



# *the fifth wheel*

OCTOBER 2019

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

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## Inside this issue

*Next LVCC Meeting:  
Wed., October 23, 2019* 1

*A Little Report  
by Al Lacki* 2

*Nominations for  
Officers* 2

*September 25th  
Meeting Notes* 5

*Those Little Vent Knobs  
by Mike Downey* 5

*Custom Conundrum  
by Nathan Avots-Smith* 5

*A Pat on a Motorcycle  
with Patrick Harris* 7

*Corvair Cooking Corner  
Rutt's Hut Relish* 8

*Local Car Shows &  
Events* 9

*LVCC Officer  
Contact Information* 9

*Classified Ads  
Buy & Sell* 10



## Next Meeting! Wednesday, October 23, 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).

# ***A Little Report from the AACA Fall Meet***

## ***by Al Lacki***

Tim Schwartz and I like to go to the Eastern Division AACA National Fall Meet at Hershey because we like antique cars, especially those made before World War I. And although the event is open to newer cars, the veteran and vintage cars are the real attraction because they are so seldom seen elsewhere.

The AACA Fall Meet is held every year on the grounds and parking lots surrounding Hersheypark and The Giant Center. It's considered one of the largest antique automobile shows and flea markets in the United States. The week-long festivities include a huge car show on Saturday and that's the part I like best.

Every one of the cars must be driven onto (and off) the show field under it's own power, so in addition to seeing the cars on static display, we get to hear and see them run. (In the case of antique electric cars, there's not much to hear).

Like any good car show, the owners hover around their cars to show them off and they love to answer questions posed by spectators like me and Tim. It's not uncommon for them to haul out photo albums showing how they restored their cars from a pile of rusty parts. And they'll often talk about the mechanical subtleties.

For example, the owner of a 1916

Buick took the time to describe the process for removing and servicing each of the engine's overhead valves, step-by-step. This may sound like old hat until one realizes that the cylinder head is not detachable. It's integral to the cylinder block so the service procedure is completely different. (No worries about blown head gaskets because there aren't any).

This year, on October 12, there were literally hundreds of cars on display including a 1913 Little - the great great granddaddy of the Chevrolet Corvair.

After William C. Durant, the founder of General Motors, was removed from the GM Board of Directors in 1911, he went off and established two new car companies. One was the Little Motor Car Company, named after William H. Little and the other was the Chevrolet Motor Company, named after Louis Chevrolet.

When Chevrolet was founded in 1911, it manufactured the kind of large high-quality automobiles that Louis Chevrolet preferred, but they were expensive and sales did not meet expectations.

And so, at Durant's insistence, the Chevrolet Motor Company began to offer a series of smaller cars based on the Little design. With this change in direction, Chevrolet evolved into a market leader - a position it maintained for decades. Chevy was doing so well

that Durant was able to leverage its assets to take control of General Motors for a second time in 1916.

The Little on the show field at Hershey was an all-original un-restored car and the owner took great pride in demonstrating its features, just like the owners of so many other cars on the show field. Of course, several Corvairs were on display, too and they are shown in this newsletter's photo gallery.

## ***Nominations!***

In November, under the by-Laws of LVCC, we accept nominations for officers for the coming year. Please take a moment to submit your nominees for 2016.

We are accepting nominations for the positions of President, Vice President, Secretary/Treasurer, and Activities Director. You may submit nominations for any or all of these positions. You can even nominate yourself!

Please indicate the position for which you are placing a member's name in nomination. When you submit a nomination, we ask you to include your name as all nominations must come from members in good standing.

Submit your nominations by e-mail or postal mail to Dick Weidner, our Secretary/ Treasurer. Here is his contact

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**LVCC Dues are Due!** If you haven't already done so, please pay up for August 2019 through July 2020. Price? Still only \$10 for CORSA Members. \$15 for all others.

You can pay at our September meeting or mail a check to LVCC Secretary / Treasurer Dick Weidner, 2304 Main Street, Northampton, PA 18067.

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# Corvairs at the Eastern Fall Meet - Hershey Region AACA



Rick & Brenda Sanford of N. Myrtle Beach, S.C.



