



the fifth wheel

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No June Meeting due to COVID-19

Lehigh Valley remains in Pennsylvania's "Yellow" zone and that restricts our ability to conduct a meeting without a lot of fuss about social distancing. Hopefully, we'll be put in the Green zone next month so we can get together again. In the mean time, we wish you and your family the best of health.

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.

Corvairs at New York Safety Track

Your editor represents Lehigh Valley Corvair Club on the Northeast Corvair Council board of directors. Also known as “NECC Motorsports”, the Council conducts performance driving events for all makes and models of cars.

Our events include open track days, time trials, autocrossing, drag racing and more. We welcome street and track-prepared cars of all makes and models. If your car can pass our tech inspection rules, you are eligible to drive with us.

A typical NECC track day starts out with tech inspection, a drivers meeting, group practice sessions, open-track, and then timed laps. Wheel-to-wheel racing is not allowed and passing is only allowed on the straights. But there are no restrictions on speed, so drivers can and do put down the hammer.

We typically have two track days every year and this year will be no exception. Last week, on Saturday June 13, we did a track day at New York Safety Track. On Saturday August 1, we’ll be doing another one at Pocono.

Coping with COVID.

Yes, despite COVID-19, we proceeded to go ahead with New York Safety Track. It’s located in Jefferson County, outside of Oneonta and not too far from Cooperstown. The track has been open since mid-May, when COVID restrictions were relaxed in that portion of the state, but we had to practice social distancing and wear face masks. Our events don’t draw spectators, so that was no concern.

Usually, we do a thorough tech inspection on each of the cars and have a drivers meeting before sending any of the cars out on the track. But given the social distancing restrictions, this was

not possible.

And so, a series of emails was sent out with instructions to all the guys and gals who registered. Each driver had to complete a tech inspection on his or her own car before arriving. In addition, each had to sign-off on a driver instruction booklet that provided all the information that would otherwise be discussed at a typical drivers meeting.

Sold Out!

To our surprise, more drivers signed up than we expected. We sold-out the event and still more people begged to register. In total, we had 51 drivers running with us at New York Safety Track. That’s more drivers than we’ve had since the “good old days” of Lime Rock, before the turn of the century!

Many of the drivers were new to us, so we weren’t exactly sure how the event would play out. But most of the “newbies” had plenty of track experience with other clubs. Quite a few of them were ice racers whose normal season was cut short due to the COVID restrictions that were in effect earlier this year.

The day after the event, NECC President Brian O’Neill wrote a message to all the drivers, saying, “Organizing and running an event in the midst of this virus pandemic presented us with some unique challenges. Your assistance and sportsmanship allowed us to successfully hold the event.”

Corvair Content

Although NECC was established in 1973 as a club run by Corvair drivers for Corvair drivers, it’s been many, many years since we’ve had an all-Corvair event. A review of past entry lists clearly shows that most of the Corvair guys have either aged-out, dropped-out, or in some cases, passed

away. So, beginning in the late 1980s, NECC has been welcoming water-pumpers – (non-Corvairs) – to its events.

This is not to say the entry list is devoid of Corvairs. At NYST, we had five Corvairs on the track. Brian O’Neill, Terry Stafford, Mike Pietro, and LVCC members John Egerton and I were there in our Corvairs. John had the best lap time among the Corvair drivers. I was the slowest, but unlike most of the other Corvairs, mine is nearly pure stock. Tom Hughes of Maryland – another Corvair guy – was with us too, but his track Corvair was retired a few years ago. He drove a 1994 Mazda MX-3 instead.

Of course, the fastest cars were the new modern water pumpers. We had plenty of BMWs, Porsches, Miatas, BRZs and other fast cars. Many of them were highly modified track cars used exclusively for real racing events. But no matter the car, it seemed that everybody had a good time. Over the past week, we’ve received at least a dozen emails from the drivers, telling us how much fun they had.

We’re looking forward to Pocono!

FREE! Two Corvairs.

Long-time Corvair guy John Heckel, formerly of Stroudsburg PA, has been storing part of his collection of Corvairs in a barn at his family’s farm in Honesdale, PA. The farm has been sold and he has been steadily moving the Corvairs to other locations.

