



the fifth wheel

MAY 2019

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

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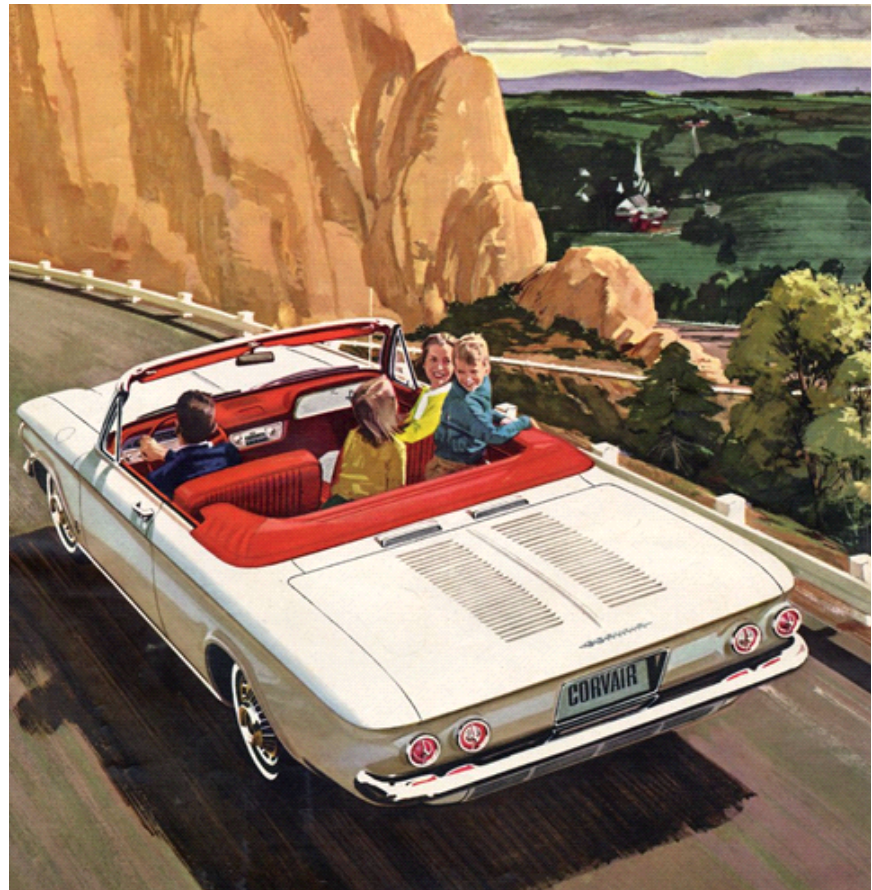
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Next Meeting! Wednesday, May 22, 2019

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.

Mike Levine's 1964 Corvair Track Car

Information and photos for this article were taken from Facebook posts by Mike Levine and Rick Norris.

The 2019 Mitty race weekend at the Road Atlanta track is history again and it was another memorable event. A band of dedicated Corvair racers have been driving the Mitty ever since 2009. Over the years, the names have included Warren Leveque, Norm Latulippe, Rick Norris, Bob Coffin, Mike Levine, Dan Giannotti, Spence Shepard and others.

The high point of the 2019 Mitty weekend was the debut of Mike Levine's 1964 Corvair coupe. It's unusual to see an early-series Corvair on the track, but that didn't stop Mike. He's been building this early-model race car for the past few years. He finished it just in time and it was a resounding success on the track. It placed high in its class against a wide array of other makes and models. It ran the distance, never breaking down. For a maiden run on the track, that's a real accomplishment. This car will be a force to reckon with in the future.

Some of you may have heard of Mike Levine. He's been campaigning a mid-engine V8 Corvair in vintage racing and does extremely well. But along the way, he got a hankerin' for a new challenge. And this time, it was an early Corvair coupe, a '64 complete with swing-axle suspension and a souped-up Corvair engine. It's a tribute car, built to resemble the early version of to the Bill Thomas / Doug Roe '60 coupe that ran successfully in competition back in the early to mid-1960s.

Mike's '64 coupe had its first outing at the Mitty Races at Road Atlanta Raceway in April. The engine features dual triple-barrel Weber carbs and a vertical fan setup. The vertical fan cures the flipping fan belt problem that plagues other Corvairs that engage in racing.

