



# *the fifth wheel*

MARCH 2019

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

ESTABLISHED 1976

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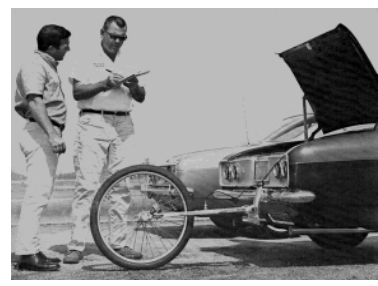
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## **Next Meeting!** Wednesday, March 27, 2019

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.

*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).

# My V8 Corvair Project by Jim Acker



*Editor's Note: This abridged article was taken from Jim Arcker's website which is loaded with photos and includes additional information about the amazing mid-engine Corvair he built. Please visit <https://www.jimsv8vair.net>*

If what you want is to put your signature on a tried and true approach, then the original Crown conversion can still be built. The big draw back for me is that Crown cars are not very comfortable due to the lack of leg room.

On the other hand, you may want to actually take on all the fabrication and engineering challenges to build a car you can say was all your own work. In my own case, I definitely wanted to create everything myself. I still ended up using the ideas of others, so I owe particular thanks to Arch Evans, Charlie Friend and a my good friend John Barnes for all their help.

I had four main criteria for my car.

1. The car had to be very reliable, comfortable and suitable for everyday driving.
2. The radiator had to be installed in a way that limited the cutting of any part of the car originally painted with body color.
3. I would not use the Corvair transaxle. For what you end up spending on a stock transaxle to get it to hold up, there are better options for a bit more money. I wanted something designed to hold up to 300+ foot pounds of torque that comes from a mildly tuned V8.
4. The engine needed to be positioned 12 inches further back than the Crown set-up to allow for the leg room I felt was needed to meet criteria #1.

I'm no great fan of body work, so I found a rust free late model coupe in Tucson and had it shipped up to Seattle. I began the process of stripping the car down to the bare essentials and selling off all the bits I didn't need. Everything I kept was put in a zip-lock bag with a label.

## Engine

In 2014 I decided to go for a completely new engine and to install a limited slip differential in my 930 transaxle. Being a glutton for punishment, I chose a Cadillac Northstar 4.6L, dual overhead cam, 32 valve, all-aluminum V8. I also decided to go for the later RWD version with variable valve timing. I have always admired that engine, though installing one into my car is much tougher than an

LS1 or other GM V8 option. The main obstacles have turned out to be after-market parts like headers and wiring harnesses, which simply don't exist.

As a starting point, I had to get the front accessories, wiring and transaxle adaptor sorted out before trying to fit the engine in the car. I made a template for the transaxle adaptor and Kennedy Engineering got it perfectly right the first time. Thanks Bret!

The wiring was a job! I ended up removing more wires than I kept due to all the body and dash harness wires I no longer needed. I found a guy to reprogram my ECM and learned that if I'd picked a two year later model, I could have used the same ECM as used on LS series motors. I could then tune it myself. I soldered over 100 pins to build the custom harness and connector plugs. I had to install a fly-by-wire accelerator out of the donor vehicle as well. Lots of wires on this car!

Headers simply don't exist, but Magnaflow makes a stainless replacement exhaust manifold that comes close. I cut the catalytic converters off and reworked them to fit the existing exhaust system.

## The Transaxle

Next, I built the subframe that supports the engine and provides structural rigidity to the flexible unibody of the stock Corvair. I went with a very simple and strong subframe

