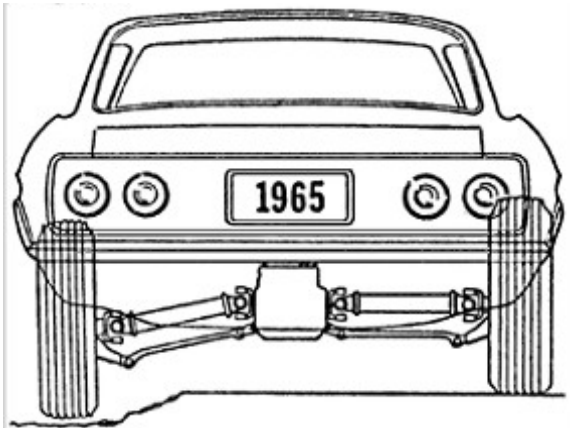
Most of you are aware that the revised rear suspension introduced in 1965 was inspired by the Corvette Stingray suspension of 1963. Although they share no parts, they are near-duplicates in terms of the general design. Both have torque arms that locate the axles front-to-rear, strut rods that locate the axles side-to-side, and double-jointed axle half-shafts that transmit power from the differential to the rear wheels.

The half-shafts also serve another function. In combination with the strut rods, they form a parallelogram that controls wheel camber and transmits side-to-side suspension loads to the differential carrier. This two-jobs-in-one aspect made for an true independent suspension design that was simple, strong and inexpensive to maintain.

The design was somewhat unique in that respect, but it was not unprecedented. Swing axle suspensions almost always used the axles as suspension components. The original Volkwagen Beetle is a familiar example. A more interesting example was the Goggomobil of Germany, a rear engine microcar.

Introduced in 1957, the Goggomobil had bare drive shafts that also acted as the suspension links, with suspension forces passing through the inboard U-joints, just like the Sting Ray and the second-series Corvair. In fact, it was much simpler: the shafts were located by nothing but trailing radius rods and vertical spring struts. The half shafts had universal joints only at the inboard ends, and thus this was a swing axle design. But with only 14 horsepower, the Goggomobil was hardly a terror on the road.

Inspired by the simplicity of the Goggomobil design, Colin Chapman of England latched on to the idea of using the rear axle half shafts as suspension links. Up to 1956, he was an advocate of the deDion suspension design first introduced in 1894 by the de Dion-Bouton company in France. But in 1957, he abandoned the de Dion system and introduced his new "Chapman strut" design, which was much lighter and therefore a better choice for the racing cars his small company was constructing at that time.



Improving upon the Goggomobil concept, Chapman adopted half-shafts with U-joints at each end so that his new suspension system would be able to provide better camber control than the swing axle setup that Goggomobil used. But he retained the Goggomobil concept of using the half-shafts to control the rear track of the suspension. This also meant that the shafts could be of fixed length, avoiding the need for sliding spline joints with their associated tendency to bind.

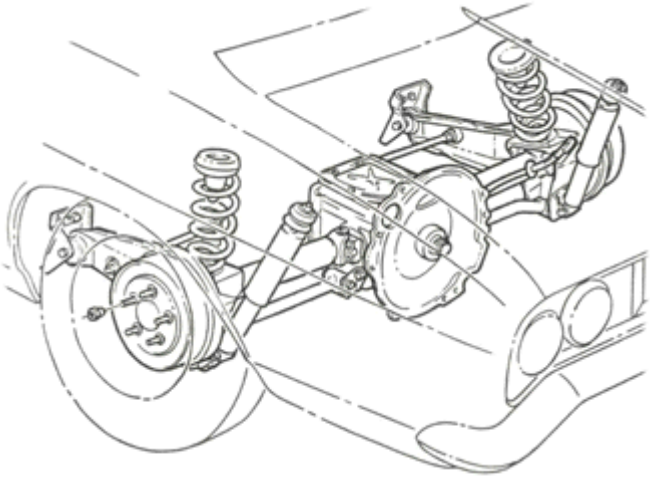
The move from a single-jointed to double jointed half-shafts required a means of locating the wheel hubs so they would not flop up and down at the outboard ends of the axle shafts. Rather than use lower strut rods (like the Sting Ray and second-series Corvair), Chapman located the rear hubs using tall vertical struts that also served as spring and shock towers, much like the MacPherson struts that are so common on modern front wheel drive cars. And so, he got another "two-for-one" bonus in simplicity.

