



the fifth wheel

APRIL 2019

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Inside this issue

Next LVCC Meeting:
Wednesday 4/24/2019 1

Corvair Performance
Workshop 2

Durant Auto Assembly
Plant in Elizabeth, NJ 4

LVCC Meeting Notes
March 27, 2019 7

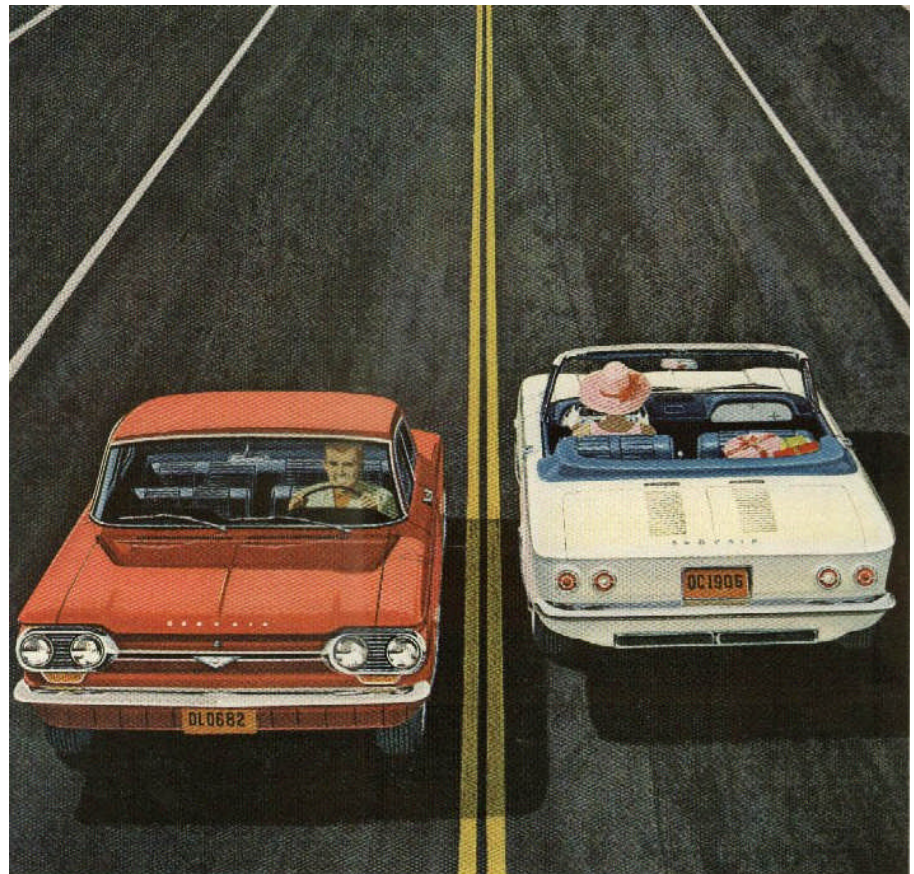
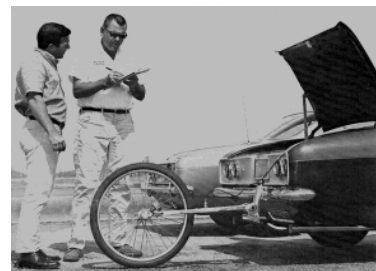
Gas Tank Repair
by Roy Lambrecht 7

Gas Tank Repair
by Darryl D. Hall 7

Local Car Shows &
Other Events 8

For Sale: NOS Wheel
Covers 10

LVCC Officer
Contact Information 10



Next Meeting! Wednesday, April 24, 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.

Corvair Performance Workshop

by Al Lacki

Here is a report on the 2019 Corvair Performance Workshop! It was a two-day event on April 5 & 6 in Decatur, Illinois.

