



the fifth wheel

JULY 2019

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Next Meeting! Sunday, August 4, 2019

NOT at the LANTA Bus Center! Keep reading below!

LVCC Meeting Information: Our next meeting will occur at Das Awkscht Fescht in Corvair Row under the LVCC EZ-Up. Billed as the nation's largest antique and classic car show, Das Awkscht Fescht is held at Macungie Memorial Park, 50 Poplar Street, Macungie, PA 18062.

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.

Rambler American. The Un-Corvaair.

At the beginning of the 1960s, four American cars competed for the compact market: Studebaker Lark, Chevy Corvaair, Ford Falcon, Valiant and the Rambler American. Production of the Corvaair ended in May 1969. The Rambler American survived one more month, until June. Let's take a look.

Luck or Foresight? The Rambler American was introduced in 1958 right before the recession hit. Because it was inexpensive and economical, it quickly became a big seller. And it didn't take much to develop because, for all practical purposes, it was just a refreshed version of the Nash Rambler that was on the market between 1950 and 1955.

That original Nash Rambler, with its 100 inch wheelbase, was replaced in 1956 by a new larger Rambler built on a 106 inch wheelbase. But the company kept the tooling for the smaller car in storage. Concurrently, Nash combined with Hudson to become American Motors Corporation (AMC).

It's hard to imagine that American Motors could foresee the impending recession of 1958. Why it re-introduced this little car is hard to say. But when the recession hit, the revival of the old Nash Rambler turned out to be a wise decision.

Using What You've Got! Although AMC updated the styling slightly, the fundamental design of the Rambler American was already ten years old when the Corvaair was introduced in October 1959. It's only concession to modernity was its unit body construction which Nash had pioneered.

The Rambler American was only available with a 199 cubic inch flathead six engine. The front suspension made use of old-fashioned trunnions rather than ball joints. And the rear suspension was a simple leaf-spring design.

There were redeeming features. Tom McCahill, the famous road test journalist, wrote "There isn't a better buy in the world today." He continued, "The Rambler American ... is an ideal-size small family car... It will give up to 30 miles on a gallon of gas (and more, with overdrive) and will outperform any imported sedan selling for under \$2,000 except in the cornering department... It is by far the most rattle-and-squeak-free 1958 Detroit product I've driven-and I've driven them all!"

Sales Success. Shortly after the Rambler American was introduced, American Motors went on a roll. In both 1960 and 1961, Rambler ranked third in domestic car sales - behind Chevrolet and Ford but ahead of Plymouth.

The Ugly American. It was in 1961 that American Motors decided to restyle the Rambler American. Aesthetically, the result was debatable and mechanically, the underpinnings remained the same. Frankly, some people liked the old version better, but the restyled version remained one of the more popular economy cars.

The Pretty American. It is to AMC's credit that the boxy 1961-63 version was replaced by a truly all-new and handsome Rambler American in '64. Under the direction of Richard Teague, AMC's new styling chief, the lines of the '64 were much more attractive, especially on the 2-door version. Mechanically, the '64 Rambler American was based on the same platform as the larger Rambler Classic, which was completely redesigned the year before, so it had the best that American Motors could offer.

Wheelbase was increased to 106 inches. Several levels of trim were available, from the base 220 series to the top-of-the line 440H. Body styles included coupes, sedans, a wagon and a convertible. Options included bucket seats, floor console, power steering and

air conditioning.

The wheezy 90-bhp flathead engine remained standard on the 220 and 330 series, but a 125 hp overhead valve six was also available. The top choice was a 138-horsepower version of the overhead valve engine with a two-barrel carburetor. This more-powerful engine came on the 440H and was optional on all other Americans. A total of six transmissions were available but no 4-speed was offered. American Motors had yet to join the sporty car craze ignited by the Corvaair Monza.

Not Made for GT Drivers. The fact that the new Rambler American was no sports car was evidenced by the April 1964 issue of Car & Driver magazine. It's writers praised the styling both inside and out. They also liked the car's practical features. But they criticized its steering and handling. Here is what they wrote:

"Rather than beat around the bush with a lot of defensive justifications for our views on the matter, let's simply say that the Rambler American suffers from poor brakes, poor acceleration, too much wind noise, low resistance to crosswinds, and an absolute lack of good handling. In its favor, it has a handsome body, decent responsiveness in traffic, and optional aluminum six-cylinder engine, great fuel economy, and a good looking - if cramped - interior.... The remarkably clean front end is the nicest part of all in a well-integrated overall design. The car is as nice-looking in the flesh as it is in the photographs, and if American Motors ever comes up with any underpinnings to match the gorgeous sheet metal, they'll have themselves a real winner."