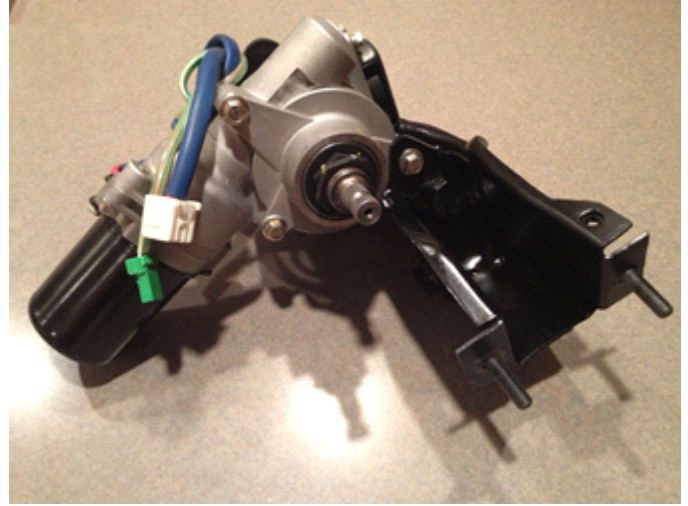




# Jim Acker's V8 Corvair - Photos



*Fresh from the bead blaster.*



*Modified front suspension includes electric P/S.*



*Cadillac Northstar 4.6 Liter V8 in rear seat area*



*Northstar V8 mated to Porsche transaxle.*



*Porsche 930 transaxle with flipped ring gear, etc.*



*Transaxle as seen from engine compartment.*

made with a cross member and two parallel rails. The cross is welded to the unibody where the floor pan, rocker panels and door pillar come together. The parallel rails are welded directly to the frame rails. The motor mounts attach to the rails and can be designed for any engine you decide to use.

This process of selecting the best option for my transaxle turned out to be complicated and is a good example of my earlier point about staying true to your original plans. I should note here that I have a 34 inch inseam and like to drive with my legs nearly straight, so my criteria may not be the same as yours. The research boils down to the fact that there are very few transaxle options that can work with a V8. There are separate tranny and rear end set-ups, but these put the engine too far forward. Given my daily driver criteria, I needed something that could reliably handle 300-500 horsepower and up to 450 foot pounds of torque.

The best option for me was the Porsche 930 transaxle. Besides being built for higher horsepower applications (this box was used successfully in numerous Porsche race cars during the 80s), the transaxle has a ring gear just shy of 9 inches in diameter and it has a very strong differential. The ring and pinion need to be flipped and all the internal tolerances set-up by a qualified Porsche specialist, which adds several thousand to the cost. You also need a clutch, flywheel and adapter kit from Kennedy Engineering to mate the transaxle to the V8.

### Rear Suspension

This is another area that has benefited from a bit of research. Initially I put medium durometer urethane bushings in the trailing arms. While these bushings are firmer than the stock set-up, they still require the use of lateral stabilizing struts to keep the arm from shifting within the deflection range of the urethane bushing and thus changing the toe-in during cornering. This just isn't a good design and the more I thought about it, the more I felt the need to improve this. The arm has to twist around the pivot point as it travels up and down. The ideal way to allow this to happen while not allowing any lateral play is to use a spherical joint. I ended up using spherical joints from Speedway motors designed for mid-size GM trailing arms. Like so many GM parts, they pressed right into the stock Corvair arms and I tacked them with my welder just to be safe. The tacks can be ground off if I need to replace them. I also drilled and tapped a grease fitting to lubricate them. Since doing mine, several others are offering these on the various Corvair message boards. The solution is elegant in its simplicity and is completely functional.

Any set-up will require fabrication to mate the half shaft to the GM U-joint on the wheel side with the Porsche CV flange on the transaxle. My local driveshaft company was able to source a u-joint flange for a Nissan that had the same 6 bolt CV flange pattern as the Porsche. Now I have a nice set of half shafts.

### Clutch & Brakes

My preference for activating the clutch was to use a hydraulic set-up, so I found a slave cylinder and fabricated a mounting bracket to hold it. I mounted the clutch master midway on the firewall and changed the arm that pulled on the stock clutch cable. The new arm is stronger and welded at a different angle to align properly with the clutch master. I also reinforced the bracket for the plastic pivot shaft bushing with a strong piece of angle stock due to the extra force needed to disengage the stronger Porsche pressure plate.