However, two Corvairs remain, and unless they are removed from the barn by the end of the month – that’s June 30th – he will lose access to them. It is for this reason that he is offering them

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NECC at NYST Photo Gallery



Of the five Corvairs, John Egerton's recorded the fastest lap time.



Al Lacki's '66 Monza going out for hot laps.



Left and right: NECC Instructor Terry Stafford's '64 turbo Fitch Sprint. The photo at the left shows him leading his students around the track.



Mike Pietro's 1968 Corvair 500, factory-equipped with 140, 4-speed, quick ratio steering, etc.



Brian O'Neill's '65 Corvair 500 track car ran well all day.

to any interested Corvair enthusiast for FREE, so long as you take possession of them in the next couple of weeks.

This is not a package deal. In other words, you do not need to take both of them. You can take one or the other if you prefer. Here are the details.

Corvair #1 is a '63 Spyder coupe. Color – Maroon. The car includes the turbo engine, complete interior and all exterior trim. Has not run since the 1980s. Tires are dry-rotted. One small rust hole in one of the rocker panels. Does not appear to be a rust bucket. Clean Colorado title. The car is currently located in the barn at Honesdale.

Corvair #2 is a '64 Corvair coupe. John Heckel planned to use this as a track car before he moved to Akron. The car is stripped-out. Has no wiring harness but does have a roll cage. Suspension has been rebuilt with new bushings, shocks, etc. Undercarriage has been cleaned and painted. In primer paint throughout. Straight & solid unibody.

Obviously, this is a first-come / first-serve deal. Interested? John Egerton is acting as John Heckel's representative for this offer. Email John Egerton at jegerton@ptd.net or call him on (610) 217-0514.

ProCar Rally Seats for Your Corvair

Editor's note. The photos on the next page are from a YouTube video named, "Tips for Installing ProCar Rally Seats in Your Next Restoration", produced by "The Horsepower Monster". You can view the full video at this address: https://www.youtube.com/watch?v=XXqo9_ViZ_o

I've always found Corvair bucket seats to be perfectly comfortable for all-around driving. But they leave a lot to be desired when driving on a race track because they have no side bolsters to keep your body in place while you're drifting around the turns.

In past years, I've resorted to hanging onto the steering wheel for dear life and bracing my leg against the floor shifter. Not good.

A few weeks ago, I got ambitious and started to look for an aftermarket seat that would be more suitable for driving on the track. And I found one. It's a ProCar Rally Seat. It's not a true racing seat, but it has several nice features.

It allows the use of a factory-style 3-point harness, it adjusts forward and backward, it reclines, and it has huge side bolsters.



It appears to be well-made. It's comfortable, too. And best of all, you can order a mounting frame that's specifically designed for 1965-68 Corvairs. ('Sorry, none available for Earlies).

ProCar offers various options for color, fabric and stitch pattern. I bought the standard seat in black vinyl. The pattern is a pretty close match to the stock '66 seats. I only bought one – for the driver. That's me. I'm not replacing the stock bucket seat for the passenger's side.

Specifically, my new seat is a ProCar 80-1000-51L Rally Series 1000 black vinyl left recliner seat. The mounting frame is ProCar Part Number 81106 seat bracket. These items are not cheap. The seat is about \$375 and the mounting frame is \$85.

Does it work? Sure! I drove with it on June 13 at New York Safety Track, and it was a vast improvement over the stock bucket in my Corvair. That's not to say I'm giving away my stock bucket seat. It's at home, resting in the basement. Someday, I may reinstall it.

I was in such a rush to install the ProCar seat that I forgot to take any photos. But perhaps it's better that I didn't, for I was able to find a YouTube video that shows the installation process, step-by-step. On the next page are some screen shots from the video.

A couple of things need to be mentioned.

While there isn't much assembly required, I found the instruction sheet to be a bit lacking because the illustrations were so small.

A pre-formed piece of piano wire is provided to connect the right hand seat adjuster to the left hand seat adjuster. Both adjusters are thereby released so that the seat can be moved back and forth. I was not able to install the wire in a manner that would release both sides sufficiently, so I made my own using a length of piano wire left over from my slot car racing days.

Also, the seat brackets provide three positions for adjusting the height of the seat. For a Corvair, they need to be positioned at the lowest setting. Due to design interference, I found it necessary to take a hacksaw to the brackets to cut-off the tabs for the higher settings.