The swing axle suspension in the rear has been lowered, equipped with 1,150 lb springs and solid bushings. There is no sway bar or leaf spring. It doesn't have a front spoiler, but Mike claims the front end remains planted at racing speeds; over 100 mph. And there is no rear spoiler.

Naturally, the car has a roll cage, racing seat, racing harness and all the other mandatory safety equipment. The battery has been relocated to the front and the fuel tank has been replaced with a racing fuel cell. The oil cooler is also up front, in the trunk.

Mike is running drum brakes all around for now; he's not completely happy with them but it may just be a matter of replacing the lining material.

To the casual observer, Mike's Corvair appears stock, but the fat tires and vertical fan are a dead giveaway that this is no ordinary Corvair.

LVCC Meeting Notes April 24, 2019

Attendance: Ray Deutsch (Guest), Rich Green, Tom Hambel, Steve Hurst, Allan Lacki, Larry Lewis, Jerry Moyer, Scott Oberholzer, Dale Parkhurst, Ed Powell, Fred Scherzer, Dennis Stamm and Dick Weidner.

Reports: Dick Weidner read the minutes from our March meeting and gave the treasury report. A motion was made to approve them. The motion was seconded and then approved by the members in attendance.

Our checking account balance at end of February, \$1670.36. Receipts \$0.00. Expenditures \$24.27. Balance at end of March: \$1,649.09.

Discussion: We discussed the possibility of conducting our next meeting during one of the cruise nights at the Classic Auto Museum in Morgantown, PA. This is a fun idea, but the cruise is held very late in the afternoon and we would have to drive home in the dark. Ordinarily, this would not be a problem but for the museum's considerable distance from home for our members. Dennis Stamm volunteered to contact the proprietor to see if we can have our meeting there on a Saturday morning with a suitable room where we can conduct business.

Al Lacki talked about the Corvair Performance Workshop held in early April at the Corvair Museum in Decatur. He briefly described the presentations and exhibits that were on display. Copies of the presentations are available for download on the Performance Corvair Group website at <http://corvair.org/chapters/pcg/index.html>

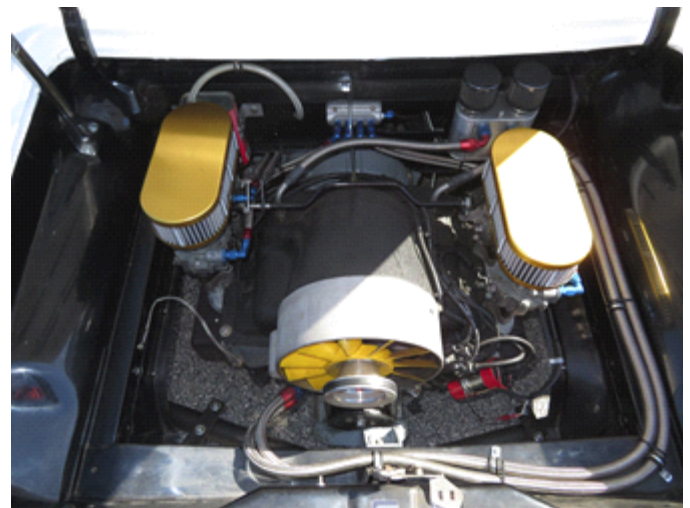
Many people aren't aware that Corvairs were sold in foreign countries but they certainly were! Dick Weidner passed around a number of different Corvair sales brochures written in French and German.

Jerry Moyer, Fred Scherzer and Dick Weidner talked about the big Spring Carlisle swap meet scheduled for later in the month. All of them used to go there for parts shopping but now, there are few Corvair parts to be found. We were hoping Larry Asheuer could have attended tonight so he could give us the latest scoop. Larry is well known for his ability

Mike Levine's Early Corvair Track Car

Don't let that '63 grill bar fool you. It's really a '64.

Track photos courtesy of Janet Norris



to identify – and buy - rare Corvair parts in vendors' bins!

Speaking of old memories, Rich Green talked about the old Sticks dragway located in Wind Gap. Later renamed Mountain View Dragway, it was rather primitive even in its heyday. There were tall trees on either side of the strip and at the end of the quarter mile, there was no pavement; just a dirt trail for returning to the timing slip booth. The Hi-Winders Car Club still commemorates this old drag strip with a car show. This year, it will take place on August 18. See our calendar of events for details.