As part of the Version 2.0 project, I made a new bracket to tuck it up out of the way behind the skid plate. Unfortunately, I am stuck with the physics of the stock Corvair pedal travel, master/slave volume and pedal pressure. I can only get into first and reverse with the clutch all the way to the carpet, with very stiff pedal pressure. This is a focus area for the future!

The front brakes were sourced from a Corvair supplier and use the common GM mid-size metric calipers and a stout 1/4" steel adapter plate. A new set of stock front hard lines and braided steel flex lines were all that was needed for the front brakes.

In the rear I ended up building a custom set-up of my own using GM mid-size metric calipers with integral parking brakes and S-10 2WD rotors. I mocked-up the brackets with cardboard before making the final ones from aluminum. I also added a dual master cylinder/power brake booster and Wilwood proportioning valve. I also installed a nice Lokar floor lever for the parking brake to complete a real clean and functional system.

### Shift Linkage

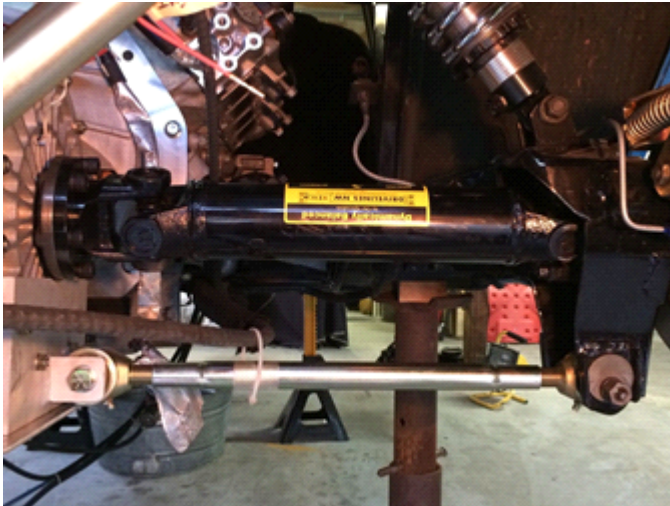
When you turn the Porsche 930 transaxle around for mid-engine use, your shift mechanism is now at the very back of the car. The problem is usually solved by cable shifters. They are expensive, so I tried to build a solid shift rod mechanism based on the Jamar shift linkage used on mid-engine VW sand rails. The Porsche has really tight gates, so it was hard to get the long mechanical linkage to have the right sensitivity for precise shifting. I decided to bite the bullet and order a cable shifter. That created another problem, requiring me to re-design my rear transaxle mounts to make room for the cable shifter cables. Like many things in a project like this, you can end up re-doing something two or three times. Fortunately, you generally end up with a simpler and more effective solution.

### Cooling System

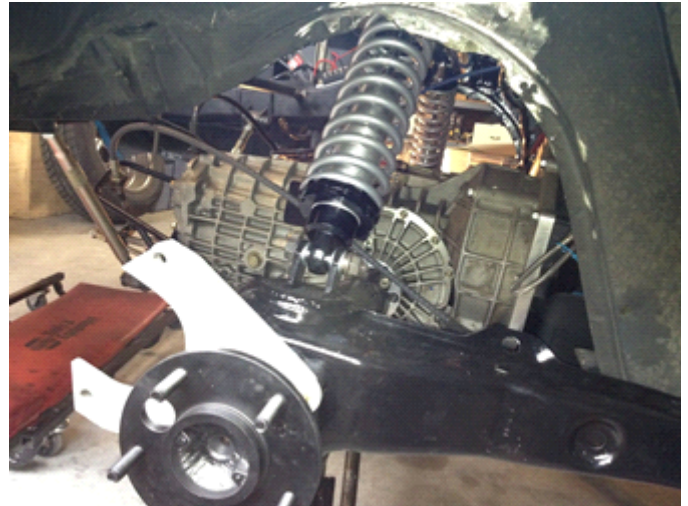
Not cutting up the front of the car was one of my original criteria, which turned out to be hard to meet. I started with a