The Sanfords' Turbo Corsa engine.



1969 140/PG. Offered at \$17,995. (316) 415-0261



'63 Coupe. Guy Manwiller of Fleetwood, PA



Original spatter paint graces this "frunk".



John Berkheimer of CPCC had his Spyder at Hershey.



## The Old and the Odd at Hershey!



1911 Little. This brand evolved into today's Chevrolet.



The fuel tank says it's a Little, and so it is!



Rear-engine & air-cooled! An Orient Buckboard.



Yes, it's a CVT transmission! Two disks at 90 degrees.



1966 fastback Opel Kadett competed against Corvair.



A rare 1975 Wankel-powered Suzuki RE5.

information:

Richard C. Weidner  
2304 Main Street  
Northampton, PA 18067  
rcwvair@rcn.com.

Elections will take place at our January meeting.

## September 25th Meeting Notes

Attendees: Larry Asheuer, Rich Greene, Randy Kohler, Al Lacki, Larry Lewis, Scott Oberholzer, Ed Prescott, Fred Scherzer, Dennis Stamm, Bob Weideman, Dick Weidner.

Minutes and Treasurer's Report. Dick Weidner presented the minutes and treasury report. A motion was made to accept both as read. The motion was seconded and approved by way of voice vote.

July Balance .....	\$1,518.63
Revenue (Dues) .....	155.00
Expense (Newsletter).....	(35.36)
Current Balance .....	\$1,638.27

Correspondence. Dick received a letter from the CORSA national office requesting payment of the standard \$35 annual chapter fee. Dick said he will pay the fee promptly.

Discussion. Ed Prescott announced that he is downsizing his car collection. He sold his Austin Healey 3000 and is giving his Porsche to his son in Arizona. His Corvair stays – at least for now!

Ed also announced that his friend, Ray Deutsch, sold his 4 door 1966 Monza at the Das Awkscht Fescht car corral for a fair price of \$5,800. Ray was a guest at our April meeting.

Al Lacki discussed a 1965 blue and white Monza convertible he inspected for Andy Kemper of Maryland. The car, equipped with a 140 hp / Power-

glide drive train, was being offered for sale in Lehighton. Larry Asheuer, Randy Kohler, Fred Scherzer, Stamm and Dick Weidner all said they were familiar with this car. It was previously owned by Gail Snyder, Larry Shroy and Arthur Rush. Small world!

Randy talked about an auction held on September 21 in Lehighton. The offerings included 1962 and 1963 Corvair Monza Spyderys. Randy described them as being nice cars and bargain priced at \$4,000 and \$5,000 respectively. A crateful of Corvair parts including Spyder instrument panels was also offered at a mere \$25.

Dick Weidner brought in three albums full of LVCC photos taken a few decades ago. It was fun trying to identify the people in the photos. We were so young!

## Those Little Vent Knobs – Who Knew? by Mike Downey from the Corvair Center Forum

I am impressed with the engineering that went in to this simple device. Never knew this, but they have a "linear friction clutch" in them that



provides resistance so that the air coming through the vent won't blow the flap shut. I always thought that the resistance in these was all due to a rusty wire. LOL.

If yours are difficult to pull/push (and after ~50 years it is, believe me), remove the grill and sand the wire to remove rust and put a drop of oil on it. Then pull the knob out and put a drop of oil on the rod at the ferrule. Exercise the knob in/out a few times and repeat with the oil and cycling the mechanism. Then wipe excess oil off of the rod.

Your heart will be filled with joy each time you reach down and open or close your vent. Smooth as a baby's bottom as they say!

## Custom Conundrum: 1966 Chevy Corvair by Nathan Avots-Smith

As a Corvair fan, I always do a little excited start when I see the word "Monza," which is followed by a bit of disappointment if it turns out to be in reference to Chevrolet's second use of that name, a Vega-derived mid-70s sport coupe. In this case, however, this photo had me thinking I was looking at a '70s Monza, and it took a minute to realize that it is, in fact, a Corvair!