Parking Lot Banter: Before the meeting began, several of us gathered in the parking lot outside. Guest Ray Deutsch was there with his '66 Corvair Monza sedan. Unfortunately, Ray needs to sell his Corvair to make space for other cars at his residence. He asked for opinions on the market value of his car. The car is available for further inspection at Ray's place in Copley, PA.

Automated Autos? by Brian O'Neill

The following op-ed article appeared in the April issue of the NJACE Fanbelt newsletter. NJACE, more formally known as the New Jersey Association of Corvair Enthusiasts, is our neighboring CORSA chapter to the east and Brian is their president.

Recently I was reading the Sunday editorial section of the New York Times. I'm somewhat of a political junkie with a degree in Public Administration. So the Sunday editorial section is one of my favorites. I guess you all know, the one thing I love more than politics is cars. You can imagine my surprise when in the editorial section I saw an article entitled Bring Back the Stick Shift.

Yes, if anybody reminds me, I am currently restoring a 1961 four door which will have a Powerglide transmission, but I'm blaming that on my wife.

As I started to read the article, I thought it would be all about the joys of shifting. About how great it feels as you upshift at just the right moment on a winding road. Or about how great it feels to downshift just as you enter a corner on the track.

But it wasn't about that. The author made what I consider to be a very valid point about how technology is contributing to the lack of attentiveness on the part of many drivers.

Now I will agree that driving down to South Carolina with satellite radio, air conditioning and windows up makes the trip much more enjoyable. But on the other hand when I really want to have fun I take out my 1965 Corvair convertible and drive the back roads around my neighborhood. Life

doesn't get much better.

The author of the article goes on to say that with things like automatic transmission, backup cameras, cruise control, the flashing warning lights on mirrors that show a car is in your blind spot have all contributed to drivers being less attentive. He also points out that recently there have been a number of accidents with these so-called 'self driving cars with at least one of them being fatal.

He points out that investigations have shown that although there was a person behind the wheel while the car was in the cell driving mode these persons made no effort to stop all correct the car's path. He maintains that they lost focus and had given themselves over into the hands of technology.

The point I like the best was his observation that there is no way you can hold a cell phone in your hand while driving a stick shift car in traffic. All four of your limbs are occupied. Your focus level is high because you are feeling and listening to feedback from the car to tell you when to shift. I totally agree.

Now, I've been accused of being a Luddite. I don't even own a cell phone. Maybe 'self driving' cars are the way to the future. If they are count me out.

CORSA Update, by Al Lacki

Elections: The election period is now in session for positions on the CORSA Board of Directors. Yours truly is running unopposed for a second term as one of four Eastern Division Directors. Although the outcome is a foregone conclusion, you can vote for me by visiting the CORSA website at www.corvair.org or by mailing in the printed ballot that appears in your latest copy of the CORSA Communique.

Corvair Classic Show: Eva McGuire, Teresa Miller, Mike Hall and others are busy preparing for the second annual Corvair Classic show which will be held at the Corvair Museum in Decatur, Illinois. If it's like the last one, it should be quite successful. Look for photos on Facebook or future issues of the Communique.

Museum Finances: Speaking of the Corvair Museum, it should come as no surprise that admission fees and donations haven't been sufficient to pay the rent. The Corvair Preservation Fund has been drawing down it's treasury to make up for the shortfall.

When the museum was first opened, the CPF's checking account balance was \$102,000. Now it's \$70,000. At this rate, the CPF treasury will be drained in two years. This

(Continued on page 6)

Corvair Facts and Myths

FACT: Corvairs were produced for 10 model years (1960 - 1969).

FACT: Corvairs were produced as coupes, sedans, convertibles, station wagons, vans (passenger and panel) and pickup trucks. The coupe and sedan body styles are divided into the "early model" (1960 - 1964) and the "late model" (1965 -1969). Station wagons were only produced in 1961 and 1962. Vans were produced from 1961 - 1965 and pickups from 1961 - 1964. Total Production (worldwide): 1,839,439

FACT: All Corvairs were powered by a 6 cylinder, air cooled engines mounted in the rear of the car. All shared the same basic design: a horizontally opposed "pancake" engine with individual, finned, cast iron cylinders that are sandwiched between an aluminum crankcase and an aluminum cylinder head. The engine displacement ranged from 140 cu. in. to 164 cu. in. Most engines used two carburetors, one on each bank of cylinders. From 1965 thru 1969, a high performance engine was offered with four carburetors (1 primary and 1 secondary on each bank). In 1962, a turbocharger option was introduced and remained in production through the 1966 model year.