Car & Driver, of course, catered to the sporty-car crowd back in those days. Nevertheless, a well-optioned 1964 Rambler American had showroom appeal and it was popular with buyers. Production reached 160,321 units.

Rambler American. The Un-Corvaair.

Simple, conventional, practical. Trunnions?



Grand Daddy. 1950 Nash Rambler Landau.



1958. Introductory year.



1961. The "breadbox".



1964. The pretty American.



1969. Yours for \$1,998.



1969. SC/Rambler. 390 CID factory hot rod.

This compared to 105,296 of the 1963 models. The '64 would prove to be the best year that the American would ever have.

New 6-Cylinder Engines. The 1964 model remained the basis for the Rambler American until it was superseded by the AMC Hornet in 1970. In 1965, AMC introduced its all-new new seven main bearing six-cylinder engine, available in available in 199 and 232 cubic inch displacements.

V8 Power Arrives. In 1966, AMC introduced a completely new 290 cubic inch V8 engine. Optional in all AMC cars, it was made available in the "Rogue", which replaced the 440H as the top series in the Rambler American lineup.

Available in a 200 hp two-barrel carburetor version or producing 225 hp with a 4-barrel carburetor and high compression, the new engine utilized "thin-wall" casting technology and weighed only 540 pounds. And finally, a 4-speed transmission was available with a floor-mounted shifter. Equipped this way, the little Rambler American became quick as well as economical.

Hot Rod Ramblers. In 1967, AMC upped the ante again by offering a bored version of its V8. With 343 cubic inches and 280 horsepower, it was a true factory hotrod, although less than 100 were installed in Rambler Americans.

The ultimate performance Rambler American was the 1969 S/C Rambler, specifically designed as a drag racing car for the street. It was only available with AMC's 390 cubic inch / 315 horsepower engine and manual transmission.

Lowest Price American Car. Of course, American Motors didn't forget it's economy-minded buyers. The 199 cubic inch engine remained available up to the end, and in 1968, AMC dropped the price of the base two-door below \$2,000; just \$200 more than a Volkswagen Beetle. It was by far the

lowest price car manufactured in the USA that year.

In 1970, the Rambler American was replaced by the AMC Hornet, a slightly larger compact car. Aside from engines and a few drive train components, the Hornet was a completely new car and served as the basis for several other models, including the Gremlin, Spirit, and Eagle for a remarkable eighteen years.

IKA Torino ***Excerpts from Wikipedia***

Editor's Note. We have to apologize. Almost all of this article consists of text clipped from Wikipedia. We couldn't resist. Who could believe the lowly Rambler American could serve as the basis for a high performance luxury car? It did.

Variations of the Rambler American were built in several countries including Australia, Mexico, South Africa, Philippines, Iran and Argentina. The IKA Torino, manufactured in Argentina, is perhaps the most interesting

variant of all.

"The IKA Torino, later Renault Torino, is a mid-sized automobile made by Industrias Kaiser Argentina (IKA) under an agreement with American Motors Corporation (AMC) in 1966. The Torino was built on the same hybrid AMC platform all the way through 1981 in both two-door hardtop and four-door sedan variants. It has been called Argentina's national car.

The Torino was developed by IKA as an Argentine hybrid of AMC's 1964-'65 Rambler American and Classic with exclusively designed front and rear body panels, bumpers and interior.

The central body section is from the Classic, and the engine and trunk compartments are derived from the American.

Rooflines came from the American as well, and some later Torino sedans featured the attractive "C" pillar that was used in 1968-69 U.S. American sedans.

(Continued on page 6)





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 Paul Botelho—508-822-9665—paulbotelho@verizon.net
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The rear coil suspension was borrowed from the Classic, albeit with a four link setup rather than a torque tube.

