



the fifth wheel

MARCH 2020

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

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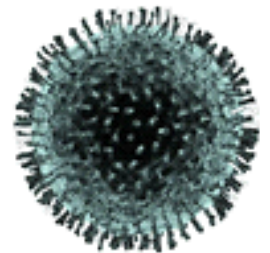
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Next Meeting - CANCELLED

We intended to hold our next meeting on Wednesday, March 25, 2020, but in consideration of health risks associated with COVID-19 (Novel Coronavirus), our officers have decided to cancel it.



We hope to resume our meetings starting in April. In the mean time, please try to stay healthy.

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.

Requiem for a Flat Six



Those of us who appreciate the smooth power delivery and subtle sound of a flat six engine will likely mourn the passing of Subaru's series of H6 power plants. Production ended with the 2019 Subaru Outback 3.6R Limited. It's turbo 4s all the way now.

Subaru's first six cylinder boxer was introduced in 1987. It was an option on the wedge-shaped XT coupe. Not surprisingly, it was derived from Subaru's four-cylinder engine.

Another variant was developed a few years later for the space-age SVX supercar, again derived from a version of Subaru's four-cylinder. Production lasted until 1996 when the SVX was taken off the market.

But Subaru was not through with the boxer six layout. A new H6, code-named EZ30, was offered in Year 2000 for the Outback wagon. This time, the engine was designed from scratch.

One of the objectives was to make it

sufficiently compact so it would fit in the Outback engine bay. Of three-liter displacement, it featured dual overhead camshafts, four valves per cylinder, multi-port fuel injection, and a host of other features.

The block and heads were cast in aluminum. The block had steel cylinder bores and was split down the middle, just like a typical boxer engine.

Subaru bumped-up the H6 to 3.6 liters for use in the 2007 Subaru Tribeca SUV. Known as the EZ36, this larger version featured asymmetric connecting rods, making it possible to increase the stroke within the existing case. With a horsepower rating of 256, this basic engine remained in production until 2019.

It is interesting to note that Subaru did not intend any of their H6 engines as high performance items. Their wickedly-fast XRX sedans were never equipped with the six.

Availability was limited to larger, more luxurious models in the Subaru lineup. This was an engine meant to deliver smooth power, not breathtaking acceleration. A humble 2019 four-cylinder Honda Accord can blow the doors off a \$30,000 Subaru Legacy 3.6R in the zero-to-sixty romp.

Consequently, there is little interest in this engine for swaps and practically no after-market speed equipment. Used Subaru H6 engines are relatively cheap to buy in comparison to their turbocharged four-cylinder counterparts.

There is an exception however. An Australian outfit named Raptor offers supercharger kits for a variety of Japanese cars, including Subaru Legacy models equipped with the 3.6 liter H6 engine. Raptor claims their kit takes about a day to install and will drop the Legacy's zero-to-sixty time to less than 5.5 seconds. Price: a mere \$4,800 USD (!)

Goodbye Subaru 6-Cylinder

Editor's Note: Our next article is from "All We'll Drive", an online blog maintained by "Reverend", a Subaru mechanic and enthusiast from Omaha, Nebraska. It was posted Thursday, February 1, 2018 and foretold the end of the Subaru H6 engine. Read the full article here: <http://allwelldriv.blogspot.com/2018/02/goodbye-subaru-6-cylinder.html>

I've heard it dozens of times at car shows. "There's no replacement for displacement." The bigger the better, right?