This was an event that nearly didn't happen. But CORSA/CPF President Mike Hall quickly stepped up by offering the Corvair Museum, soon followed by Mark Allen, who offered space in his Speed Lube Complete Auto Care Center, just a few minutes away. And as word circulated over the internet, a cast of Corvair experts stepped forward to talk to the assembled crowd. When registration opened up, reservations for seats were filled and we were assured of a capacity crowd.

On the first day of the workshop, we visited Mark Allen's shop which was cleared-out to make way for his collection of late-series Corvairs. Among them were several V8 and V6 Crown conversions as well as a near-stock turbo Corsa. Three of them, including the turbo, were equipped with electric power steering and another was equipped with rack-and-pinion steering.

After an introduction by V8 Registry President John Lanning, Bob Depalo told the assembled crowd how he installed the EPS units in each of the cars. He said the units come in a kit offered by EPAS Performance of Sarasota. The kits were originally aimed at the street rod crowd, but they can be adapted to Corvairs by installing them either under the instrument panel or in front of the firewall. We were able to inspect both kinds of installations on Mark's cars.

In addition to the fully-assembled Corvairs on exhibit, Mark also a tube-frame chassis on display which, at some point in the future, will be adorned with a Corvair convertible body that's already in the works. As mentioned above, the other V8 and V6 Corvairs in his collection are Crown-conversions, but this one makes use of late-series Corvette front & rear suspension pieces which will completely modernize the mechanical underpinnings of this unique creation.

Pizza by the box-full was on-hand for everybody to munch throughout the afternoon. Then, after the end of the session at Mark's, a number of the attendees dropped by the Hickory River Smokehouse for dinner. The day ended with bench racing back at the host hotel. Folks from the V8 Registry brought in a couple of cases of beer and plenty of snacks and that kept the discussion going for several hours.

The next morning, the venue shifted to the Corvair Museum. Early birds chipped in by rearranging tables and chairs and setting up audio-visual equipment, including a laptop computer and a huge projector screen.

Registration began around 9 AM and Ken Hand led off with an in-car video showing hot laps around the Autobahn Country Club racing track, which will be the site of time trials sponsored by the Northeast Corvair Council (a.k.a. NECC Motorsports) during CORSA Convention week. Allan Lacki talked-up Ken's video by giving a quick speech about NECC's track day schedule for 2019.

After the track video, Dale Smiley described how he installed a complete package of Dakota Digital instruments in his '67 Corvair. The folks at Dakota Digital provided technical advice and prepared a custom gage set specifically for the standard three-hole instrument panel in Dale's Corvair. Plenty of photos were shown on the big screen so everybody could follow along.

Next up was famed Pratt & Miller engineer Frank Parker, who phoned-in a presentation about the high-tech turbo engine he built for his own Corvair Corsa. Frank's voice was heard by all through Brian Nicholson's PA system, and while Frank did the talking over the phone, Ken Hand flipped through Frank's photo slides which Ken picked-up from Frank about a week before. Frank's engine is remarkable for a number of reasons. It's intercooled, turbocharged, and fuel injected with all the latest electronic engine management technology.

Renown Corvair historian James Rice gave a retrospective on Corvairs equipped with not two, not four, but six (!) Rochester HV carbs. He talked about his quest to find out who was the first person to do it and this included research into manufacturers of manifolds to install them. James noted that hot rodders began to modify Corvairs almost as soon as they came out in 1959 and at least two engine builders did six-carb installations in the 1961-62 period.

The overarching theme of James' presentation was the fact that Corvair enthusiasts have been doing everything and anything to eke out additional performance from their rear-engine wonders from the very beginning. This has always been part of Corvair culture.

After a buffet-style lunch consisting of shredded Italian beef sandwiches with all the fixin's, Seth Emerson talked about his progress in developing performance ignition systems and racing steering columns for Corvairs.