One unique feature is the Torino's front unibody "frame rails" borrowed from the Classic convertible (also used in the 1965-'66 Marlin). They are longer than the American, extending all the way back under the car to the front of the rear rails. This made for a stiffer chassis, better adapting the car to the rougher road conditions of Argentina at the time.

The Torino rode on a slightly longer wheelbase (than the American) by one inch - 2,723 mm (107 in). Although the engines were not obtained from American Motors, the vehicle's basic AMC platform continued throughout its lifetime.

As upgrades were incorporated over the years, such as AMC's flush door handles, the Torino became mostly a product of Argentina with few imported parts."

"Available initially was a high-performance version, the Torino 380 W, with three Weber two-barrel carburetors, low exhaust restriction and other minor changes in engine specifications producing 176 hp. A floor mounted shift ZF four-speed manual transmission, front disc brakes, a Lucas electronics fully gauged wooden instrument panel and leather appointments were standard."

"Between 1970 and 1976, the Torino was sold as a "luxury vehicle". Famous owners included Fidel Castro, Leonid Brezhnev, Muammar al-Gaddafi and Juan Manuel Fangio."

LVCC Meeting Notes June 26, 2019

Attendance: Larry Asheuer, Rich Greene, Wes Heiss, Larry Lewis, Scott Oberholzer, Fred Scherzer, Dennis Stamm and Dick Weidner

Club Business. Dick Weidner read the minutes from our May meeting and presented the treasury report.

At the end of April, the club had \$1,622.53 in its checking account. Since then, the club spent \$27.97 to publish and mail newsletters to those members who still receive them via U. S. Postal. There was no income during the month. The current balance is \$1,594.55.

Dick noted that we received no correspondence from the outside. The minutes and treasury report were approved as read.

News About Clark's Corvair Parts.

Clark's is no longer setting up merchandise tables at CORSA events. However, they will continue to have a vending table where conventioners can pickup orders and order additional parts online. Wes Heiss noted that Clark's has combined its several catalogs into one single document.

Voltage Regulator Low-Down. Earlier in the month, Wes thought he was having wiring problems in his Rampside. As it turned out, he had purchased and installed two brand-new voltage regulators and both were bad. The problem was resolved when he bought and installed one from his local NAPA store.

Show-and-Tell. Dick Weidner passed around his collection of repair tools for stripped spark plug holes. He also passed around a spark plug hole thread chaser he had made for himself.

From his days as a Chevy mechanic, Fred Scherzer recalled using a staking tool in combination with Loctite for repairing stripped spark plug holes. In his experience, they never failed. A question was raised about the particular kind of Loctite; red, green or blue? Fred recall that he used red.

Books & Articles. Dick also passed around several Corvair books for everyone to browse. (1) Corvair Guide by Hans Tanner, (2) Corvair Performance Portfolio by R.M. Clark, (3) Chevrolet

Corvair 1960-69 by Kenneth Ball, (4) Chilton's Corvair Repair & Tune-Up Guide 1960-69, (5) Chevrolet Corvair Photo History by Monty Montgomery, (6) Corvair Affair by Mike Knepper, and (7) The 1960-1969 Corvair Authenticity Series by Wayne Machan & Bill Bruggen. Wow!

Rich Green passed around and talked about an article with the title, "Ralph Nader Did Not Kill the Corvair."

Convention Talk. Wes Heiss said he will be vending at the CORSA Convention in St. Charles. His wares will include various ceramic items including tumblers as well as T-shirts. Stop by!

Wes also talked about a 1957 Renault Dauphine he recently acquired. It's a 1957 with a semi-automatic transmission. Fixing the Renault will be his next big automotive project, now that his Rampside has been fully-restored. By the way, Wes brought his Rampside to the meeting where it attracted plenty of attention in the parking lot.

Wes Heiss Hobby. As you may recall, Wes' hobbies also include making toys - very large toys - for his daughter. He plans to use a modified handi-cap scooter as the chassis for a miniature Corvair convertible for her. Dennis Stamm offered to sell his for a very reasonable price and a deal was made on-the-spot.

Rare Corvair Options. Dick Weidner described a "low cut-in" generator that was optional on Corvairs around 1962. In terms of appearance, it is bigger than a standard Corvair generator. It's purpose was to begin generating electric power at lower RPM than the standard unit; apparently a stop-gap before 1965 when Chevrolet installed alternators on all Corvairs.