Jaguar was another automaker that jumped on the bandwagon. The LeMans-winning Jaguar Type D employed the classic deDion rear suspension, but it was dropped in favor of a real independent setup as plans for the XKE evolved. Introduced in March, 1961, the XKE employed U-jointed half-shafts to take power from a chassis-mounted differential out to the wheels, but also used them as upper control links.

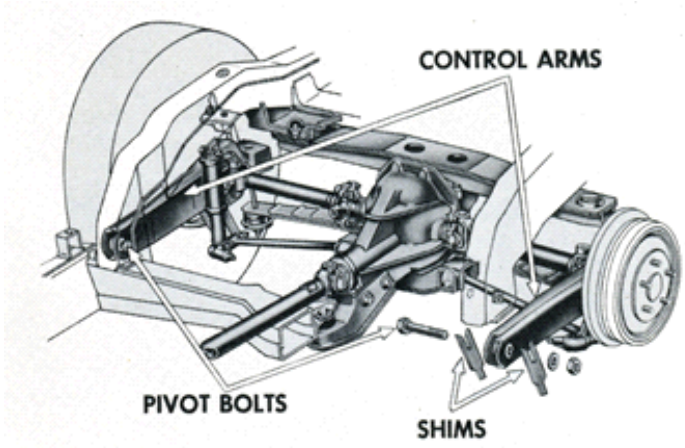
With inboard disk brakes and four individual springs, (two per wheel), it was a complicated design, but it probably inspired Chevrolet to finally include independent rear suspension among the specifications for the 1963 Sting Ray. The Sting Ray design was much simpler, of course.

Suspension design has changed quite a bit since those early days and many new cars, including the

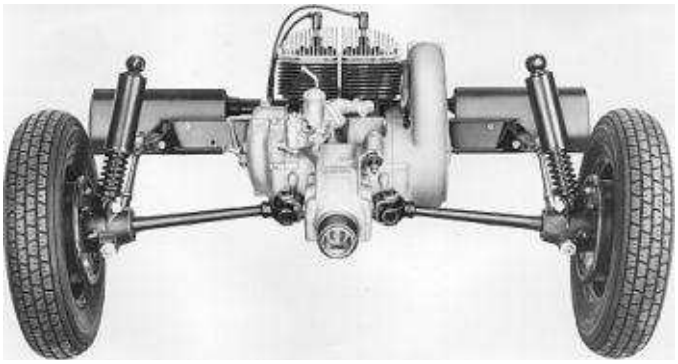
Axle Shafts as Suspension Members



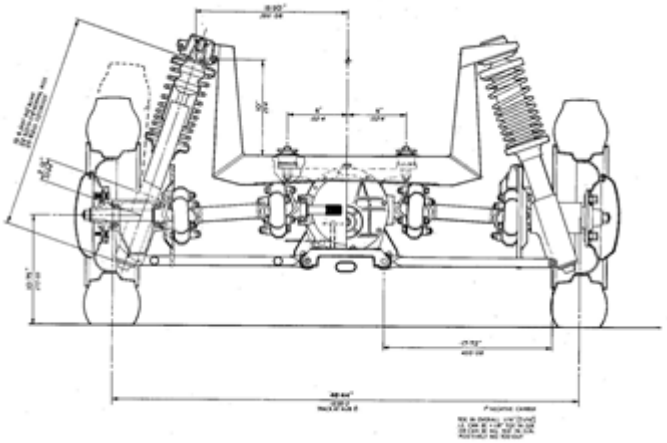
Rear suspension: Second-series Corvair. Descended from the Corvette Sting Ray of 1963.