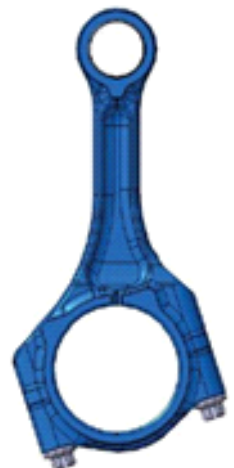
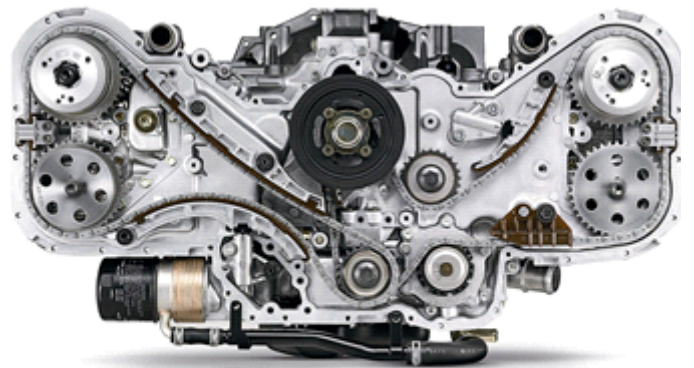
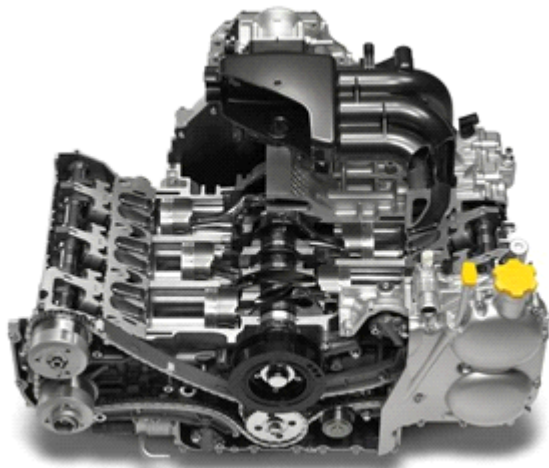
It turns out the Environmental Protection Agency disagrees and, as evidenced by so many auto manufacturers



Subaru Legacy 3.6 equipped with Raptor supercharger kit.

(Continued on page 4)

Subaru EZ36 Six Cylinder Boxer



(Continued from page 2)

recently, the bigger engines are starting to disappear.

While Subaru has never really had anything like a V8 or a "big block" engine, there is a horizontally-opposed masterpiece that will soon fall victim to this recent industry trend. The 3.6 Liter 6-cylinder boxer engine is on it's way out.

Oddly enough, the signs that Subaru's H6 would leave us were brought about by the debut of their largest vehicle to date: the 2019 Subaru Ascent. One would imagine that whatever powers the new leviathan of the 3rd-row SUV segment would have to be just as big, but this is not the case.

Powered by an all-new direct-injected turbocharged 2.4 liter boxer 4-cylinder, the Ascent will still be capable of besting the 3.6 boxer 6 in the power department. At 256 horsepower, Subaru's H6 will fall short of the 260 estimated horsepower of the new turbo 2.4.

Subaru, and many other manufacturers, have been managing to make more power with fewer cylinders for awhile now.

LVCC's February Meeting

Date: Wednesday, February 26, 2020.

Attendance: Larry Asheuer, Rich Greene, Allan Lacki, Larry Lewis, Dennis Stamm, Jeff Strausser, Bob Weideman, and Dick Weidner.

President Dennis Stamm opened the meeting at 7:30 PM. Secretary / Treasurer read the minutes from our previous meeting and recited the latest financial figures.

At the end of December, LVCC had \$1,516.75 in its checking account. Since then, the club received \$11 in income and spent \$30.87 on photocopies and postage for the newsletter, leaving a balance of \$1,496.88.

Al Lacki made a motion to accept the reports as presented. The motion was

seconded and approved by acclamation.

A discussion ensued about newsletter expenses. Al said we continue to send hardcopy newsletters to eighteen people every month. The local Staples store makes the photocopies. Al said he uses Staples coupons whenever possible to get a price break, but Staples hasn't been offering any coupons for photocopy services lately.

Several CORSA chapters have discontinued hard copy newsletters. They send their newsletters only by way of email. The possibility of having LVCC go all-electronic was discussed but no action was taken.

Larry Asheuer talked about Ed Prescott's Corvair Corsa. It is now being offered for sale. (It has since been sold).

Bob Weideman said he would like to install a camper package in his recently-acquired Corvair Greenbrier. Dick Weidner said he built one several years ago. Although he hasn't used it lately, he still has it. It's equipped with a refrigerator, microwave oven, television, DVD player, water tanks, a 120 volt inverter and more. We were all very interested in Dick's camper as it appears to be exactly what Bob would like to have.

Dick talked about painting cars with lacquer using a high-volume / low-pressure spray gun. Although professional body shops seldom use lacquer any more, it is easy to shoot and dries quickly, making it ideal for the hobbyist.

Al Lacki talked about the recent parts auction conducted by the New Jersey Association of Corvair Enthusiasts. This event brings a large crowd every year and high quality Corvair parts often sell for low prices. Al's article about the auction appears in the last issue of our Fifth Wheel newsletter.