Corvair As Tow Vehicle? Larry Asheuer inquired about tow hitches for Corvairs. Dennis Stamm replied that, yes, they were available at one time.

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Greenbrier De Luxe Sports Wagon in Red with Off-White shown with optional wheel covers*.

CORVAIR GREENBRIER sports wagon

With up to 175.5 cu. ft. of stowage space, Corvair Greenbrier Sports Wagon for '64 just has to be one of the heftiest toters in the business. Yet Greenbrier's trim overall length of 179.7 inches is no longer than any other Corvair. And with all the advantages of Corvair rear-engine traction and economy to boot. Regular Greenbrier sports striped woven fabric on seats, painted

sidewalls, vinyl-coated jute headlining, rubber floor mats, front dome light and driver sunshade. A rich fawn interior is standard. De Luxe model offers a choice of all-vinyl fawn, green, red or turquoise interior color-keyed to exterior finish. Name your load. Corvair Greenbrier for 1964 takes it anywhere, any time . . . and makes the going more businesslike and more fun.



Full-seat comfort for 6 or 9 passengers

Greenbrier's foam-cushioned seats provide traveling relaxation for six husky grown-ups. Second seat faces fore or aft to meet load requirements or passenger preference. Remove it, and there's approximately 50 sq. ft. (117.5" x 61.2" maximum) of floor area. Seating space for nine with an optional third seat*.



Big double doors at both rear and curbside

Bushels of loading maneuverability through Greenbrier's double rear doors, double curbside doors and 2 front-seat doors. Accessibility suits your specific cargo with doors that may be positioned halfway or fully open. For added loading convenience, left side doors* are available for Greenbrier '64.



Camp out in style

With little encouragement, Greenbrier for '64 converts into a camper's delight. A special Custom Camper Unit* provides almost everything necessary for a go at the great outdoors. For individual camping accessories, check your local Chevrolet dealer's wide listing of Greenbrier camping equipment*.

*Optional at extra cost.

Local Car Shows & Events

Saturday July 20, 2019 :::: 43rd Annual Nazareth Days Car Show

Location: Nazareth Borough Park, 475 Broad Street, Nazareth, Pennsylvania 18064. Time: 9 AM to 3 PM. Registration Fee: Day of Show \$20.00 (\$\$\$!). Admission: Free to spectators. Event Info: The Lehigh Valley Thunderbird Club presents the 43rd Annual Nazareth Days Car Show. The show is open to all years, makes and models of domestic and foreign vehicles (no motorcycles) The first 200 vehicles to arrive before noon will be photographed for a plaque. No photos after 12 noon. Due to development and assembly time, the plaques will not be distributed before 2:00 PM. Rain Date: Sunday, July 21, 2019. For cancellation or postponement, call LVTC message center: 610-218-1500. Contact Info: Phone: (610) - 218 - 1500. Email: spokes5662@gmail.com

Saturday July 20, 2019 :::: 717 Street & Strip Car Club Car Show

Location: Hegins Park, 275 Park Lane, Hegins, PA. Time: 9 AM to 4 PM. Price: \$15 day-of-show. The 717 Street & Strip Car Club is hosting a Car Show and Chinese Auction at the Hegins Park in Hegins PA, Saturday July 20 starting at 9:00 am. Preregistration is \$12.00 or \$15.00 day of the show. 1st thru 3rd awards given in each class, also Best of Show award is given. Participants do all judging and Club Members show in separate classes. We will also be having a Chinese Auction will all kinds of car memorabilia, gift certificates, and gift cards. The car show has something for everyone in the family. Door prizes, vendors, Chinese Auction, DJ entertainment, and food will be available. All proceeds to benefit the Children's Miracle Network. If you have any question, call Chas 717-395-6303.