His new ignition system, which is fully electronic, is intended for track applications and provides an integrated solution from battery to spark plugs. Among its features is a

Performance Workshop - Photos



Mark Allen's tube-frame / mid-engine setup.



Bob Depalo & John Lanning talk power steering.



EPAS Performance electric power steering unit.



Mark Corbin talks Powerglide floor shift conversion



Vending included a set of 4-lug Hands wheels.



Strolling through the Corvair Museum.

new magnetic pulse distributor and an Intellitronix DL-150 ignition box that incorporates outstanding performance characteristics along with self-protection circuitry. This system is intended for super high-performance applications, not street machines. Clarks Corvair and California Corvairs continues to sell the electronic distributor that Seth developed for street cars several years ago.

Seth also talked about a system of collapsible column components he developed for racing and street Corvairs. It includes parts for installing a collapsible column in 1960-66 model-year Corvairs plus adapters for a wide range of aftermarket steering wheels, with and without quick release mechanisms. Seth used PowerPoint slides and samples of his products to pique the interest of the audience.

Ken Hand did a presentation on Corvair hydraulic lifters. Ken had samples of original stock Corvair lifters, various aftermarket lifters, and proprietary lifters that he sells as part of his own Handy Car Care business. Among other things, he described how lifters work and the flow characteristics of check valve balls and discs that distinguish street lifters from racing lifters.

At this point, Mark Corbin set the stage by talking about three topics: (1) kits for installing Powerglide floor shifters, (2) improving aftermarket oil filter adapters, and (3) installing oil temperature sending units. Clarks Corvair Parts is now selling Mark's floor shifter kit through its catalog and they can be installed in any Corvair passenger car, from 1960 to 1969. Aside from looking cool, the floor shifter makes it easy to install a Spyder or Corsa instrument panel in Powerglide-equipped Corvairs.

After the mid-afternoon break, the final two sessions were delivered. Like Frank Parker, Stan East phoned-in his presentation with Ken Hand at the computer, controlling the slides. Stan gave a thorough review of "hardcore racing literature" including books, pamphlets and magazine articles. Naturally, some of the items reviewed by Stan were written about Corvairs in particular, but many others are aimed at race car builders in general. They included technical articles about cylinder head gas flow, suspension design, chassis design and related topics which, taken together, would provide enough information to build a racing machine from scratch.

Finally, Allan Lacki delivered the last presentation of the day. It concerned safety harnesses for road & track. By the time we got done, it was past 5 PM.

Since then, several photos and some of the PowerPoint presentations have been posted on the Performance Corvair Group website at <http://www.corvair.org/chapters/pcg/>. We're hoping to add more as they become available.

Durant Auto Assembly Plant in Elizabeth, NJ

Editor's Note: Aside from references to General Motors, the following article has absolutely nothing to do with Corvairs. But for those of you who are interested in the history of the auto industry, perhaps this will provide some entertainment!

Over the years, General Motors and Ford have had several assembly plants in New Jersey. Linden, Mahwah, Metuchen, South Kearny and Edgewater come to mind. But did you know there was another major car assembly plant located in Jersey? It was the Durant factory located on Newark Avenue in Elizabeth.

William C. Durant was a man of high ambition and had no fear of taking big risks. He created General Motors Corporation, but after overextending GM's finances not once but twice, was kicked by the GM board of directors for good in 1921.

But Billy Durant was not about to exit the car business. Not yet. He was well connected on Wall Street and was able to raise enough capital to start another big car company with the intention of rivaling GM and Ford. And this time, he put his name on the door. Durant Motors was established in 1921 immediately after his final exit from GM.