## ***Jim Acker's V8 Corvair - Photos***



*Built rear suspension.*



*Rear suspension awaiting disc brakes.*



*Cable shifter for Porsche transaxle.*



*Transaxle with cable shifter setup.*



*Inside the trunk: Frame for radiator.*



*Radiator installed with electric fan.*

V8 Corvair specific air dam from Arch Evans. This uses all the available opening from the leading edge of the trunk bottom and provided what in theory was enough airflow to cool the radiator. Next, I cut shark gills into the wheel wells and built a simple, sealed enclosure for the radiator. Using a shroud and a 16" fan, I was ready to go.

After driving it with this configuration for the first Summer, I found that it cooled perfectly above 45 mph. The issue was in slow traffic, where it ran hot even with the fan on. The air dam provided enough opening to ram the needed air through the radiator at speed, but the hole actually restricted the fan's ability to draw enough air at slow speed.

With the V2 engine, cooling is much improved. The all aluminum block and heads really help keep the heat controlled, but I also decided to scrap the spoiler and open up the front intake to the full width of my radiator box. It looks cleaner, works better and I don't grind fiberglass on my driveway anymore.

### Engine Cover and Truck

Although a lot of folks advise leaving the engine uncovered, it was important to me to completely cover it up. I want to reduce the noise and give the car more of a sleeper look. After deciding how I wanted to do the cover, I took it to a local automotive sheet metal guy to build it. I am really pleased with the way it turned out! The design allows the engine to be serviced by removing panels for access. The entire firewall is removable and all of it is held in place with 1/4 turn Dzus fasteners. The final touch was a carpet cover with thermal insulation sewn into the back side. This cover looks great, holds down heat and is significantly quieter.

If I were to do it again, I might seriously consider using wood with heat shielding on the inside. While it would be heavier than aluminum, it would also dissipate heat and sound very effectively.

Another future consideration is to extend the flat bottom of the Corvair past the cross member, under the engine and back as far as my transaxle. The disrupted flow under the car creates a high-pressure area under the engine cover, which this panel would correct. I'll take a swing at this in the future.

### Interior

Now time for the interior to come together, so I installed carpeting, headliner, door panels and seats. I also put in electric rear windows since my engine cover prevents manually operating them. The fuzzies, windows and rear glass also went in to get the car looking pretty much ready. The last piece in the interior was to modify the Corsa dash to accept Autometer electronic gauges.

After some years in this form, I recently added power front

windows and to build a custom console. I made the console out of sheet metal. I will likely redo it and will use wood. Much easier to work with and its all covered in upholstery anyway! I also had a custom carpet installed which makes a huge improvement! I never installed a Clark's carpet where I got all the wrinkles out. This new carpet is so tight, following all the corners and humps with no wrinkles. It really makes a big difference you can't see in the pictures. The hole in the passenger side is for the air conditioning evaporator drain when I get the air conditioning installed this Winter.

I also put a sub-woofer enclosure behind the passenger seat and installed custom kick panels with separate midrange and tweeter. Sounds great when the engine isn't running :-)

### Current State

I sold the car in November of 2016 to a great guy who lives only a few hours away. He is a gear head and will not only take good care of the car, but I expect it to get better with his own ideas. I'll keep the site up and going unless and until he wants to take it over.

I hope you enjoy the site. Here you can see my journey to build a V8 Corvair and the many changes I have made over the years I had the car on the road. Every Summer I drove it and every Winter I tore it apart to add some new refinement. I've come to realize I enjoy building cars more than driving them!

## **Studebaker Scholarships for Corvair Kids**

The Studebaker National Foundation has scholarship \$ available, \$1,500 for each semester, trimester or quarter, upon successful completion of each, for college students studying a field related to automobile preservation or restoration. Contact Studebaker National Foundation treasurer Brian Millette, 41633 N. Emerald Lake Drive, Anthem, Arizona 85086, abmillette@cox.net or phone 602-300-5313.