For show and tell, Dick Weidner brought in an assortment of miniature

Corvair models and toys. They included HO-gauge, N-gauge and factory promo models in 1/25th scale. They even included a gas station diorama that Dick assembled using parts from various kits. As always, Dick generously passed the items around so that everybody could touch and examine them up close.

After show and tell, Dennis Stamm closed the official business portion of the meeting, but this did not stop us from socializing. Everybody broke up into separate discussion groups.

Dick and Jeff Strausser talked with each other about Corvair engine design. Using his cell phone, Rich Greene showed photos to Larry Lewis and Al Lacki of the large HO and N-gauge railroad layouts he built in his basement.

Dennis Stamm and Larry Asheuer exchanged stories about great deals they made, buying and selling Corvairs and Corvair parts. And Larry Lewis told harrowing tales from his experience as a volunteer fire fighter. A good time was had by all!

Orphan Car Tour Announcement

Dozens of antique cars will take to the road on Saturday, June 6, as the 29th Orphan Car Tour gets underway. This year's route runs from Burkittsville, Maryland to Bluemont, Virginia, where participants will enjoy a late-afternoon dinner together. Along the way, drivers will pause to see several attractions including a car collection, an antique grist mill, and an auto restoration shop.

For years the Orphan Tour has provided owners of antique "orphan" (discontinued make) vehicles the opportunity for a leisurely afternoon cruise over scenic, mostly-rural roads, traveling at their own pace. The Tour takes place in a different location each year around the greater Washing-

ton-Baltimore region. The Tour is open to all "orphans" which are at least 25 years old.

Details for this year's event are being finalized, and a flyer with complete information is scheduled for March. Updates will be published at the Tour's website, <http://www.orphancartour.org/>. Further information is available from Jon Battle at (540) 364-1770, or via e-mail at tourdirec-tor@orphancartour.org.

Make Your Corvair GO **Text and photos by Eric Rickman** **Hot Rod Magazine, February 1963**

Editor's Note: There are many people who receive recognition in the pantheon of Corvair enthusiasts, but Bob Palmmini is seldom if ever mentioned. Mr. Palmmini was the proprietor of Ropal Engineering, a small company that sold hop-up items for Corvairs during the early 1960s. His claim to fame - to the extent he achieved it - was the adaption of Dellorto carburetors to the Corvair engine. Up to eight of them. Here is the text and a few photos from an article from Hot Rod magazine that describes his work in this area.

One of the amazing features of the new compact car engines is the tremendous potential for performance locked within their stock design.

Bob Palmmini of Ropal Engineering, South San Gabriel, California has long been a small-bore Chevy fan, so he naturally picked up a Corvair when

they first came out. There are several ways to make this little 144-incher go including going bigger, but Bob isn't of the more inches school. His approach was to improve the breathing.

To obtain a maximum distribution of fuel, Bob wanted to get one carb over each port. That necessitates a complete change of the intake manifold. The heads are placed in a mill and the entire top of the intake manifold is machined off. With the intake system thus laid bare it's an easy matter to go in with a porting tool to open up and smooth out the intake passages.

Next, a flange is heliarced on the open top of the manifold to which any number of varied cover plates may be attached depending on the number and type of carburetors you desire. These cover plates are made up for all the popular carbs, as well as with fittings for a blower system.

Some very good results have been derived from multiple carbs on Corvair - two barrel Rochesters or even the old reliable 97's. One installation has two 97's per side with split butterfly shafts and progressive linkage that permits only one barrel in each barrel to open at a time. When the throttle reaches full open, the second barrel comes in just as the secondaries open in the comparable four barrel setup. This maintains proper venturi velocity in the lower speed ranges.

The stock Corvair carb has a built-in limitation. It has no power jet system. There is a single main jet that must be set for an optimum average taking into

consideration the type of driving you're going to do. With the single jet, the faster the engine goes the leaner it gets. You can't get maximum efficiency at both ends of the performance scale.

Bob found out early in the scheme of things that open headers on a Corvair engine tend to give quite a scavenging effect at high speed. This in turn requires richening up the mixture quite a bit to get maximum top end power for dragging.

That's fine, but when you close off the header plugs for street use, the engine is so rich it won't run. With the Palmmini manifold adaption you can go to the later carbs or the 97's, which have the power jet system, and the engine will then run properly at both ends of the performance scale.