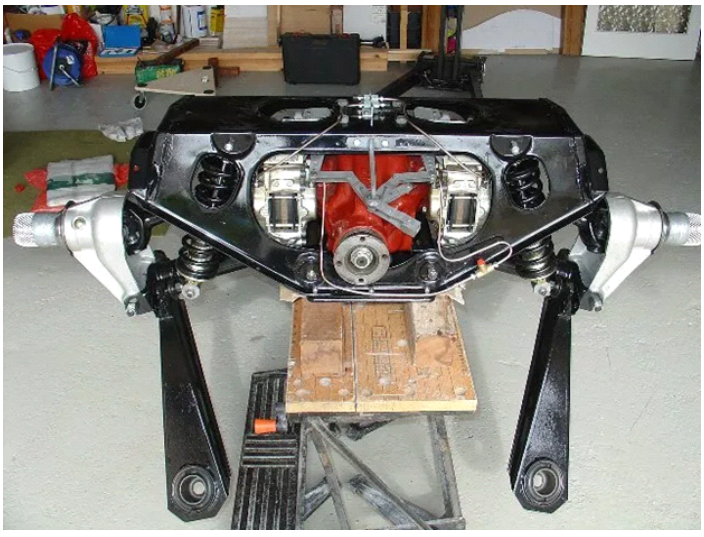
Corvette C2 / C3 (Sting Ray) rear suspension, introduced in model year 1963.

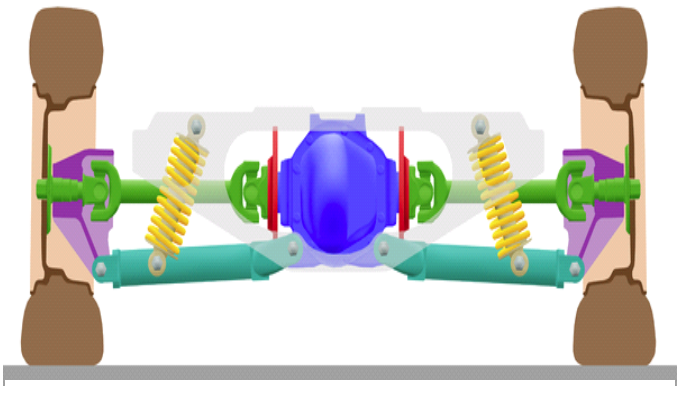


Rear suspension of the 1957 Goggomobil microcar. Simplicity itself !



Lotus"Chapman Struts" also incorporated axle shafts as suspension members.





Left and above: Suspension of Jaguar XKE, introduced in 1961, although complicated, also used axle shafts as suspension pieces.

Corvette and Jaguar Type F, feature fancy multi-link rear suspensions that no longer employ those double-duty axle shafts. But it's interesting to look back and see how engineers did their best to devise simple elegant solutions for the cars they designed.

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Who Killed the Corvair?

By James Kraus

Editor: Although the title of this article may suggest a topic that's been beaten to death over the past fifty years, we thought you would find this article interesting because it discusses the fate of the Corvair in terms of manufacturing economy, an aspect of the Corvair that is often overlooked in the popular press. You can find the original copy at a blog named, "Auto Universum, JET AGE MOTORING"

It's a standard misconception among the general public that Ralph Nader killed the Corvair, but the reality is that Ralph simply kicked a dead horse. Before examining who was actually responsible for the Corvair's demise, let's look at its gestation.

In contrast to the European automotive market, in 1950s America there was (with the exception of the Corvette and Thunderbird) but one size of car offered by domestic manufacturers: big. There was also extreme homogeneity in design; virtually all U. S. cars had a water-cooled front engine and rear-wheel drive, nearly always a V8 or inline six, and a solid rear axle.

Around the midpoint of the decade, automotive executives began to see smaller imports take ever-increasing market share until they were finally prodded to begin developing new Compact cars to battle increasingly popular imports. Among the Big Three, the Chevrolet division of GM was to take the boldest approach with their new Corvair.

Borrowing cues from many imports, the popular VW in particular, the Corvair would feature a rear engine, rear drive layout, air-cooling and independent suspension front and rear. The rear engine location allowed for better traction in inclement weather and allowed a completely flat cabin floor.