FACT: The early model turbocharged cars were called Spyderys. With the introduction of the new body style in 1965, the Spyder name was dropped and the high performance model was named the Corsa. The standard Corsa engine was the 4 carbureted "140hp". The turbocharged engine was an extra cost option for the Corsa.

MYTH: Ralph Nader's book 'Unsafe at Any Speed' "killed" the Corvair. Nader's book was published late in 1965. Several months previously, Chevrolet had already ordered all further development work to cease (except that needed to meet federal safety and pollution requirements). In fact, some argue that Nader's accusations prolonged the production of the Corvair so that GM would not appear to be admitting guilt by abruptly ending production. Factors that led to the Corvairs demise included its high production costs, the introduction of the Ford Mustang in 1964, and the limited horsepower potential of the air cooled engine in the muscle car era.

MYTH: Corvair handling is inherently dangerous. This allegation pertains to the 1960 -1963 rear suspension design which consists of a single jointed swing axle. Under high cornering forces, the rear camber changes significantly and in extreme cases, the outside wheel can tuck under resulting in loss of control. Of course, all cars lose control in extreme conditions so the controversy was more how the Corvair got to that point compared to "conventional" cars. In 1972, the Department of Transportation, published the results of a comparison of the Corvair to other cars in its class including the Ford Falcon, Plymouth Valiant, Volkswagen, and Renault and concluded "... *that the handling and stability of the 1960-1963 Corvair does not result in an abnormal potential for loss of control or rollover.....*". Nevertheless, for 1964, GM added a front anti sway bar and a transverse leaf spring to address the camber issue. In 1965, the rear suspension was totally redesigned with a fully articulated suspension that eliminated the severe camber changes. Ironically, the late model cars are considered some of the best handling cars made in their day.

MYTH: Corvairs throw fan belts. Despite the unconventional arrangement of the fan belt on the Corvair, the engine does not have a propensity to throw belts. As long as the fan, idler, and generator/alternator bearings are in good shape, the pulleys properly aligned, and the belt tension correct (not too tight!), the belt will last for years with no problems.

MYTH: Corvairs inevitably leak oil. The primary source of oil leaks on Corvairs is from the O-rings used on the pushrod tubes. The original equipment O-rings were entirely inadequate to deal with the heat of the air cooled engine. In a short time, they would become hard and lose their sealing capability. Viton O-rings completely eliminate this problem and are inexpensive and readily available. The many separate components of the air cooled engine do offer the potential for more oil leaks but a correctly sealed engine won't leak any more than any other car.

MYTH: Corvairs are hard to find parts for and difficult to work on. There are numerous vendors who specialize in Corvair parts. The cost of most parts is quite reasonable. Much of the car is standard GM construction. The engine, although different than any other American car, is simple and easy to access. The powertrain is easily removed by lowering it out from under the car. Since much of the engine is aluminum, it is important that the correct torques be used to avoid stripping fasteners.

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possibility was realized when the museum first opened, but it was hoped big-money benefactors would step forward. That has not happened so far.

Rather than wait any longer, the Board has approached the proprietor of the museum building, seeking a substantial decrease in the rental fee. We may have some leverage there because, by virtue of its lack of frontage, the space isn't especially suitable for a retail store even though it's in a strip mall.

Also, in a week or two, the Board will initiate a campaign to seek sponsorships from medium to large corporations. I've volunteered to prepare the sponsorship solicitation package and do the mailing.

If all else fails and we lose our space at Decatur, we have other options. We can either find a less-expensive location, loan out the cars to other car museums across the country, or put them in storage until better times arrive. Maybe a combination of all three.

All of the cars in the Corvair museum are gorgeous and several are notably valuable, especially the 1960 Corvair Monza prototype and Tom Keosabian's 176 mph land speed record Corvair. There are others, too. Any car museum worth its salt would be proud to put at least one or two of them on display for us.

Proposals to establish a Corvair Museum had been floating around the Corvair Society of America since the 1980s and CORSA did it twice before; once in Richmond and once in Ypsilanti. Two years ago, when the Board decided to proceed with the Corvair Museum in Decatur, the general feeling was, "if not now, then when?" That feeling has not abated.

Autocross Rulebook: Those of you interested in autocrossing may be interested in the updated CORSA autocross rulebook. The revisions mainly concern autocross banquet awards and don't really affect the long-standing car classification system. But there are other improvements as well.