Aside from those minor glitches, the installation was straight-forward.

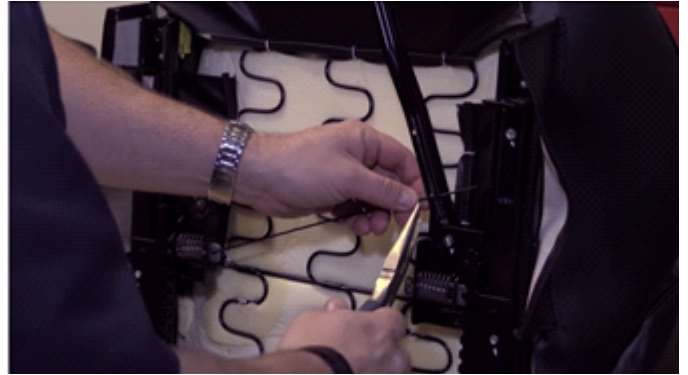
Installing Seats Over New Carpet

Corvair bucket seats are secured to the floor two ways: (1) with studs sticking up from the floor, and (2) bolts that screw down into the floor. When installing new carpet, it's necessary to

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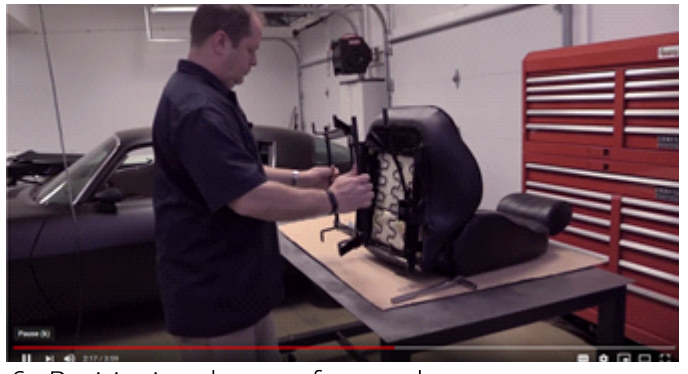
1. Opening the box.



5. Connecting right & left sliders with piano wire.



2. Original Camaro seat and ProCar Rally seat.



6. Positioning the seat frame adapter.



3. Sliders for back & forth adjustment.



7. Adapter attached to slider brackets.



4. Bolting the sliders to bottom of seat.



8. Bolting seat to the floor.

(Continued from page 4)

remove and then reinstall the seats. It's easy to find the studs, but even after cutting slits in the carpet for the bolts, it's often difficult to find the exact spots where the bolts should go. Often, the bolts gets snagged on carpet fibers.



The video referenced in the previous article offers a solution: Install set screws into the holes where the bolt should go, just as a temporary measure. They'll act just like studs, making it easy to position the seat exactly where it should be. Position the seat over the studs and set screws. Then replace the set screws with the bolts. Much easier.

Why not use the bolts as studs? Because the bolt heads won't fit through the holes in the seat brackets. But you don't have to run out and buy set screws. You can make your own by cutting the head off an old bolt - of the proper diameter and thread pitch of course - with a hacksaw.

Corvair Power Pack R&R with Hydraulic Table

Ever since the early 1960s, backyard mechanics have been removing and reinstalling Corvair power packs - the power pack being the engine and transaxle as a single unit - using jacks, hoists, carts, and even sheets of plywood. Of course, real Chevrolet mechanics used a proper transmission jack adapter designed specifically for this purpose, but who outside a Chevy dealer had access to one of those?

Over the years, the home-brew methods have been getting better. In his book, "How to Keep Your Corvair Alive", author Richard Finch provided plans for an engine cart to be used in conjunction with a hydraulic floor jack. Later, Rick Norris published an article about an improved engine cart to be used with an ATV jack. LVCC's own Al Lacki took Rick's design a step further in an article that appeared several years ago in "The Fifth Wheel".

The latest and perhaps most interesting technique is to use a hydraulic lift table. It's inherently stable and eliminates the need to use a separate cart altogether. Folks who've used

them have good things to say.