In small front-engine, rear-drive cars the engine was usually mounted as far forward as possible to maximize interior space, leaving a lopsided weight distribution detrimental to slippery road traction. Having a flat floor was a big plus as it was planned at the outset that most Corvairs, although smaller than standard-size U. S. cars, would be built and sold as six-passenger cars with wide front and rear bench seats. An air-cooled flat-six was selected as the powerplant.

While Chevrolet was developing their Corvair, rival Ford was at work laying the groundwork for their own compact, the Falcon. In contrast to the Corvair, the Falcon was created as a strictly standard U. S. design, reduced in size and built as inexpensively as possible with an all-iron pushrod inline six, rear-drive and a live rear axle on leaf springs.

The Falcon engine was brand new and designed to be built as inexpensively as possible with just four main bearings and an intake manifold cast into the cylinder head. The Corvair with its costly air-cooled Turbo-Air engine and independent suspension all around in contrast was an expensive car to build.

The Falcon engine was basically two pieces of cast iron that needed minimal machining before being bolted together, while the Corvair had a three-piece crankcase and two cylinder heads, all cast of high-priced aluminum, as well as a six individual cylinder barrels and a dozen pushrod tubes. All had to be precisely machined, assembled and gasketed together. Because they were aluminum, the cylinder heads required hardened valve guides and seats to be installed (the Falcon, in common with many U. S. cars used neither.)

Corvair	Falcon
3-Piece Aluminum Crankcase	1 Iron Cylinder Block
2 Aluminum Cylinder Heads	1 Iron Cylinder Head
6 Iron Cylinder Barrels	None
12 Pushrod Tubes	None
12 Hardened Valve Seats	None
12 Bronze Valve Guides	None
1 Forged Crankshaft	1 Cast Crankshaft
2 Single-Throat Carburetors	1 Single-Throat Carburetor

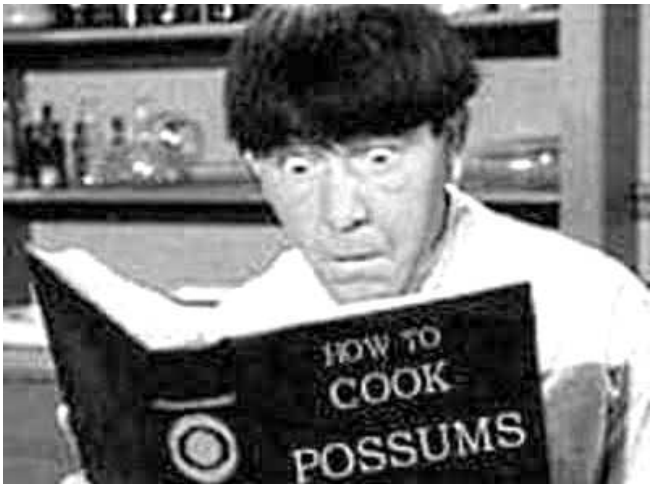
Here is a look at a basic bill of materials for the two engines:

Manufacturing an air-cooled engine is a costly undertaking. VW got away with it through economies of scale by building literally millions. From 1960 through 1967, one single engine (in various displacements and cooling fan layouts) powered every Beetle, both Ghias, the Type III, Bus and Transporter that Volkswagen built.

The Corvair (and its archrival Ford Falcon) debuted in showrooms across America in the fall of 1959. With a three-inch lower height, half-inch wider tires and steering that was lighter and 13% faster than the Falcon, the Corvair was a much sportier proposition.

Kooks Korner: Possum and Sweet Taters

This recipe was published by the Queen City Corvair Club in their Silver Anniversary Fall Affair Cookbook, way back in October 2001. How many of you have tried baked possum?