The student must have a sponsor who is a member of the Studebaker Driver's Club or Avanti Owners Association International. I am a member of both and would be willing to sponsor any NJACE or LVCC or NJ Region AACA member or member's child.

Ron Peles ronaldpeleslaw@gmail.com  
P 908-479-1777 F 844-270-7944





## **Remembering Kathy Lopez from Our Editor**

Dear Members and Friends of the Lehigh Valley Corvair Club,

Our friend Jerry Lopez asked me to share this information with all of you. On February 15, 2019, his wife Mertie Kathleen Lopez passed away after a long illness. Services were held Saturday, February 23 at 4 PM at Beth Shiloh Presbyterian Church, 1184 N. Shiloh Road, York SC. Please keep Kathy and Jerry in your thoughts and prayers.

Kathy and Jerry were among the founding members of the Lehigh Valley Corvair Club in 1976 and Jerry was our club president for several years. They had been married since 1957 and shared their enthusiasm for Corvairs over the decades.

They owned a number of mint-condition Corvairs which they drove to events throughout the region. In addition, they participated in various competition events including the Northeast Corvair Council Time Trials at Lime Rock and CORSA Convention autocross events during the 1980s. Kathy's lap times are part of CORSA's historical records.

Kathy and Jerry remained active in the Lehigh Valley Corvair Club until they moved to the Carolinas some years ago. There, they joined the Queen City Corvair Club of Charlotte, North Carolina where Jerry remains active. I'm sure Jerry would appreciate hearing from you. Here is his contact information:

Mr. Gerald Lopez, 801 Musgrove St. Unit 106, Clinton, SC 29325, glop1939@gmail.com (864) 547-1015



*Kathy & Jerry at Lime Rock in younger days.  
Photo courtesy of Dick Weidner.*

## **LVCC Meeting Notes February 27, 2019**

**Attendance:** Allan Lacki, Ed Prescott, Fred Scherzer, Dennis Stamm, Colin Vozeh (Guest), Bob Weideman, Dick Weidner.

President Dennis Stamm was back with us tonight and presided over our meeting. Dick Weidner presented the minutes and treasury report, which were approved by acclamation of those in attendance. As of the end of January, we had \$1,647.55 in the club's bank account. The club received no correspondence from other parties.

**We Had a Guest!** We welcomed Colin Vozeh, a guest who recently moved from New Jersey to Bangor, PA. Colin's father was a Corvair guy since the 1960s and had a preference for '64 convertibles. His first one was a Monza

convertible equipped with Powerglide and factory air conditioning. Then, he traded it for a '64 Spyder. The Spyder is now in Colin's garage.

It appears to be in very nice condition - Colin passed around his smart phone to show photos of it - but it hasn't run in quite some time. Colin said he's no stranger to working on mechanical things, so naturally, the folks in attendance at the meeting barraged Colin with lots of advice for getting it back on the road.

Fred Scherzer recommended a compression test and leak-down test before doing anything else. The results of these two tests will prove whether or not the engine is fundamentally sound. Too many simply assume that, because the engine is old, it needs a complete rebuild, but often, that's not the case at all.

Dennis Stamm suggested that, after those basic tests, Colin should remove the distributor and use a large screwdriver

blade attached to an electric drill to prime the engine's oil system. This will pre-lubricate the bearings to prevent scuffing. He also pointed out that, if the turbo is suspect, it can be replaced with a pair of stock Rochester HV carbs as a stop-gap. The side-draft Carter carburetors on turbo-Vairs are notoriously picky.

Dick Weidner noted that, when starting the engine for the first time, it's likely to make a rukus until the hydraulic lifters pump up. Let it run for a while until it settles down.

Additional suggestions were coming from all directions. Aside from those equipped with 80 – 95 horsepower engines, Corvairs run best on high-test gasoline – it's required on Spyderys especially.