Along with the rulebook, CORSA has developed a separate tech inspection form that should be helpful to both drivers and inspectors. The form also includes a guide for implementing the car classification rules. This should help to prevent situations where Greenbriers get classified as Early Coupes and other eye-popping errors.

The new rulebook and tech form will be made available for download on the CORSA website, at which time an announcement will be made on the usual social media.

Pain in the Glass, by John Garrett February 1995 Communiqué

Replacing a windshield gasket in an early model is a real pain. I guess I'm not breaking any new ground with that statement, and I have other observations and comments to make, but that sums it up. When I replaced a cracked, shrunken, leaky, 30-year-old, and quite ugly windshield gasket in my '63, I learned several things.

1. The more people you have, the better. I suppose you can have too many, but having too few you will regret. My father and I tried to do it ourselves, messed it up, pulled it back out, and recruited a friend who had replaced one before. That made a huge difference! Three people is best, two is an absolute minimum.

2. The hardest part of the whole ordeal is getting the chrome under the lip which locks it into the gasket. Once the gasket is in the car, it is impossible to get the chrome under the lip. Don't be fooled by how easy the service manual makes it sound.

3. No auto parts store carries the goo designed to seal gasketed windshields. 3M makes a plethora of goops for a jillion gasketless applications (late model people have it easier here), but since gasketed windshields are ancient artifacts, no one carries a rubber sealant that doesn't set up. Everybody I asked said I needed something that doesn't cure, in case I ever need to remove the windshield. A hardening rubber will require destroying the gasket. If anyone knows of a better goop, let me know.

Fortunately, one of the GM goos for gasketless windshields called Resealant 08634 (part #5L1"35) doesn't set up. This stuff is designed to stop leaks due to faulty installation by flowing into pinholes and crevices, around retainer clips and spacer blocks. Dries fast and remains flexible. I can vouch that the stuff sticks to glass, rubber, car, and fingers like a bad reputation. But it can be cleaned up easily after it has dried by using a ball of it to dab off the excess. The stuff seals well, and other than the stickiness is easy to use.

4. The reproduction gasket is not exactly like the original GM gasket at the bottom corners of the windshield. The repro works wonderfully, but the chrome will not fit exactly as it does with the original. The difference is that the GM gasket tapered from thick to thin from the bottom corner of the pillar to the top corner. You'll have to look closely, but you can tell by noting the gap between the chrome and the gasket at the bottom corner.

5. Don't even try to replace the gasket by yourself.

LVCC Membership Roster. May 2019

Sorry folks, but we don't share our members' personal information on the internet! This page is deliberately blank.

Local Car Shows

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

Cruises to be held on Friday, May 17, 2019, Friday, June 21, 2019, Friday, July 19, 2019, Friday, August 16, 2019 and Friday, September 20, 2019. Location: 414 S. York Road, Hatboro, Pennsylvania 19040 Time: 06:00 PM to 10:00 PM. 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 May 25, 2019 :::: Bethesda & Grace EC Churches 5th Annual Car Show

Location: 155 Reedsville Road, Schuylkill Haven. Parallel to Route 183 across from 23 Meadowbrook Center. Time: 10 AM to 2 PM. Price: \$15 day of show. Rain or shine. Music, door prizes, food, bake sale, silent auction and the usual awards. Contact Lisa (484) 294-6765 treasurer@bethesdaec.org www.bethesdaec.org

Sunday May 26, 2019 and More :::: Anthracite Region AACA Cruises

Cruises to be held on Sunday May 26, Saturday June 1, Saturday June 22, Saturday July 13, Saturday August 24, and Saturday September 7. Various locations including Lansford, Tamaqua, Hobbie, and Ginther PA. For more information, call Shawn Frederickson (570) 778-7905 or visit www.araaca.com and click on "News" to download the cruise schedule. (The website also has an events calendar web page but nothing is posted there).

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 2, 2019 :::: Red Coffin Memorial Car Show

Location: Lyons Community Park, 15 Park Avenue, Lyons, PA. Time: 9 AM to 3 PM. Registration begins at 8 AM. Price: \$12 day of show. Food, music, Chinese auction, raffles, door prizes, flea market, 50/50 and Mayor's Choice Award. Presented by the Reading Fairgrounds Racing Historical Society. Contact Marie Gift RFRHS secretary (610) 921-2611 www.readingfairgroundsracing.com

(Continued from page 8)

Saturday June 08, 2019 :::: Fleetwood Rotary Show of Wheels

Location: Fleetwood Community Park, Fleetwood, PA. Time: 8 AM to 3 PM. Price: \$17 day of show. Rain or shine. DJ, goody bags, dash plaques, 50/50, 70 trophies, Live performance by Bill Haley Jr. & the Comets between noon & 1:30 PM. Bkfst & lunch available. <http://carshowtoolbox.com/fleetwood-rotary-show-of-wheels>

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.