Ingredients:

1 opossum
Salt
1 quart water
4 slices bacon
Bread Stuffing
8 small sweet potatoes

Directions:

Scald opossum in lye water and scrape off the hair, taking care not to break skin. Dress whole, leaving head and tail. Rinse thoroughly. Rub inside and out with salt; let stand in cool place overnight. Place breast up in a roaster and add water. Place bacon across breast; cover roaster. Bake at 350 for 45 minutes. Fill opossum with Bread Stuffing (recipe below) moistened with juices from roaster; surround with sweet potatoes. Bake uncovered until opossum is very tender and well browned (1 hour). Allow 1/3 pound per person.

Bread Stuffing

Soak 4 slices white bread in cold water and squeeze dry. Using a fork, lightly toss with a mixture of 1 tsp salt, 1/8 tsp black pepper and 1/4 tsp poultry seasoning. Mix in 1 tsp chopped parsley and 1 tsp grated onion. Add 2 tbsp melted butter and 1 slightly beaten egg and toss lightly and thoroughly.

Nevertheless, the American pubic wasn't as interested in sport as they were in inexpensive basic transportation. In the first year of battle Falcon outsold Corvair 1. 7 to 1. For Chevrolet, who (with two exceptions) routinely outsold Ford since the 1930s, this was untenable. Once the disheartening sales figures came in, it became obvious that GM would never be able to scale up to the point that they could build the expensive compact and still enjoy a reasonable profit.

In February of 1960; less than six months after the Corvair's debut, a crash program was initiated at GM to develop a new back-to-basics Falcon-fighter; the very conventional and inexpensive to manufacture Chevy II.

A few months later, GM introduced the sportier new Corvair Monza, a coupe with bucket seats, and began promoting the more sporting virtues of Corvair. This strategy was a good one and the Monza became quite popular.

Unfortunately in September of 1961, just two years after the Corvair's splashy introduction, the Chevy II hit the showroom, promoted as a car with "Honest-to-goodness elegance matched with plenty of pep and plenty of room in a down-to-earth practical automobile. "

The broad Chevy II lineup even included a two-door Hardtop Coupe, a very popular style in the U.S. that would not be available on Corvair until the '65 models. Now Corvair faced direct competition on it's own turf.

Meanwhile another new hurdle presented itself. In addition to the cost disadvantage of the Corvair power unit, it turned out that not enough room for expansion had been designed into the engine to accommodate the public's increasing taste for power. The original Corvair was equipped with 140 and 145 cubic inch engines, while the Falcon had a comparable 144 cubic inch displacement.

Later on Falcon offered a larger 170 cubic inch option while Corvair countered with 164 cubic inches (2. 7 litres). That rather modest 17% displacement increase was lamentably as big as GM thought the engine should reliably go. As a comparison, VW's all-new air-cooled 1961 engine was eventually expanded by 33%.

Unfortunately, by 1964 Falcon was offering a yet again larger 200 cubic inch (3. 3 liter) six and a 260 V8, while Chevrolet's own Chevy II was available with a 230 cubic inch six and a 283 V8.

Corvair offered a high-output turbocharged engine option, but that upped costs further. As the only turbocharged production car in the world (the Olds Jetfire was gone by '64), the cost of the accordingly low-production TRW-sourced turbocharger unit alone was daunting.

After the body-blow administered by the Ford Falcon, the Chevy II and the engine displacement deficit hit the Corvair like a pair of well-timed left jabs. It was still standing, but staggering around the ring like a boxer waiting out the bell. Unfortunately the next round would prove fatal.

The whole U.S. automobile market was staggered by a new entry that arrived in April of 1964. Mustang shook up the entire low and mid-range segments, and Corvair in particular suffered a devastating right hook, its 1964 sales dropping 25. 4%.

Corvair sales did rally in '65, rising 15% to 247,092 units as Ford struggled to produce enough Mustangs to meet demand.

Model Year	Corvair	Chevy II	Falcon	Mustang
1960	253,268	--	435,676	--
1961	337,371	--	474,241	--
1962	336,005	326,337	396,129	--
1963	288,419	375,600	328,339	--
1964	215,300	191,691	300,770	121,538
1965	247,092	122,800	214,601	559,451
1966	109,880	172,485	182,669	607,568

Nevertheless, GM saw the handwriting on the wall and froze further development of the Corvair halfway through the model year in April of 1965, shifting the cash towards a new Mustang-fighter, the Camaro.