Corvair spark plugs should be removed when the engine is cold and when they are installed, they should be threaded in by hand for the first few turns, all to avoid bugging up the threads in the aluminum cylinder heads. When replacing plugs, there's no need to hunt for the old A/C Delco 42-46 FFs. NGK plugs work fine and are widely available.

We hope we did not overwhelm Colin with all this information!

**Show & Tell:** This month, we passed around lots of Corvair literature. As usual, Dick Weidner brought in several items from his vast collection, including a copy of the Corvair "Parts and Accessories Catalog" for 1960, a "Corvair General" specifications manual for 1962, and an AMA Specifications book for 1964 Corvair cars and trucks. They are filled with serial numbers, part numbers, option codes and illustrations.

Al Lacki passed around vintage catalogs from old-time Corvair performance parts manufacturers, including IECO (pronounced "eye-co"), Otto Parts, Corvair Enterprises, Hot Air Enterprises and Solar Automotive. These companies went out of business many years ago, but many of their of-

ferings are still available from Clarks Corvair Parts and other vendors. For example, when Otto Parts went out of business, Clarks bought out their inventory and added it to their own catalog. Similarly, many of the parts sold through the IECO catalog are still available, including their famous Corvair "exhaust extractor" kits.

**Corvairs and the Law:** Bob Weideman initiated a discussion about Pennsylvania license plates - a matter of importance to Bob because he has his Corvair registered as a daily driver. Until last year, the Commonwealth of Pennsylvania issued a sticker upon payment of the annual registration fee. The sticker indicated the year for which the car was registered. The owner of the car was required to affix the sticker to the lower left hand corner of his license plate.

This requirement has been eliminated, but some folks did not remove the stickers from their plates, and so to the uninitiated, it appears the car's registration has expired. Pennsylvania police know enough to ignore this – they can determine whether or not a car's registration is up-to-date by scanning the plate remotely.

But police in other states are not necessarily cognizant of Pennsylvania's new system. And so, if you drive your car in another state, you may be pulled over for having an "expired" registration.

**Activities:** Dennis Stamm suggested that we participate in one of the weekly cruises held outdoors in the parking lot at the Classic Auto Mall off Route 10 in Morgantown. This a world class consignment house with indoor showroom space for up to 1,000 collectable and special interest vehicles offered for sale. In addition to the cars being offered for sale, the mall houses one of the finest barn find collections in the world with over 400 vehicles on display. Dennis and Al Lacki said they have been there and were impressed with the cars on exhibit. This, of course, is in addition to the cars that show up for cruises there.

## 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.



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

### ***Sunday March 31, 2019 :::: Indoor/Outdoor Swap Meet at Classic Auto Mall***

Location: Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA. Time: All day. Admission: \$2 for indoor swap meet. Free admission for outdoor swap meet. Indoor car corral spaces are sold out. Indoor vendor spots are 12ft x 15ft are only \$15.00 each preregistered, 25.00 day of show. Outdoor car corral spaces are \$10.00 each. Phone: (610) 430-8432. Contact Paul Linkmeyer for space availability. plinkmeyer@yahoo.com

### ***Friday & Saturday, April 5 & 6, 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/>

### ***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.

### ***Tuesday April 9, 2019 :::: Cruise Night with DJ Johnny K***

Location: Coventry Parlor at Laurel Locks, 653 Laurelwood Rd, Pottstown, Pennsylvania 19465. Time: 5 PM to 9 PM. Enjoy a warm, relaxing night in the field listening to DJ Johnny play the hits of yester year. Come for dinner and take a walk around the field to check out all the beautiful cars.

### ***Saturday April 13, 2019 :::: Pottstown Cars and Coffee***

Location: Coventry Parlor at Laurel Locks, 653 Laurelwood Rd, Pottstown, Pennsylvania 19465. Time: 8 AM to Noon. Some of the finest cars in the area come together in the field for coffee, delicious breakfast and conversation.