Sunday July 7, 2019 :::: Anthracite Region AACA 34th Annual Car Show

Location: Tri-County Little League Baseball Field, McAdoo, PA (Exit 138 off I-81). Time: 8 AM to 3 PM. Price: \$15. Open to all vehicles. Flea market, food & beverages, oldies music, dash plaques to first 200 vehicles, the usual awards. Contact Joe Forish (570) 929-2017 www.araaca.com

Saturday & Sunday, July 13 & 14 :::: Wings & Wheels Extravaganza, Bethel

Location: Golden Age Air Museum, 371 Airport Road, Bethel, Pennsylvania 19507. Time: July 13, 2019 9 AM to 9 PM, July 14, 2019 9 AM to 5 PM. Price: Registration & admission fee of \$10 for automobiles 1946 to 1977. No pre-registration required. WWI aircraft, vintage aircraft, vintage automobiles & tractors, reenactors, and memorabilia collectors invited and encouraged to attend. Biplane rides available. People's choice awards for best aircraft & automobile or motorcycle. Breakfast, lunch and refreshments available. Big Band Swing Dance featuring the Lebanon Big Swing Band. Bring your dancing shoes and a lawn chair and join us for the fun. Saturday evening 7 until 9. Camping for museum members, show participants, and transient aircraft. Aviation & automobile flea-market spaces available. (Vintage parts & memorabilia only; limited number of spaces.) Contact: (717) 933-9566. info@goldenageair.org

Sunday July 14, 2019 :::: New Holland Antique Car Gas Engine & Tractor Show

Preregistration required by noon on Saturday July 13. Location: New Holland Community Memorial Park, 400 E. Jackson Street, New Holland, PA. Time: 9 AM to 3:30 PM. Price: \$15 pre-registration. Judging by people's choice. Mail checks payable to N.H. Car Show to New Holland Car Show, 331 E. Main Street, New Holland, PA 17557. Download the registration form at www.newhollandband.org

Friday – Sunday, August 2-4 2019 :::: Das Awkscht Fescht

Location: Macungie Memorial Park, Macungie, PA. Time: Gates open at 6:00 AM for walk-in visitors. Show cars enter the fields after 7:30am. Flea market goes through dusk, and arts & crafts vendors are open until 9 PM. Entertainment goes until 10:30 PM on Fri and Sat, and until 4:30 PM on Sun. FIREWORKS are on Saturday night at 9:30 PM. Price: \$15 per car per day by pre-registration only! You must pre-register by July 1. No day-of-show registration. Das Awkscht Fescht is a three day festival featuring hundreds of classic cars, a flea market, music, arts and crafts, offering entertainment for the entire family. Sunday LVCC participates in club day joining 37 other marque cars clubs for a day of fun and fellowship. For a registration packet: Randy Kohler, 3010 Woodlane Ave., Orefield, PA 18069. Email: rjkvair@aol.com

Sunday August 11, 2019 :::: Perry Township 21st Annual Auto Show

Location: Perry Township Recreation Area, Onyx Cave Road, Shoemakerville, PA. Time: 9 AM to 2:30 PM. Price: \$12 day of show. Rain date: August 18. Judged show with 27 classes (no Corvair class). Food (including Smokey Bear pulled pork bbq, music, concession stand. Contact Christie (610) 562-0324 or Dave (610) 562-38523

Sunday August 18, 2019 :::: 20th Annual Sticks Reunion Car Show

Location: 206 E. Mountain Road, Wind Gap, PA 18091. Time: 9 AM to 3 PM. Gates open at 7 AM. Price: \$10 day of show. Muscle cars, street rods, antiques, classics, drag cars, motorcycles. DJ, door prizes, food & ice cream. No alcohol. No pets. Trophies at 2:30 (No Corvair class) <http://www.hi-winderscarclub.org/>

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".

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

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!



It's the NBC Peacock!

We Meet Here! LANta Community Center

Next Meeting: May 22, 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)

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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.



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