It was seven months later, November 30th of '65 that Unsafe At Any Speed was published. Written by a heretofore little-known attorney named Ralph Nader, the book examined the Designed-In Dangers Of The American Automobile. One of the books eight chapters investigated the unusually high incidence of single-car accidents involving Corvairs; more than one hundred lawsuits alleging instability in the Corvair had been filed across the country.

Rear engines autos, carrying the majority of their weight on the rear wheels, tend to adopt an oversteer condition when cornered beyond the tires limit of adhesion. To counter this tendency, engineers use a myriad of tools to increase the roll resistance at the front of the car thus forcing the front tires to absorb more lateral force. The most common approach is to add higher-rate springs or an anti-roll bar. Both the VW and Porsche had front anti-roll bars. The Corvair was meant to have one, but it was deleted shortly before the car entered production as a cost saving measure.

By most reports, early Corvairs could indeed get the best of an unskilled driver. Some of the most damning criticisms reiterated in Unsafe At Any Speed were in fact quoted from the automotive enthusiast press. In 1963 Denise McCluggage of Competition Press quipped that if one spied a Corvair with rear body damage it most likely occurred "while going backwards, and not in reverse gear either. " Car & Driver, while enthusing over the new 1965 Corvair and its completely revised rear suspension in the fall of '64 stated that the earlier model was "one of the nastiest-handling cars ever built. "

In a bid to increase luggage space, Chevrolet moved the spare tire from the front luggage compartment into the rear engine bay on '61 models, exacerbating the handling foibles by shifting weight distribution even further rearward.

The original Corvairs handling ills could be largely negated on '62 and '63 models by ordering the heavy-duty suspension that included the originally deleted front anti-roll bar. In 1964, Chevrolet finally made the front anti-roll bar standard equipment while also adding a supplementary rear leaf spring that de-coupled in hard cornering (shifting weight to the outside front wheel) similar to the center-mounted third coil spring on the Mercedes-Benz single low-pivot swing axle system.

For the second-generation '65 models, the swing axle rear suspension was replaced by a sophisticated new design of upper and lower transverse links with the drive shafts acting as upper links, a design shared with the Corvette Sting Ray and Jaguar E-Type. After testing the new model Road Test called the '65 Corvair "one of the sweetest handling cars we have ever tested. " Meanwhile David E. Davis of Car & Driver called the new Corvair "the most important new car of the entire crop of '65 models. "

In second-generation guise, the Corvair matured into quite a sophisticated machine with its advanced new suspension system, a 180-horsepower turbocharged engine option, an available telescoping steering column and optional fully integrated air conditioning, an option the rival Mustang

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LVCC Guys at the NJACE Parts Auction

Date: February 16. Place: Ashley's Auto Body.

The wares included some very nice hardware.

NJACE Auctioneer Tim Schwartz

LVCC Member Bob Weideman

New LVCC Member Frank Johnson

LVCC Member Larry Asheuer

LVCC Guys at the NJACE Parts Auction

LVCC Prez Dennis Stamm inspecting a Corvair

LVCC Member Tom Hambel

Mike Pietro, Mike Stone, LVCC Member Curt Stone.

LVCC Member Scott Oberholzer

LVCC Editor Al Lacki takes a selfie!

Bob Weideman made the trip in his trusty 'Vair!

Local Car Shows and Other Events

November 17, 2018 to April 28, 2019 :::: Land Yachts - Postwar American Luxury Convertibles
Location: AACA Museum, Inc., 161 Museum Drive, Hershey, PA 17033. Time: Open Daily, 9 AM to 5 PM. Price: Adults $12.50 with discounts for senior and children. Description: This exhibit showcases the beauty and the glamour of the full-size American convertibles built from the immediate post-WWII years through 1976. Phone: 717.566.7100, Fax: 717.566.7300, Email: info@AACAMuseum.org, Website: https://www.aacamuseum.org/land-yachts/