Sunday July 21, 2019 :::: 29th Annual Sommerfest Car Show

Location: Reading Liederkrantz, 143 Spook Lane (off Hill Road), Reading, PA. Time: 10 AM to 5 PM. Rain or shine. Price: \$20 day of show and includes \$5 free food tickets. Registration limited to 200 cars. Open to all makes models and years. Over 15 trophy classes plus best of show, peoples choice, etc. Door prizes, dash plaques, raffle baskets, 50/50. Early-bird breakfast at 8 AM. Biergarten opens at 11 AM. German imports on tap and homemade German food as well as traditional burgers, dogs & fries. Sponsored by the Reading Liederkrantz Singers. www.readingliederkrantz.com/carshow

Tues to Sat, July 23 to 27, 2019 ::::: Corvair Society of America Annual Convention

Location: Pheasant Run Resort, 4051 East Main Street, St. Charles, Illinois 60174. Welcome Party, Valve Cover Races, Model Car Concours, CORSA Annual meeting, Indoor Vendors, Outdoor Swap Meet, Tech Sessions and a variety of Tours. There will also be meetings for various special interest groups within CORSA. For complete information: <http://ccecorvair.com/convention/> Although everybody is welcome to enjoy the sites and sounds of our conventions that will be taking place in and around the host hotel, participation in our events is limited to CORSA members and their families.

Saturday July 27, 2019 :::: Wheels for Meals Car Show

Location: West End Fairgrounds, Route 209, Gilbert, PA. Time: 9 AM to 3 PM. Rain date: July 28. Price: \$20. Dash plaques, bags, food, drinks, awards, door prizes, tricky trays. Judging by Meals on Wheels. All proceeds go to the Wheels on Meals organizations of Northampton and Monroe Counties. Contact Dave Brown, (570) 424-5329.

Saturday July 27, 2019 :::: Wilson Borough Lions Club 6th Annual "Shine 'n Show

Location: Wilson Are High School, 424 Warrior Lane, Easton, PA 18042 Time: 8:30 AM to 3 PM. Price: \$15 day-of-show. Sponsor Trophies awarded (20 or more). Open to all vehicles, new, old, modern, antique, classic, hot rods, trucks, motorcycles, rat rods. T-Shirt and Dash plaque to the first 50 pre-registered. Phone: 610-258-2185 or 610-972-0707

Saturday July 27, 2019 :::: Eastwood Summer Classic Car Show, Community Day and Swap Meet

Location: Eastwood Company Pottstown Store, 263 Shoemaker Rd, Pottstown, Pennsylvania 19464 Time: 7:30 AM to 3:00 PM. New to the Summer Classic!! Is your Car Club attending our Summer Classic this year? We have now have Club Level Parking!! Club Level parking allows your Car Club to park together at the show. If you are interested in this please contact Jenn at jfuller@eastwood.com with the name of your club as well as the number of cars that will be attending. Saturday will feature a Swap Meet which will run from 8 AM to 3 PM. Spaces are 10'x20' and are \$25 a space. Load-in and set up time is 5:30 to 7:30 AM. Call 610-705-6299 or email mmurray@eastwood.com to reserve your space. We are partnering with Olivet Boys and Girls Club in Pottstown. A portion of our proceeds as well as raffle sales with go to support this great group!! Beer Garden presented by Sly Fox from 10 AM to 3 PM. Club Level Parking - Allows Car Clubs attending our show to be able to park together.

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Local Car Shows & Events

(Continued from page 8)

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 7:30 AM. 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 4, 2019 :::: LVCC Meeting at Das Awkscht Fescht

Location: Corvair Aisle, Macungie Memorial Park, Macungie, PA. Time: Mid-afternoon. LVCC will be holding an informal meeting at Das Awkscht Fescht. Among other things, we'll be having our usual raffle consisting of rare and unusual items(!) Be there! The time has past to register your Corvair for the show, but if you missed the deadline, you can still come to the meeting. There is a small fee at the gates for spectators. For more information, contact Randy Kohler. Email: rjkvair@aol.com

Saturday August 10, 2019 :::: 26th Great Pottsville Cruise

Location: Registration at Jerry's Classic Cars & Collectibles Museum, 394 South Centre Street, Pottsville, PA. Time: Registration & Cruisin' Museum tours from 10 AM to 3 PM. Downtown car show from 3 PM to 8 PM. Rain or shine. Sponsored by the Pottsville Lions Club Charities & Pottsville Pride. Contacts: Rich (570) 617-4243; Rosann (570) 617-5417; Jerry (570) 622-9510.