And it's far from being just any Corvair, even before you get to the extensive modifications—but there's a lot to unpack here and we'll get there in due time. To begin with, you can find it here on craigslist out of Kennewick, Washington, with a \$30,000 asking price (yes, we'll get to that, too).

Let's start out by acknowledging that this is obviously the seller's pride and joy. It's been in the same hands since the late '70s, and in the family even longer than that, and this is one of those sad cases where a disability—in this case, making it impossible to drive a manual transmission—is forcing the sale. And the mélange of stylistic in-



fluences is interesting, to be sure. In addition to the Monza-esque snoot, there's a second-gen Camaro-style blind rear quarter (even a similar rear window shape, just more upright) and I detect a hint of Porsche 935 around the truly wild tail.

This is not just a cosmetic makeover, either. The rear-mounted flat six has been replaced by a Chevy 350 V8 taking up residence where there once was a rear seat. Only 3,000 miles have been put on the engine since a rebuild, and I'm sure the sound coming from just over your shoulder only adds to the sensation of speed! I'm less sure about the wisdom of apparently removing large chunks of the Corvair's unibody to make this fitment work, however.

The front buckets are a pair of groovy '70s-style Scheel seats; the dash and doors are among the only relatively unmolested Corvair items left on this car. Here's where you find out that I've buried the lead, though. This was never an unmolested Corvair to begin with. This started its life as one of 100 Ermine White 1966 Corvair Corsa sport coupes delivered to Don Yenko Chevrolet in December 1965. This is an original Yenko Stinger.

The Stinger, Yenko's bid to campaign a Corvair in SCCA sports car races, featured a rear-seat delete, a unique sail panel to alter the appearance of the rear window—two features that this custom still has, in modified form—improved suspension and brakes, and four stages of tune for the four-carb flat-six, ranging from 160 horsepower (20 more than factory) all the way to 240 in full race spec. 100 cars were built for 1966 to satisfy SCCA homologation rules, as well as an additional 20 or so cars between 1967 and 1969, with all Chevrolet and Corvair badging removed and a unique Yenko serial number applied.

So this is Yenko Stinger #29. The seller says that he bought it as a work in progress from his nephew in the late '70s, and we don't know what kind of condition it was in before that. Maybe it had been raced hard, worn out, even banged up a bit. Maybe its provenance wasn't considered as meaningful then, although given the mystique of Yenko's later Camaros, Novas, and Chevelles, it's hard to imagine that was the case.

In any event, how do we assess the value of a car like this—or in this specific case, the



\$30,000 asking price? Does its Yenko status factor in when all of the Yenko bits are gone aside from a serial number? Or is its value based on the wild modifications, which—and I would say this about any modified car—are never going to be worth as much to the next person as they were to the person who did them? What do you think of this crazy conundrum of a Corvair?





## ***A Pat on a Motorcycle***

In 2014, after traveling extensively around the USA on a Harley, Patrick Harris decided to retire and do an around-the-world tour on his newly-purchased well-equipped 2013 BMW F800GS motorcycle.

Throughout his travels, Pat chronicled his adventure on a blog which includes photos, maps, stories and even maintenance records for his bike. You can read all about it here, on the internet. <https://apatonamotorcycle.com/about/>