Saturday, February 23, 2019 :::: Hoods Up Weekend
Location: Boyertown Museum of Historic Vehicles, 85 S Walnut St, Boyertown, Pennsylvania 19512. Time: 9:30 AM to 4:00 PM. Price: $10 for adults, discounts for seniors and children under 15.. Come see the "insides" of your favorite PA built vehicles! A miniature steam engine demo is included. Phone: (610) 367-2090. www. http://boyertownmuseum.org/

Saturday March 2, 2019 :::: Military Vehicle Preservation Association Swap Meet
Location: Mt. Bethel Volunteer Fire Co., 2341 N Delaware Dr., Mt. Bethel, PA. Time: 9 AM to 4 PM. Vendor set-up, Friday 3/1/19 from 10 AM to 6 PM. Contact: Jim Gilmore; (570) 325-5216, jgilmore@ptd.net or visit:www.redballonline.org/swap-meet-reg.

Sunday March 3, 2019 :::: Hamburg Swap Meet & Car Corral
Location: 127 South 4th St. (rear), Hamburg, PA 19526. Time: 7 AM to 2 PM. Admission: Adults $2, Children under 12 Free. Automotive Swap Meet and Car Corral with over 100 indoor spaces and unlimited outdoor spaces. Handicap friendly, refreshments available. Held rain or shine. For vendor spaces or information call 610-823-4656. Email: Lhedgehog1@aol.com

Sunday March 31, 2019 :::: Indoor/Outdoor Antique Car and Antique Car Parts Swap Meet
Location: Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA. Indoor/Outdoor Antique car and Antique car parts swap meet. Indoor spots are 12ft x 15ft or outdoor spots the size of 4 parking spaces are only $15.00 each preregistered, 25.00 day of show. Outdoor Car Corral spaces are $10.00 each. I am sorry all of the indoor Car Corral spaces are already all sold out. $2 spectator admission for indoor swap meet, outdoor swap meet free admission. Send payment to: Paul Linkmeyer 1050 Airport Rd. #1222, West Chester, Pa. 19380 or Contact me at Plinkmeyer@yahoo.com for space availability. Phone: (610) 430-8432.

Friday, April 5, 2019 :::: Hatboro Cruiser's April First Friday Cruise Night
Location: Lowes Home Improvement Center, 425 Easton Road, Warrington PA. Time: 5 PM to 7 PM. Come on out and enjoy our First Friday Cruise Nights with some beautiful cars, trucks and bikes with some great car people. DJ, hot dogs, pizza plus additional food and beverages. T-shirts for sale. Rain date is always the second Friday of the month.

Friday & Saturday, 2019 :::: Corvair Performance Workshop
Location: Corvair Museum, 3635 US Route 36 East, Decatur, Illinois, 62521. Vendors will be based on the nearby Hawthorn Suites hotel around the corner. This year's Corvair Performance Workshop will include presentations covering the latest developments in the art of modifying Corvairs for extra performance and safety. Pre-registration is strongly suggested. Complete details and online registration available at the Performance Corvair Group website at http://www.corvair.org/chapters/pcg/

April 13, 2019 :::: PSU Berks Racing, Semi Annual Car, Truck and Motorcycle Show
Location: 2080 Tulpehocken Road, Reading, PA 19610-1016. Time: 12 PM to 3 PM. Price: $10 day of show. Free to spectators. Door Prizes for any one showing a vehicle. Trophies for "Best in Show Car","Best in Show Truck", and "Overall Best in Show". You can show up as early as you want. The time is just there to give an idea of when to show up. All proceeds go to PSU Berks SAE Baja Club! Bring whatever you want even your stock car. To pre-register, please contact Tiffany Assanowicz though email (taa5254@psu.edu) or facebook!

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 and click on "Events".

(Continued from page 6)
wouldn't offer until 1967.

The new model generated a nice 15% sales boost for 1965, but it wasn't quite enough to save the day and Chevrolet ceased budgeting for any further development of the Corvair. The top-line Corsa and the turbocharged engine disappeared for '67 and Corvair advertising was halted. Four-door models were discontinued for '68. In May of '69 production ceased.