### ***Saturday April 13, 2019 :::: Eastwood Spring Swap Meet***

Location: Eastwood Company, 263 Shoemaker Road, Pottstown, PA. Time: 8 AM to 2 PM. Swap meet & car corral. Admission is free. Vending spaces are 10'x20'. If you purchase before the event, they are \$20 a space. On the day of the event, they will be \$25 a space. To reserve your space contact Matt Murray at (610) 705-6299 or [mmurray@eastwood.com](mailto:mmurray@eastwood.com).

### ***Saturday April 13, 2019 :::: PSU Berks Racing, Car, Truck and Motorcycle Show***

Location: 2080 Tulpehocken Road, Reading, PA 19610-1016. Time: 12 PM to 3 PM. Admission for spectators: Free. Admission per show vehicle: \$10 day of show. -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-registration please contact Tiffany Assanowicz through email ([taa5254@psu.edu](mailto:taa5254@psu.edu)) or Facebook.

### ***April 24 to April 28 :::: Spring Carlisle Swap Meet***

Location: Carlisle Events, 1000 Bryn Mawr Road, Carlisle, PA 17013. Admission: Adult Admission: Daily Wed.- Sat. \$12 / Sun \$7 / Event Pass \$35 Kids 12 and Under free. Our 150 acre Facility in Carlisle, Pennsylvania plays host to 100,000 collector and classic automotive enthusiast from all over the world. Items for sale include rmanufactured and used parts, vintage collectibles, advertising, gas and oil and a variety of hidden, high valued hard to find treasures. Phone: (717) - 243 - 7855. Email: [info@CarlisleEvents.com](mailto:info@CarlisleEvents.com)

### ***Saturday May 4 2019 :::: 45th Annual Antique and Classic Car Parts Flea Market***

Location: Leesport Farmers Market Grounds, 312 Gernants Church Road, Leesport, PA 19533. Time: 7 AM to 2 PM. Free admission. All makes antique and classic car parts, general antiques and collectibles, and cars offered for sale. There are over 200 spaces available with most under roof and with tables. All spaces are assigned, approx. 10' x 20' and are just \$15 each when paid in advance, and \$20 day of event. Phone: (610) 926-3061. Email: [hawkmtv8@aol.com](mailto:hawkmtv8@aol.com).

## ***LVCC Classified Ads. Buy and Sell!***

**For Sale:** As you may know I am executor for the estate of Don Smieszek, in Bordentown, NJ. There are 3 cars that have to go in the next few weeks: 1 convertible and 2 coupes. They are rough but have usable parts on them. They will go with any reasonable offer ( very cheap ). There is also a good number of doors and lids, rims.

- 1969 convert #4391. LeMans blue, 4 speed transaxlet, clock, bumper guards, tinted glass, no roof or floor.
- 1969 coupe #5967 (last days of production). Glacier blue, 95/ pg, LF fender and door hit , complete, very rusty.
- 1969 coupe #3802. Glacier blue, 95/ pg, tinted glass, drivers door cut around lock, complete, very rusty.

Cars can be seen by appointment, ( email or call). Looking for less than scrap prices, will help load car on trailer. There is also a dozen or more doors, a dozen hoods and lids, wheels, have to go by end of month. Contact: Glenn Greenwood, (856) 829-2911, greenwoodelectric@verizon.net

**Go Electronic** Still getting black & white copies of The Fifth Wheel in your US Postal mail box? Give us your email address and we'll send it to you electronically. It will save photocopy and postage costs for us and help you protect the environment. And besides, the email version is in living color and it's beautiful!



## ***We Meet Here! LANta Community Center***

***Next Meeting: March 27, 2019 at 7:30 PM***



Lehigh and Northampton  
Transportation Authority  
(LANta) Headquarters

Community Center Meet-  
ing Room, 2nd Floor

1060 Lehigh Street  
Allentown , PA 18103

**We Meet Here!**  
(Entrance to LANTA)

## ***LVCC Officers***

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