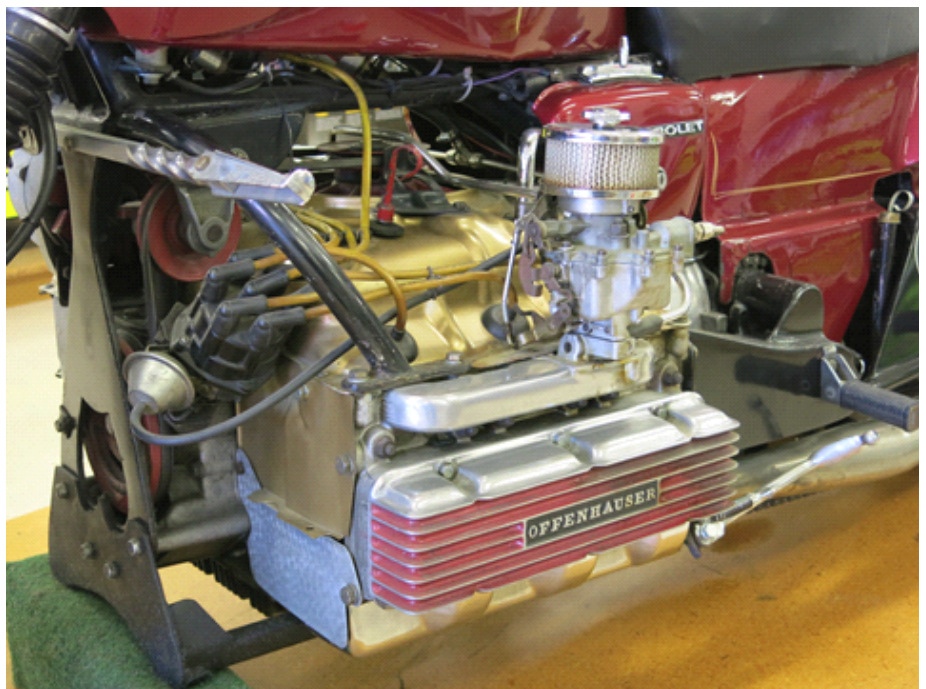
Before he made it back to the States, his travels took him to the little town of Invercargill in New Zealand, where he found this very-nicely done Corvair-powered bike on display in – of all places – a hardware store.

Pat wrote, “Invercargill is pretty much at the south end of the South Island, and also the home of Burt Munro, who the movie “World’s Fastest Indian” is based on. The museum in town has an exhibit about him, but his actual Indian motorcycle is on display at the E Hayes hardware store in town.

I was expecting the hardware store to just have his bike sitting in the corner somewhere, but was surprised to find a fairly large display of bikes, cars, and a few odds and ends throughout the store, amongst all the merchandise.”

One of them is a very-nicely prepared Corvair-powered special. It is accompanied by a little placard that says this: “1965 LVVTA Corvair, built in USA, a one-off special. Chevy Corvair 6 cylinder horizontally-opposed engine with two-speed automatic gearbox. Rebuilt in 1980 and fitted with disc brakes. Ideal for towing a caravan up Mt. Everest.”

The Low Volume Vehicle Technical Association (LVVTA) is contracted to administer modified vehicle standards and the Low Volume Vehicle certification system on behalf of the New Zealand Transport Agency.



## Corvair Cooking Corner!

A personal note from your editor.... I grew up in North Arlington, New Jersey, just a few miles away from Clifton. Once in a while, my Dad would take us to Rutt's Hut - a hot dog place he found back in the 1940s. Later, when I got my driver's license, me and my buddies used to go to Rutt's Hut and sit in the Corvair munching on Rutt's Rippers and drinking Ballantine Ale. What a great memory!

Here's a blurb from the Rutt's Hut website.

*"Rutt's Hut, located in Clifton, New Jersey known for its style of deep-fried hot dogs. Our original process of frying causes the hot dog casings to crack and split, which has led to the nickname "Rippers". The original roadside stand was opened in 1928.*

*The relish is just as famous as the hot dogs -- made with a secret blend of mustard and spices. Rutt's Hut has been featured on the PBS special A Hot Dog Program, USA Today, numerous Food Network shows and the Travel Channel's Deep-Fried Paradise. It is also listed in the book 1,000 Places to See in the USA and Canada Before You Die."*

OK, the question of the age has always been, who knows the secret recipe for their unique hot dog relish? Well, I believe I may have found that person! A person named Ken Walker on Flickr (kwalker138) wrote,

*"This recipe was given to me by a friend of mine who got a box of old recipes at a garage sale last summer. The dates of these recipes are from the 1920's to the 1950's. What makes this clipping interesting is the name on the recipe and the Clifton address. Clifton is the home of my favorite Hot Dog in all the world, the Rutt's Hut Ripper, with It's "Secret" relish."*

Ken did, in fact, follow the recipe and exclaimed,

*"I have made this recipe and it is amazing. Chop I always assumed like relish sized pieces. Therefore I used a fine chop. I use a pre shredded slaw mix from the store and chop in food processor. Always comes out with the same consistency and flavor as I experienced eating at Rutts."*

And as it turns out, the person who wrote the recipe, Anne Fedorchak Rutt, was one of the founders of Rutt's Hut, the hot dog joint! And the recipe is shown right here on this page our The Fifth Wheel newsletter.