So who killed the Corvair? It was John Q. Public; they killed it by buying Falcons, Chevy IIs, Valiants and Mustangs instead of Corvairs. As a result GM never achieved the economies of scale necessary to lower the per-unit manufacturing cost of the Corvair enough to make it economically feasible, or generate enough profit to underwrite the cost of tooling up for a more competitive larger-displacement engine.

LVCC Meeting Notes January 23, 2019

Attendance: Larry Asheuer, Allan Lacki, Larry Lewis, Scott Oberholzer, Fred Scherzer, Bob Weideman and Dick Weidner.

LVCC Reports. Vice President Fred Scherzer presided over our January meeting. Fred announced that President Dennis Stamm was still recuperating at home from his accident in the garage.

Treasurer / Secretary Dick Weidner read the minutes from our last meeting and presented the treasury report for the past period. Our checking account began with $1,615.66, received $10 in dues, spent $32.69 on newsletter expenses. The current checking account balance is $1,592.97. Those present voted to approve both reports.

Auto Mania. Larry Asheuer – our expert Corvair parts stalker- talked about his walk-through of the Auto Mania swap meet held in Allentown last week. Although he didn't mention any bargains he may have picked-up this year, he pointed out that many vendors have no appreciation for the value of Corvair parts and sometimes sell them at ridiculously-low prices.

One year, Larry bought three Corvair distributor pressure-retard units at Auto Mania for just $10 apiece. These are nearly unobtainable now because they are for turbo-Vairs only and nobody reproduces them. Larry also said one of his favorite vendors at Auto Mania is "25 Cent George" – just about everything on his table is just 25 cents! The packaging of the parts is often in sad shape, but if you know what you're looking for, there are bargains to be had!

Garage Safety. We had a back-and-forth discussion about safety in the garage. Allan Lacki recounted Dennis' story about how he burned his leg while welding a chassis for one of his hot rods. Larry recollected an incident where flying sparks melted holes in his shirt while he was grinding metal. Similar stories were told, and everyone agreed that it's necessary to don protective gear while doing heavy work like this.

Local Vendors. Scott Oberholzer and others traded information about local shops that do paint stripping and powder coating. Call Scott for further information.

Corvair Repair. Al Lacki discussed a dilemma that he encountered while rebuilding the self-canceling unit on turn signals for a '63 Corvair. The signals worked, but wouldn't self-cancel. The Corvair in question had been thoroughly restored but apparently, the craftsman left out a few of the necessary parts in the steering column and Clark's doesn't stock them anymore. (Update: Jeff Stonesifer was able to supply the missing piece and now all is well).

Auction Prices. Fred Scherzer and Larry Asheuer led a discussion on auctions held in January where Corvairs were attracted surprisingly high bids. A Yenko Stinger was sold for a whopping $200,000 at the Mecum auction, a Rampside sold for $70,000 at the Barrett auction, and a late Monza coupe sold for $37,000. Corvairs were not the only cars that attracted such serious prices. The very-first 2020 Toyota Supra – a brand new car – was bid up to $2 million – and sold for that price. Much talk ensued about bidding war psychology – a strange human phenomenon indeed!

Speaking of bidding wars, Al Lacki announced that our neighboring CORSA chapter to the east, the New Jersey Association of Corvair Enthusiasts – will be holding its annual parts auction in Flanders, NJ on February 16.

Corvair Literature. Dick Weidner passed around technical manuals published by the Tech Service Department of Chevrolet Motor Division. They contained paint codes and technical updates for all Chevrolet models including Corvairs for model years 1960 through 1967.

Miscellaneous Ramblings. As always, we also had free-ranging discussions about other automotive topics, including GM's announcement concerning the shutdown of the Lordstown assembly plant, comparisons between the new Chevy Blazer and Ford Bronco and more.

Elections. Al Lacki nominated Dennis Stamm in absentia for the office of LVCC President. (Prior to the meeting, Dennis told Al that he'd be happy to serve another term). Fred Scherzer and Dick Weidner also agreed to serve another term. No other nominations having been received, our current slate of officers was elected to another year by acclamation.