Pursuing the idea of placing one carb over each intake port, Bob ran into the problem of finding a carb small enough to permit three of them to fit side by side over the ports. Straight line induction is desirable since Bob figures you lose 45% of the mixture flow velocity every time it rounds a 90 degree corner. Larger droplets of fuel tend to be slung out of the airstream and deposited on the manifold walls every time the stream changes direction abruptly. Directional changes also tend to raise the temperature of the incoming charge. It makes sense then that a direct passage from the carb throat to valve port would be quite an ideal situation.

While looking through the shop for

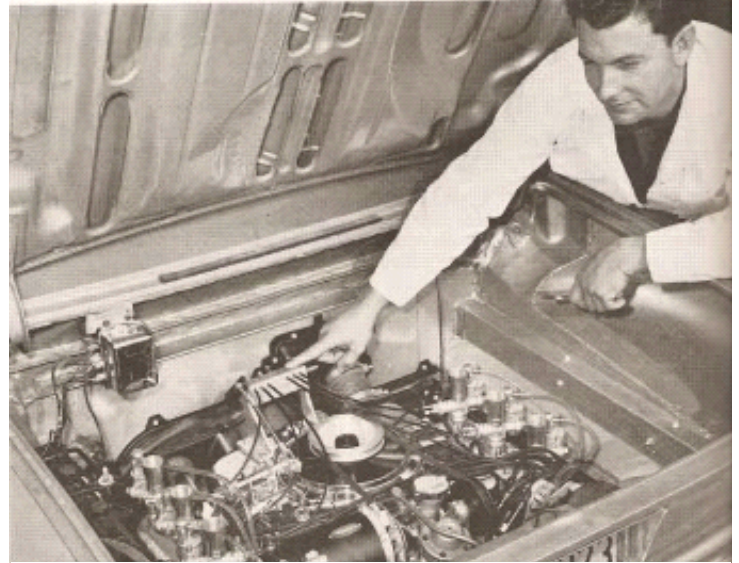
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Clark's Corvair Parts®

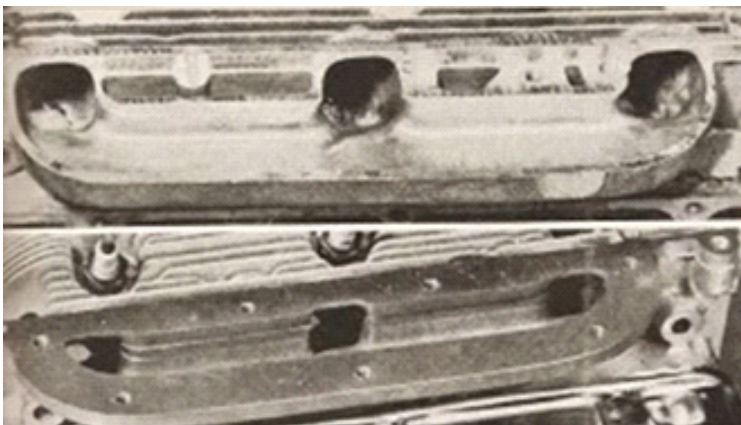
Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.



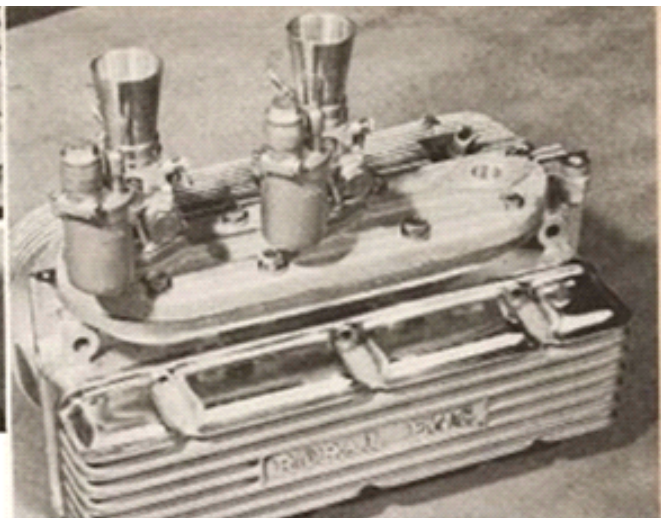
Dellortos on a 'Vair. Ropal Engineering.