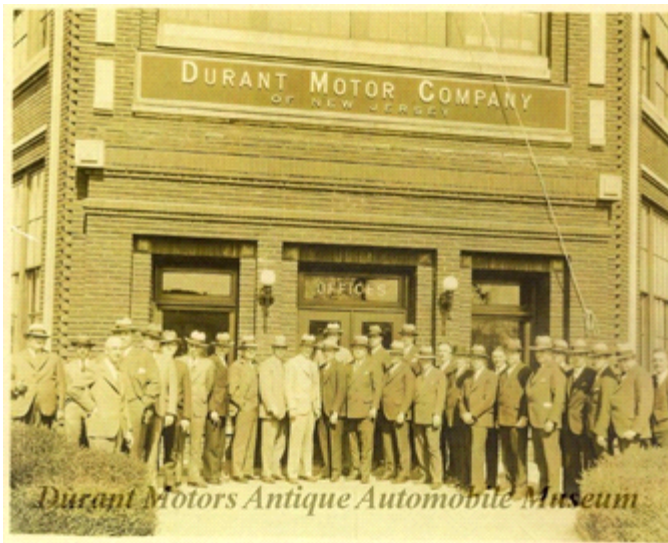
Billy Durant wanted his new company to be a full-line producer of cars and trucks and, among other things, fielded the Durant, Star, Flint, Locomobile, Rugby and Mason brands which were designed to compete with Buick, Oldsmobile, Oakland, and Chevrolet. By the end of 1921, he had assembly plants across the country including Lansing, Michigan; Oakland, California; Long Island City, New York; Muncie, Indiana; Leaside, Canada and yes, Elizabeth, New Jersey.

The Elizabeth factory was originally built in 1917 by Duesenberg Motors, which was awarded large U.S. government contracts to build Liberty V-12 aircraft engines for the Army and Navy in World War I. Although Duesenberg is remembered as an Indiana firm, brothers Frederick and Augustus Duesenberg were actually living in Elizabeth at that time and, in fact, resided just two blocks from the new factory.

When the war ended, the government contracts were terminated, so the Duesenberg brothers sold the factory to John North Willys, another pioneer in the car business. Willys-Overland was a successful company during the teens. But the 1920 recession hit Willys-Overland hard and the company desperately needed to update its cars and economize. Willys hired Walter P. Chrysler, who was widely known in the industry as a production expert, to straighten-out operations at Elizabeth. But by November 22, 1922, Willys found it necessary to divest itself of the plant.



Durant assembly factory in Elizabeth circa 1924.



Durant Motors Staff posing at the Elizabeth plant.



1930 Durant 4-door sedan.



William C. Durant at his desk.



1927 Star 3-window coupe.



Remains, just before 2013 demolition.

Chrysler, in the meantime, began working on a car of his own design with the able assistance of Frederick Zeder, Owen Skelton, and Carl Breer, who had just resigned from Studebaker. Recognizing this as an opportunity to procure a manufacturing plant for his own car, he submitted a bid for the Elizabeth plant, but was outbid by Durant, who had the same idea. Durant bought the plant for \$5.2 million and Chrysler moved on to Michigan.

As a side-note, Chrysler quit his lucrative executive position at Buick, GM's top money-making subsidiary, just a few years before getting involved with Willys because of constant meddling by Durant, who was his boss at that time. Nevertheless, they remained friends on a social level, likely because Durant spiced up Chrysler's compensation package with GM stock that took off like a rocket while Chrysler was still employed there. GM stock made Chrysler a very rich man.

Getting back to Elizabeth – Durant expanded the plant from its original 500,000 square feet to 2 million square feet. It was nearly a quarter mile long and covered 40 acres. Over the next seven years, it produced various models of Durant automobiles, mostly Durants and Stars.

To a large extent, these were "assembled" cars, made of components manufactured by other suppliers. For example, most if not all of their engines were made by Continental. It seems a bit hard to believe that this kind of arrangement could be economical, but the Durant Star sold for nearly the same money as Model T Fords in its day.

"It made sense to build cars here because all the elements were local," said Ken Ward, a trustee and vice president of Elizabeth's Historical Society. "It was next to a railroad, port. Everything's there; it was a fantastic location from an industrial standpoint."