### Recipes for Your Scrapbook,

by Mrs. Marvey F. Rostiser

This cabbage relish is delicious. Good with hamburgers or hot dogs. The recipe is from Mrs. Anne Fedorchak Rutt, 417 River Road.

#### German Cabbage Relish.

- 4 cups fine chopped cabbage
- 1 cup fine chopped carrot
- 1 cup fine chopped green pepper
- 1 cup fine chopped onion
- 1/4 cups pickling salt
- 1 cup water plus 2 tablespoons
- 1 cup white vinegar
- 1 teaspoon celery seed
- 1/2 teaspoon mustard seed
- 2 cups white sugar
- 1 teaspoon ground mustard
- 1 1/2 teaspoon ground turmeric
- 3 tablespoons all-purpose flour
- 1 (1 quart) sterilized canning jar with lid and ring.

Combine the cabbage, carrot, green pepper, onion and pickling salt in a large bowl; toss to combine. Allow to sit 2 hours.

Rinse the mixture thoroughly with cold water; drain and squeeze to remove excess liquid.

Combine the vegetables with the water and vinegar in a large pot. Bring the mixture to a low boil and simmer for 1 hour covered. Stir the celery seed, mustard seed, and sugar into the vegetables.

Mix the mustard, turmeric, and flour together in a bowl. Carefully spoon 2 tablespoons of the boiling water into the mustard mixture; stir into a paste.

Add the paste back into the boiling vegetable mixture; cook and stir until thickened, about 5 minutes more.

Seal in a sterilized quart canning jar while mixture is still hot. Cool completely before using.



## Local Car Shows & Events

### **Saturday October 19, 2019 :::: Chariots of Fire One-Day Indoor-Outdoor Car Show**

Location: Classic Auto Mall Inc., 6180 Morgantown Road, Caernarvon Township, 10 a.m. to 3 p.m. Rain date: Oct. 26. Registration \$15 plus two nonperishable items for the needy at Thanksgiving. Also collecting for a turkey drive. See 300 barn finds and classic cars on display indoors and a huge lot of cars outside. Info: [www.chariots-of-fire.org](http://www.chariots-of-fire.org) Call 610-322-1622.

### **Sunday October 20, 2019 :::: Cabela's 2019 Fall Car Show**

Location: Cabela's, 100 Cabela Drive, Hamburg, Pennsylvania 19526. Time: 9 AM to 2 PM. Rain or shine. Price: \$15 day of show. Open to all makes and models of cars, trucks, and motorcycles. Dash plaques for the first 300 vehicles registered. Goodie bags for the first 100 vehicles registered. Food provided by Hamburg Boy Scout Troop 120. 25+ Awards. Door prizes. Chinese Auction. 50/50. <https://berkscountymustangcarclub.com/>

### **Sunday October 20, 2019 :::: Lansdale Catholic and JD'S Restorations Car Show**

Location: Lansdale Catholic High School, 700 Lansdale Avenue, Lansdale, Pa 19446 Time: 11 AM to 3 PM. Registration \$15. Top 25 Awards, Sponsors Pick, Football Team Pick, Crusaders Best In Show. Judged by the Restorers at JD'S Auto Repair and Restorations. All Years, Makes, And Models Welcome. All proceeds to support Lansdale Catholic High School Football. Website or Map: <https://www.facebook.com/jdsa...> Phone: 215-938-9265

### **Friday October 25, 2019 :::: Pretzel City Rod and Custom Indoor Fall Mall Show**

Location: Berkshire Mall, Wyomissing, through Oct. 27. Info: Rick at 610-678-3948 or Fran at 610-944-5515.