Bob Palmi of Ropal Engineering points out throttle actuating lever to which all throttle cables are attached. To tame this tiger it is a simple matter to detach a couple of cables and join the ranks of economy compacts again. Cover engine has eight-carb application, but tests have been made with six only.



Photos show the steps involved in preparing Corvair heads for Ropal induction system. Porting may be done after the top of the stock manifold is machined off. Flange heliarced to head provides mount for whichever carb combination base plate desired.



Here we see two of three carbs installed on a three-port adapter

(Continued from page 5)

small carbs, Bob ran across some Italian Dellorto slide valve jugs left over from some kart engine experiments. This carb is a somewhat smaller version of the English Amal carb. It has a venturi of only $\frac{3}{4}$ inch, which at first glance may not seem like enough. After doing some computing, Bob found that the Dellorto $\frac{3}{4}$ inch area is fully usable while the larger Corvair carb has its venturi cluttered up with butterfly shafts, butterflies, jet clusters, etc.

It figures out that two Dellortos will equal one stock Corvair carb. The slide valve carb has some rather interesting virtues which bear considering at this point. Closed it's air tight, allowing perfect air jet idle adjustment. As it opens it becomes in effect a variable venturi thereby maintain a proper air velocity at any given opening.

The slide barrel has a long tapered needle attached to it which passes through the carb's main jet. This jet is sized for maximum wide open performance. As the carb closes down for mid-range speeds the tapered needle restricts the jet size thereby controlling the fuel flow. This in effect gives you a carburetor with a variable venturi and variable jet which are so coupled as to give the ideal fuel air ratio throughout the carburetor's entire operating range.

The variable venture maintains a high venturi velocity at even partial throttle settings. With no accelerator pump in the carb there are no loading or flooding problems. The slide valve carb is relatively insensitive to direction G forces and will operate in almost any position on a motorcycle.

Bob has built two of these engines. The one appearing on the cover with eight carbs hasn't been tested yet, but some very interesting tests were run on a six jug setup in his personal car.

This engine is absolutely stock other than the intake manifold. Tests were conducted on a chassis dyno with the stock set up. Rear wheel figures were: 3rd gear at 5000 rpm – 59 hp;

second gear at 3,900 rpm 60 to 61 hp. Peak horsepower was realized at 3,900 rpm. After the six Dellortos were installed, tests were run again. Horsepower was raised to 80 hp in third gear – an increase of 21 horses. In second gear the increase was 23 horses. The maximum torque point was raised from 3900 rpm to 4100 rpm, with the torque remaining fairly constant on to five grand.

High gear dyno tests aren't very accurate. As speeds go up tire slippage becomes more of a problem; 4100 rpm with a 3.27 rear end will give a speed in excess of 100 mph which is too much for a chassis dyno. During the tests oil temp remained at 210 degrees and the cylinder head temperature held steady at 180 degrees (cylinder head, not exhaust temperature). After all, this is the average operating temperature of the engine. Road economy was surprisingly good with 22 mpg realized on a trip running between 55 and 80 mph. The Dellorto setup gives a 12:1 fuel air ratio wide open and drops back to 14.4:1 when cruising. The stock setup gave approximately 25 to 27 mpg. The 3.27 rear end in this car is actually a bit low now that the engine has so much more torque. The 13-inch wheel isn't much help either. This little bomb could pull a lot more gear with good economy now.

Other advantages to this setup became apparent after installation and testing. First was spark plug life.

Due to poor fuel distribution in the stock set up, you Corvair owners know what happens to the plugs. The second advantage realized was a rather tricky economy measure. If the little woman wants to drive the car and you don't want her to scare herself to death the first time she punches it, just disconnect the throttle cables to a couple of the carbs. It's merely a matter of slipping the cable tips out of the pulling lever. You can drive to the strip on four carbs then cut in the remaining carbs for dragging without all the rejetting hassles experienced with other setups.

While on the subject of jetting, the Dellorto is very easy to set-up. Main jet size is set on a chassis dyno to give a 12.5:1 fuel-air ratio at full throttle. The mid-range mixture is controlled by the sleeve jet through which the tapered needle travels. Then for really fine adjustment the needle position in relationship to the sleeve jet is also variable. With this amount of adjustment available the settings can be made very exact and they will stay that way.