Meanwhile, William Durant dabbled in the stock market, riding its highs and lows, and at one time during the 1920s, was reputed to have amassed a fortune of \$100 million for himself. But unlike the executives at Ford, Chrysler and GM, Durant wasn't particularly interested in improving assembly line efficiency and so, as the decade wore on, Durant cars became less competitive in terms of pricing.

Although successful at first, sales began to drop. Unable to make a profit any more, production ceased at Elizabeth some time in 1929. Along with other assets, the plant in Elizabeth was sold in 1933, at which time Billy Durant quit the car business for good.

Durant had the good sense to get out of the stock market before the big 1929 crash, but dove back in a few months later, thinking the market had bottomed out. He was wrong. By the mid-1930s, he was flat broke and died nearly penniless in 1947 at the age of 85.

Meanwhile, the big factory on Newark Avenue was repurposed in the 1930s, first by Big Bear Food, a huge supermarket that, by all descriptions, was akin to today's B.J.s or Sam's Club markets. Later, it was occupied by Burry Biscuit, makers of Burry's cookies which were not only sold under their own label, but also as Girl Scout Cookies. Residents in the neighborhood recall the sweet smell of cookies baking day and night.

Burry's occupied the facility for 40 years, finally closing in 2006. From there, some of the huge interior space was leased for warehousing, like so many old factories in the northeastern part of New Jersey.

On December 22, 2011 part of the plant caught fire, quickly spreading to the old structure and the plant was damaged beyond repair. It was torn down in 2013, a few years shy of its 100th birthday.

Today, the property remains a brownfield site. Durant Street, a little side street abutting Newark Avenue, serves as a reminder of the site's history. But during its day, it was a place where giants of the auto industry crossed paths.

Sources:

William C. Durant. https://en.wikipedia.org/wiki/William_C._Durant

Durant Motors Automobile Club Website. <http://www.dmacweb.com/museum/museum/vex1/toc.htm>

Durant Motors Automobile Club - History. <http://dmacweb.com/Terry/basics/history.shtml>

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Hemmings News. Demolition crews tear down New Jersey factory where Chrysler's first automobile was conceived. Daniel Strohl on Nov 4th, 2013 <https://www.hemmings.com/blog/2013/11/04/factory-where-chrysler-automobile-was-conceived-raised-in-new-jersey/>

Elizabeth Fire Claims a Storied Building. Posted Dec 25, 2011. https://www.nj.com/news/2011/12/elizabeth_fire_claims_a_storie.html

Chrysler. The Life and Times of an Automotive Genius, by Vincent Curcio. Oxford University Press, 2000.

LVCC Meeting Notes ***March 27, 2019***

Attendance: Dennis Stamm, Fred Scherzer, Jerry Moyer, Rich Greene, Randy Kohler, Larry Asheur, Larry Lewis, Ed Prescott, Scott Oberholtzer and Dick Weidner.

Financial Report: Checking account balance from January, \$1649.55. Receipts \$42.90. Expenditures \$22.09. Balance at end of February: \$1,670.36.

Discussion: Larry Asheur brought in Corvair sales brochures from Mallory, Offenhauser, and Hanks Speed Shop of Berwyn Pa. He also brought in aluminum weld-on adapters to convert an early head to two carburetors and adapters to mount single chrome air cleaners to Corvair carburetors.

Randy Kohler mentioned that Ray Deutch is selling a 1966 Corvair sedan. It is located in Copley, PA. Randy also discussed how the recent infusion of Lantern Flies has affected his business.

Rich Greene stated that he had retired and now was in training to volunteer at America on Wheels Museum in Allentown. Rich also discussed declining car show attendance and the need to get younger people interested in old cars.

Dick Weidner brought in several Chevy Fingertip Facts and accessories books.