### **Friday October 25, 2019 :::: Ride All Night at S&S Speedways (Go Karts)**

Location: S&S Speedways Inc, 7062 Route 209, Stroudsburg, Pa 18360. Time: 5 PM to 10 PM. Price: \$40. Indoor go-karts for family fun! Safety requirements #1. must be 54" tall to race; #2. no double riding (single only); #3. must wear safety glasses; (s&s will provide); if you wear regular glasses then not necessary; #4. no flip flops allowed to race; only closed toe shoes like sneakers #5. if hair is longer than shoulder length: it must be tied up! We have bands and invisible nets available. Phone: 570-420-5500. Email: [ssspeedways@outlook.com](mailto:ssspeedways@outlook.com) <https://www.ssspeedways.com/>

### **Saturday October 26, 2019 :::: Northern Berks EMS's 5th Annual Curt Rhine Car Show**

Location: Maiden creek Community Park, 753 Park Road, Maiden creek Township. Car show, 10 a.m. to 3 p.m. \$10 registration fee. Classes include imports, street rods, rat rods, motorcycles, military vehicles, classic/antique, 2WD trucks, 4WD trucks, Jeep, custom/modified, modern muscle, sports compact/tuner, special interest, pro street and lowrider. Info: 610-926-3858 or by email at [communityoutreach@northernberksems.com](mailto:communityoutreach@northernberksems.com)

### **Sunday October 27, 2019 :::: 42nd Annual Old Car Show & Indoor/Outdoor Flea Market**

Location: Phifer's Ice Dam, 880 Main Road, Franklin Township, Carbon County. Rain or shine. Formerly held in Kempton, PA. Hosted by Free Spirit Chapter of Buick Club of America. **All** cars, trucks, motorcycles to 1996. Pre-registration \$7; registration, \$10. Info: 610-377-6130 or [www.buickfreespirit.org](http://www.buickfreespirit.org)

### **Saturday November 9, 2019 :::: Delco Cruisers' 12th Annual Salute the Troops Car & Bike Show**

Location: Rosetree Park, 1671 Providence Road, Media, Delaware County. 10 a.m. to 3 p.m. Rain date: Nov. 10. Info: Tom Manning at 610-329-2830 or [socref6211@aol.com](mailto:socref6211@aol.com)

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## LVCC Officers

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Newsletter & Website Editor: Allan Lacki. Phone: (610) 927-1583 Email: [redbat01@verizon.net](mailto:redbat01@verizon.net)



## Classified Ads

**FOR SALE:** 1963 Chevy Corvair Monza 4-door sedan. Body original. Engine rebuild by previous owner. Runs, drivers. PLUS a truck-load of parts including body panels, seals, bearings, etc. Too much to list. Bring your truck! Asking \$4,000 for the entire package. Call Hank Mulvaney, Sinking Spring. (610) 603-6921.



**FOR SALE:** 1969 Corvair Monza 2-door Sport Coupe. Gold with black interior. 66,000 miles. Running condition. Tinted glass. Powerglide. Clear title. Good tires. Needs work. \$800 or best offer. Contact Scott Oberholzer. (610) 867-2846.

**FOR SALE:** A set of four 1966-69 Corvair wheel covers with proper Monza inserts. Gorgeous condition. Used but you'll never find another set as nice as these unless you pay top dollar for NOS. Price: \$20 for all four. Contact Carl Moore, (610) 856-7630. Mohnton, PA 19540.

**FOR SALE:** A set of three 1966-69 Corvair wheel covers. Optional for Corvair 500 model. (Only difference between CORSA, Monza and 500 wheel covers is the insignia in the plastic inserts. Gorgeous condition. Used but you'll never find another set as nice as these unless you pay top dollar for NOS. Price: \$150 for all three. Contact Carl Moore, (610) 856-7630. Mohnton, PA 19540.



**FOR SALE:** 1966-69 4-speed Corvair transaxle. 3.27:1 diff ratio. 3rd & 4th gear synchronizers are "crunchy", so the gearbox probably needs to be rebuilt. Would make a nice core. \$25. Contact Allan Lacki, (610) 927-1583 before 8 PM. Redbat01@verizon.net Lower Heidelberg, PA.

## 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