It quite obviously figures that if you're going to carburate the engine for better breathing, something must be done with the exhaust side to let the bigger load out or it still won't breathe. Ropal has redesigned the exhaust system to accept 1 1/2 inch diameter headers. The new tubes are fully rounded without the restricting flat to clear the head stud. They are pressed into the head a full 3/4 inch. Starting at the port with a 1 5/16 inch i.d. the new stack is belled out to 1 1/2 inches at the header flange. The stock stacks are only 15/16 inch and they have that restricting flat. Each flange is bolted directly to the head for rigid support.

A careful look at the accompanying graph shows that the Ropal setup begins to get its torque much sooner than either the stock or turbocharged engines and sustains it well throughout its normal operating range.

The next step, of course, is to put this setup on one of the big inch engines we have running with larger barrels and increased stroke. It should be an unbeatable combination.



LVCC Membership Roster *(includes past presidents)*

Sorry, but we don't share members private information on the internet.

Calendar of Local Events



Saturday & Sunday, March 21 to 22, 2020 :::: Hoods Up Weekend

Location: Boyertown Museum of Historic Vehicles, 85 South Walnut Street, Boyertown, PA. Time: 9:30 AM to 4 PM. During regular hours on March 21 and 22, all the hoods will be open on our cars and trucks. Come see these early examples of automotive engineering. On Saturday, March 21, a few cars will be started up! This is included in regular admission and is during our regular hours of 9:30 AM to 4 PM. Phone: (610) 367-2090. <http://www.boyertownmuseum.org>

Saturday March 28, 2020 :::: 3rd Philly NNL Model Car Show

Location: Simeone Foundation Automotive Museum, 6825 Norwitch Dr, Philadelphia, Pennsylvania 19153. Time: 9 AM to 2 PM. Price: \$12 museum admission fee and includes unlimited model entries. Tables filled with models and the museum packed with people, not to mention the museum's huge collection of historic race cars. Contact Tommy Kortman kortmatry@yahoo.com. www.simeonemuseum.org

Friday April 3, 2020 :::: Hatboro Cruisers First Friday Cruise Nights

Location: Lowe's Home Improvement Center, 425 Easton Road, Warrington, PA. Time: 5 PM to 7 PM. Our 10th year. Cars, trucks and bikes. DJ, hot dogs, funnel cakes, lemonade, ice tea and more. This event repeats on the first Friday of every month. Visit Hatboro Cruisers on Facebook for additional information. Rain date is always the second Friday of the month. Phone: (215) 601-7562.

Saturday April 4, 2020 :::: Cars and Coffee Fogelsville (Season Opener)

Location: The Clean Garage at Lehigh Hills Shopping Center, 7727 Glenlivet Drive West, Fogelsville, PA 18051. Price: Free. Time: 7 AM to 9 AM. (This is an early-morning event. We can use the entire parking lot but only until 9 AM, when the other stores open). The Clean Garage will continue to host Cars and Coffee events throughout the year, alternating between Saturdays and Sundays. <https://clean-garage.com/>

Wednesday April 8, 2020 :::: CarCollab – Gianotti's Car Meet

Location: Gianotti's Ristorante, 14949 Kutztown Road, Kutztown, PA 19530. Time: 5 PM to 10 PM. Car meet open to all makes & models. Had a great and respectful turnout last year, let's make this one even better! Gianotti's has a bar side and restaurant side, so kids are welcome. Food/drink specials. <https://motionu.com/event/carcollab-giannottis-car-meet>

Saturday April 11, 2020 :::: Lehigh Valley Region AACA Cruise Night

Location: Dairy Queen, 701 S 25th Street, Easton, PA. Time: 4 PM to 7 PM. All Cars welcome. All Donations will be given to Dream Come True. All makes and models, Cars, Trucks, Street Rods, and Motorcycles welcome. <https://www.lvraaca.com/>

Saturday April 18, 2020 :::: Penn State Berks SAE BAJA Semi-Annual Show

Location: Pennsylvania State University: Berks Campus, 1801 Broadcasting Road, Reading, PA. Time: 12 PM to 3 PM. Price for show cars: \$10 day of show. Free to spectators. Rain Date April 25th, 2020. This is a show for cars, motorcycles and trucks. You can show up as early as you want. The listed time is just there to give an idea of when to show up. All proceeds go to PSU Berks SAE Baja Club. Bring whatever you want even your stock car. Everyone is welcome! Contact Tyler Williams at (215) 510-9657 or Tiffany Assanowicz at taa5254@psu.edu. More information is available on Facebook.