Gas Tank Repair, by Roy Lambrecht

Got a leak at the bottom of your tank? Here's an easy fix. Take a sheet metal screw with a flat head. Get some gasket material like that used between the transmission and differential case. Cut a circle slightly larger than the screw head and install it on the screw as a washer. Start the screw straight at the leaking pinhole so that the head will be flat against the tank surface for a good seal. Spray a little undercoating on the area and its fixed. I always carry this fix

in my toolbox when I travel. Source: March 2002 CORSA Communique.

Gas Tank Repair, by Darryl D. Hall

In response to the Tech Brief "Gas Tank Repair" by Roy Lambrecht in the March 2002 Communique, I would like to make a comment or two. His tip could sure save someone's day and get you back home. We owe Roy our thanks for the tip. While this is a good emergency fix that will probably last a year or more, I think the point should be made that this is only a temporary fix.

The leak would have most likely occurred because the gas tank is rusting through from the inside. This means that the deterioration will continue and eventually fail again, possibly in another location as well. The tank should be replaced or at least be de-rusted, inspected for soundness, and coated inside with a good gas tank sealer as soon as possible.

Corvairs have the gas tank in the front and the engine in the rear. While driving, a moderate leak can splash onto the exhaust system and cause a nasty fire. Vapor can also enter the passenger compartment through the heater ducts. Also, a badly rusted gas tank is more prone to rupture in a collision. Either way we sure don't want to lose another one of our beautiful Corvairs or Corvair owners.

For those who insist on this temporary fix, I suggest a trip to any good hardware store or plumbing supply store to purchase an assortment of "boiler plugs". They are made in several sizes and already have a flanged, slotted hex head and a heavy heat-resistant fiber washer under the head that makes for a good seal.

The flange provides a larger sealing surface than a sheet metal screw. They come in several sizes and the screws are made of high strength hardened steel. The screw is usually plated with molybdenum to provide corrosion resistance and lubricity for ease of installation when used in heavy plate steel. They have been used to repair leaky boilers and water heaters for more than a century. Source: June 2002 CORSA Communique.

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.



Local Car Shows

Saturday April 20, 2019 :::: Delaware Water Gap Drive

Starting Location: Donna's Runway Café, 36 Lambert Rd, Blairstown, NJ 07825-9349. Time: 9 AM to 1 PM. Our first driving event of the season. Starting from Donna's Runway Cafe, we will make our way north through the Delaware Water Gap Recreation Area, making a stop at Fresh Pickin's and continue onto Milford, Pennsylvania where we will stop for lunch. Price for non-members is 5 dollars for a day membership. Non-members also need to fill out information (such as name, address, phone number) that is used exclusively for marking a person's participation in our event. This information is not used to contact you otherwise. Hosted by the Fiat Club of America, NJ Chapter.

Saturday April 20, 2019 :::: Eastwood Season Kick Off Cruise In

Location: 263 Shoemaker Rd, Pottstown, Pennsylvania 19464. Time: 08:00 AM - 12:00 PM. Price: Free Admission. Free coffee and donuts. Come on in for our first cruise in of the season - all cars are welcome. jfuller@eastwood.com, (610) 323-9099. <https://www.facebook.com/events/1893939757326075/>

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 remanufactured 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

Saturday April 27, 2019 :::: 12th Annual Antique and Classic and Carnival

Location: Daniel Boone Middle School, 1845 Weavertown Road, Douglassville, Pennsylvania 19518. Time: 09:00 AM to 03:00 PM. Price not listed. Cars, Music, Food, Games, and fun. Sponsored by BSA Troop 597. Contact susanstroud2@msn.com or info@troop597.org (610) 689-0230.

Saturday April 27, 2019 :::: Berks Career & Technology Center's 50th Anniversary Celebration

Location: 3307 Friedensburg Road, Oley, Pennsylvania 19547. Time: 11:00 AM to 03:00 PM. Price: \$5. Sports cars, classic cars, muscle cars, cruise in, tuner and sport compact, exotics, low rider, motorcycles welcome. The event includes car raffle (corvette & street rod), food, youth events, open house, plant sale, culinary market, dj, basket raffle, rock wall, tour of student built house. Contact wksigourney@berkscareer.com (610) 743-7632.