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 11, 2019 :::: Quakertown Dairy Queen Car Cruise

Location: Quakertown Dairy Queen, 206 S Westend Blvd Route 309, Quakertown, PA. Time: 4 PM to 8 PM. Price: \$1 donation per vehicle. Come out and Cruise with the Motorvators! All donations go to Children's Hospital of Philadelphia. Website or Map: <https://www.facebook.com/even...>

Saturday August 17, 2019 :::: Under the Stars Car Show

Location: Perkasio Borough, 620 W. Chestnut St., Perkasio, Pennsylvania 18944. Time: 5 PM to 9 PM. Registration Fee: \$20 (day of). Spectators: Free. Event Info: 21st annual show in Perkasio's pretty town center draws 400+ classic, custom & antique vehicles. Special British Invasion exhibit this year. Trophies, 50 Top 50 plaques, 400 souvenir dash plaques. Goody bags. Music. Food. Fun. Raffle. Vendors. Contact Info: Phone: (215) 257-5065. Email: events@perkasioborough.org

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/>

Sunday September 1, 2019 :::: 31st Annual Slatington Lions Club Car Show

Location: Slatington Airport off Route 873, 1000 Airport Road, Slatington, PA 18080. Time: 8:30 AM to 3 PM. Price: \$20. Flea Market, Car Corral, Food, DJ, Music, 50/50. This Year's Raffle Car is a 1967 Pontiac GTO Convertible. Contact Jim Kunkle (610) 428-3244 or Charlie Sule (610) 737-5667.

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)

Next Meeting. In view of the fact that we'll all be meeting on Sunday August 4 at Das Awkscht Fescht, Dennis suggested we cancel our usual July meeting. Everybody agreed.

Banter. As usual, the gang traded plenty of odd and hilarious stories, including one about a service garage that put snow tires on the rear of an Oldsmobile Toronado!

Wire Wheel Cover

Trivia

by Tim Palmer, Green County Corvair

Editor's Note: This article appeared on Page 14 of the July 1984 CORSA Communique.

For years I thought all '62-'63 wire



wheel two prong spinner type covers were all alike. But recently I found out they are not all alike. The major differences between the '62 and the '63 are: the outer ring of the '62 is solid whereas the rim of the '63 has a split, the outer ring of the '62 is much thinner than the '63 and the '63 has a "removal eyelet" which the '62 do not.

A "removal eyelet" is GM's term for a tab with a slot in it that will receive the end of the jack handle, so you can pop off the cover. This change was reflected in the installation reference manuals for these respective years. Interestingly enough, the part #985383 did not change, which may mean this was a mid-year change. This is yet another question for concours judges to solve – or at least wonder about. May be used as a tie breaker, eh?

Pilot Bushing Tricks!

Here's a tip that may come in handy the next time you replace the pilot bushing in your 3-or-4 speed Corvair!

Most of us stick guys are aware of the grease and wet-bread methods. Here is an alternative. Does it work any better? I don't know, but you may want to try it.

From <https://www.corvetteforum.com/forums/c1-and-c2-corvettes/2108244-tip-of-the-month-pilot-bushing-removal.html>

"When removing a crankshaft pilot bushing, the easiest way is to use modeling clay or Play-Doh. Pack the clay into the hole first by hand, and then hammer it in with a tight fitting bolt or blunt chisel. It doesn't take much force to make the bearing pop out. There is no mess, and the clay can be used over and over again."

And here's a testimonial from one of the readers:

"I tried a slide hammer puller and a "screw" type puller. The slide wasn't "beefy" enough to get enough force and the jaws on the screw type puller couldn't keep a grip. So frustrated as hell, and nothing to lose, I went out and bought some Play Doh and Silly Putty as a backup.

I also bought a 5/8 hardwood dowel and a 5/8 x 5 bolt. First, I tried using the dowel. After sanding the dowel a bit and using Play Doh, the Play Doh would still squirt past the dowel when whacking with a hammer.

So then, I resorted to using the bolt. I ground down the threads somewhat so the bolt would just fit in the bushing. I put in some more Play Doh and gave it a couple whacks with my 5 lb. sledge.

Bingo! The bushing popped out 1/4 inch. More Play Doh and another 1/4 inch or so with the next whack or two. More Play Doh, a couple more whacks and the bushing was free! No only that, when I pulled the bolt out, all the Play Doh stuck to the threads of the bolt and the crankshaft hole was pristine. I'm a believer."

LVCC Officers

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