Saturday April 18, 2020 :::: Veterans' Island Project Car/Bike Show

Location: Red Horse Motoring Club, 132 E 3rd Street, Pottstown, PA. Time: 8 AM to 3 PM. Price: \$20 per vehicle. Rain or shine. Beverage, food, vendors, raffles, DJ entertainment. Trophies at 2 PM. Proceeds to benefit the ongoing preservation of Veterans' Island at Memorial Park, Pottstown, PA.

Sunday April 19, 2020. :::: Cars & Coffee Lehigh Valley: Season Opener

Location: SteelStacks, 101 Founders Way, Bethlehem, Pennsylvania 18015. Time: 9 AM to 12 PM. Price: Free. This event repeats every month. Up to 500 cars show up. Hosted by Cars & Coffee Lehigh Valley and SteelStacks. More information available on Facebook.

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Calendar of Local Events



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Sunday April 19, 2020 :::: Quakertown Dairy Queen Car Cruise

Location: Quakertown Dairy Queen, 206 South West End Blvd. (Route 309), Quakertown, PA. Time: 3 PM to 7 PM. Sponsored by The Good Time Motorvators. This is an event that repeats the 2nd Sunday of the month in 2020 (except for April & May). \$1 donation per vehicle is appreciated. All donations go to The Children's Hospital of Philadelphia. Added by Colleen Williams. Phone: (267) 372-3422. More information available on Facebook.

Tuesday April 21, 2020 :::: DVVR Cruise Nights

Location: Falls Township Community Park, 9125 Mill Creek Rd Levittown PA 19054. Time: 6 PM to 9 PM. Price: Fee. Rain Date is the following Tuesday. All makes & models of cars, trucks, and motorcycles welcome. 20 plaques awarded each cruise. Hosted by Delaware Valley Road Runners Car Club. This event repeats every month. See website for details. <https://www.delawarevalleyroadrunners.com/>

Wednesday to Sunday, April 22 - 26, 2020 :::: Spring Carlisle

Location: Carlisle Fair Grounds, 1000 Bryn Mawr Road, Carlisle, PA. Admission: Daily Wed- Sat: \$12. Sunday: \$7. Event Pass: \$35. Kids 12 and Under Free. Event Hours: Wed- Sat: 7AM- 6PM. Sunday: 7AM- 12PM. Spring Carlisle is one of the largest automotive flea markets in the world and one of the best opportunities to get your hands on all things automotive. With 8,100 spaces of vendors selling a vast array of automotive parts, accessories, cars, collectibles and memorabilia, it's almost certain that you won't go home empty handed. <https://carlisleevents.com/events/events-detail/index?id=spring+carlisle>

Saturday April 25, 2020 :::: 34th Annual NNL East Model Car Show

Location: Wayne PAL Building, 1 PAL Drive, Wayne, NJ 07470. Time: 9 AM t 4 PM. Model car show, scale marketplace and cottage industry expo. Presented by the Tri-State Scale Model Car Club. This year's theme: Known Survivors - Original old customers from our youth. www.nnnleast.com

Sunday April 26, 2020 :::: Antique and Classic Car Parts Flea Market

Location: Leesport Farmers Market Grounds, 312 Gernants Church Road, Leesport, Pennsylvania 19533. Time: 7 AM to 2 PM. Admission is free. Vendor registration fee: \$15/\$20 per space. Over 100 vendors under roof, held rain or shine. Refreshments and restrooms available on site. Information 610-926-3061 or hawkmtv8@aol.com.

Sunday, May 24, 2020 :::: 27th Annual Lake Lenape Jamboree Car Show

Location: Lake Lenape, entrance on Constitution Ave, Perkasio, PA 18944. Time: 9:00 AM to 3:00 PM EDT. Price: \$15 Pre-Registered / \$20 Day of Show. Rain or Shine. Dash Plaques for the 1st 100 cars. Trophies, vendors, Chinese auction, DJ. goodtimemotorvators@yahoo.com

LVCC Officers

President: Dennis Stamm Phone: (610) 926-4723 Email: dmstamm@comcast.net
 Vice Pres: Fred Scherzer Phone: (484) 948-5142 Email: jukeboxman44@gmail.com
 Secretary / Treasurer: Richard Weidner. Phone: (610) 502-1414 Email: anythingvair@yahoo.com,
 Newsletter & Website Editor: Allan Lacki. Phone: (610) 927-1583 Email: redbat01@verizon.net