Friday May 3, 2019 :::: Hatboro Cruiser's May First Friday Cruise Night

Location: Lowes Home Improvement Center, 425 Easton Road, Warrington, Pennsylvania 18976. Time: 05:00 PM to 08:00 PM. Price: \$0.00. Sports cars, classic cars, muscle cars, cruise in, motorcycles welcome. Contact alfsturn@comcast.net (215) 601-7562. Come on out and enjoy our First Friday Cruise Nights with some beautiful cars, trucks and bikes with some great car people. DJ, pizza, hot dogs, and more. Rain date is always the Second Friday of the Month.

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

Saturday May 4, 2019 :::: Light of the World Church Custom Car Show

Location: Light of the World Church, 114 Academy Drive, Minisink Hills, Pennsylvania 18341 (near the Delaware Water Gap). Time: 11:00 AM to 03:00 PM. Price: \$15. Sports cars, classic cars, muscle cars, tuner and sport compact, exotics, low rider welcome. 2nd annual custom car show. Benefits Jo's Food Pantry. All makes, models welcome. 21 trophies awarded - silent auction. Rain Date: May 18, 2019. Contact: lightoftheworld7@epix.net (570) 420-9970.

Sunday May 5, 2019 :::: Spring Fever 2019 Car Show

Location: : Ciocca Ford Service Center, 1531 Park Avenue, Quakertown, Pennsylvania 18951. Time: Registration begins at 8:30 AM. Show time: 11:00 AM to 03:00 PM. Price: \$15. Sports cars, classic cars, muscle cars, tuner and sport compact, exotics, low rider welcome. DJ, food, dash plaques, top 15 awards. Contact: 1stpamustang@gmail.com (610) 227-5312.

(Continued from page 8)

Saturday May 11, 2019 :: Eastwood Chevy Cruise In

Location: 263 Shoemaker Road, Pottstown , Pennsylvania 19464. Time: 08:00 AM to 12:00 PM. Price: \$0.0. Bring your Chevy and get a free gift and as always, every car, truck or bike is welcome! Free coffee and donuts for those in attendance, so if you skip breakfast because you're so excited to get here, we have you covered! Rain or shine. Contact jfuller@eastwood.com (610) 323-9099 <https://www.facebook.com/events/545654345883691/>

Saturday May 11, 2019 :: Virginville Fire Company Car Show

Location: 20 First Street, Virginville , Pennsylvania 19564. Time: 08:00 AM to 02:00 PM. Price: Not listed. The Virginville Volunteer Fire Company is hosting its 4th annual car show fundraiser. This event is held rain or shine and is located on a grass/stone lot. Pre-registration and class forms can be found on our company website, virginvillefire.com Food will be served all day. There will be a DJ, raffle prizes, awards, 50/50 tickets, strip tickets, and Chinese auction. General admission is free. All proceeds benefit the Volunteer Community Fire Company of Virginville, PA. We have classes for cars, trucks, motorcycles, antique tractors, and off-road vehicles. Contact: virginville33carshow@gmail.com (484) 256-0573.

Friday May 17, 2019 and More :: Hatboro Summer Cruise Nights

Location: 414 S. York Road, Hatboro , Pennsylvania 19040 Time: 06:00 PM to 10:00 PM. Price: Not listed. The Hatboro Chamber of Commerce has voted that this year to again host five (5) "Hatboro Summer Cruise Nights". This is a drop in event, no registrations needed - feel free to cruise the town as much as you would like to. We are again doing a food drive to help out the four (4) food banks in Hatboro - so please bring canned food or dry boxed food with you which can be dropped off at the corner of York Road and Moreland Avenue at Donte's Automotive / Reid's Repair. Contact alfsturn@comcast.net (215) 601-7562.

May 17 - 19, 2019 :: Carlisle Import & Performance Nationals

Location: 1000 Bryn Mawr Road, Carlisle , Pennsylvania 17013. Event Hours: Fri- Sat: 7AM- 6PM, Sunday: 7AM- 12PM. Admission: Daily Fri- Sat: \$10, Sunday: \$7, Event Pass: \$15. Kids 12 and Under free. This exciting event welcomes Imported vehicles from around the world as well as domestics, kit cars, motorcycles and trucks and high end performance vehicles. Also, join us for autocross, drifting, rolling exhaust competition, burnouts and more. Contact: info@carlisleevents.com (717) 243-7855. <http://www.carlisleevents.com/carlisle-events/carlisle-import-and-performance-nationals/default.aspx>

Saturday May 18, 2019 :: Jim Keppley Memorial Car Show

Location: Main Street, Stouchsburg, PA , Pennsylvania 19567. Time: 10:00 AM to 03:00 PM. Price: \$14.00. Sports cars, classic cars, muscle cars, cruise in, tuner and sport compact, exotics, low rider, motorcycles welcome. Contact: al-bright101@comcast.net (610) 589-2904.

Saturday May 18, 2019 :: Wheels On The Canal

Location: Canal Street Park, Northampton , Pennsylvania 18067. Time: 10:00 AM to 03:00 PM. Sports cars, classic cars, muscle cars, cruise in, tuner and sport compact, exotics, low rider, motorcycles welcome. Price: \$15. Contact: WheelsOnTheCanal@gmail.com (610) 440-2407. <https://www.facebook.com/Wheels-On-The-Canal-180940142471512/> Rain date 5/19/19.

Sunday May 19, 2019 :: Wind Gap Car Show

Location: Wind Gap Borough Park, Wind Gap, PA. Time 9 AM – 2PM. Price: \$15 day of show. All proceeds go towards improvements of our youth athletics programs, building safe, healthy environments for our local children through sport and engagement. Wind Gap AAA sponsors activities for soccer, basketball and softball and supports recreational baseball in the area. www.cruisetothegap.org

Saturday June 1, 2019 :: John Mattis Memorial Car Show

Location: 1400 Black Horse Hill Road, Coatesville , Pennsylvania 19320. Time: 10:00 AM to 02:00 PM. Located at the Coatesville VA Medical Center, Parking Lot D. Dj Bert for music. Trophies awarded through balloting Sports cars, classic cars, muscle cars, cruise in, tuner and sport compact, exotics, low rider, motorcycles welcome. Contact: Jimjsmith@comcast.net. (610) 733-2310. <http://www.cca4.org>

Sunday June 16, 2019 :: 13th Annual Father's Day Rod Run

Location: Oley Fairgrounds, 477 Main Street, Oley, PA 19547. Time 9 AM to 3 PM. Rain or shine. Price: \$15 day of show. Open to all show cars and trucks. Host: Pretzel City Rod & Custom Car Club. Call Rick at (610) 678-3948 or Fran at (610) 944-5515. Like us on Facebook.

For Sale Four NOS 1965-69 Corvair wheel covers with inserts. Never used. \$30 for all four. Contact Carl Moore, moo568@ptd.net (610) 856-7630 Mohnton, PA

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100% truck—that's Chevrolet's new Corvair 95! Corvan, Rampside or Loadside, every model brings to the job at hand a tight, tough build that shows up best when the going's worst. Beyond the unique advantages of rear engine design, you get the benefits of rugged quality construction (sturdy integral body-frame design and much more) that's engineered to pay off over the years in trouble-free performance that roots out high maintenance expense before it begins. You'll find that there are hundreds of light-duty hauling operations that match up perfectly with Corvair 95 design benefits. Yours, most likely, is one of them.



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