In a post in Corvair Center Forum, Bob Vinnacombe of Sandy Oregon wrote, "I just bought a lifting table from HF. There are better quality pieces but for the \$219 price, I took a chance that it would work. I pulled my 66 engine/transaxle yesterday and it was a simple, no stress job. I lifted the table into place, put some wood cribbing under the bell housing and the rear mount. It came down perfectly and smoothly. I then rolled it into the garage where I jacked it up to working level. It's a jack and worktable in one. I am sold."



As Bob noted, Harbor Freight isn't the only outfit selling hydraulic tables, so if you're leery of Harbor Freight quality, you have alternatives. But for what it's worth, above is a photo of the one Bob is using.



Here is a photo of a hydraulic table being used to remove the power train out of a rear-engine Porsche. Do you remember when all Porsches had the engine in the rear?

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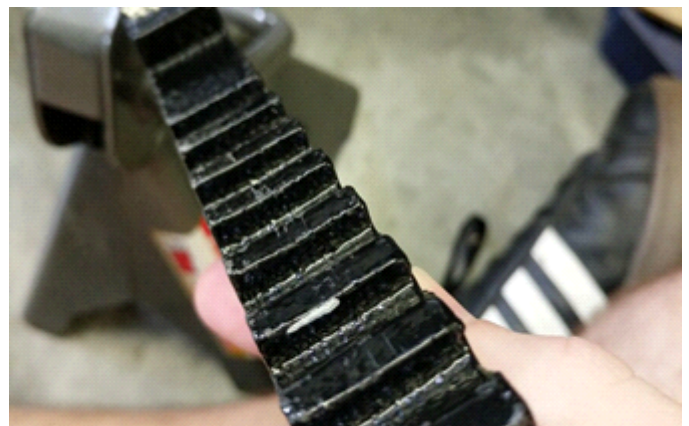
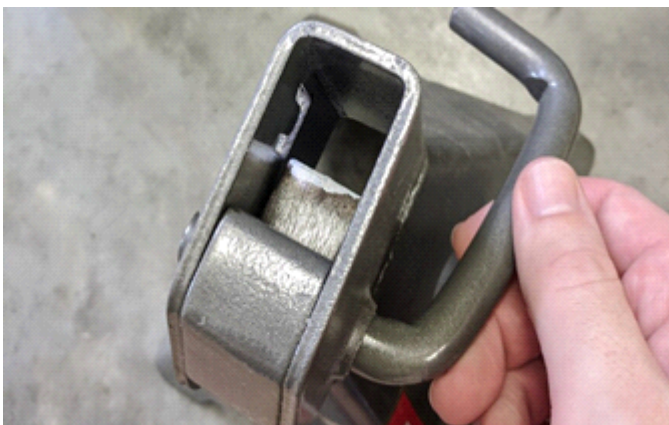
STOP USING THESE JACK STANDS IMMEDIATELY



The following information was posted on Motor Trend.com at this address:
<https://www.motortrend.com/news/harbor-freight-jack-stand-recall-safety-tips/>

The terrifying Harbor Freight recall of jack stands that could fail due to a manufacturing defect is in the news right now. Harbor Freight's recall covers some 3-ton and 6-ton "Pittsburgh" brand jack stands with item numbers 56371, 61196, and 61197. These are pawl-type jack stands, with a pawl that engages with teeth on the lifting arm of the jack stand. A design flaw caused by old tooling in the factory that constructed them could cause the pawl to disengage, letting the jack (and the vehicle on top of it) suddenly and unexpectedly drop.

This is dramatically illustrated by a few photos from a Reddit user, who shared it with us anonymously and we're reprinting here with permission. That person applied some paint to the pawl of a unit in question and let it transfer onto the teeth of the jack stand, which gives a sense of exactly how little the pawl is meshing with the teeth. See the mark on the pawl below:



There's only a sliver of paint transferred onto the tooth, a graphic illustration of how little holding power this particular set of recalled jack stands can muster. You can also see the paint marking on the teeth in the right-hand photo.

Per the Harbor Freight recall notice, please bring your 3-Ton and/or 6-Ton Heavy Duty Steel Jack Stands, item numbers 56371, 61196, and 61197 to your local Harbor Freight Tools store to receive a Harbor Freight Tools gift card equal to the retail price of the jack stands you originally purchased (plus applicable tax).

A Tech Tip to Try While You Are "Social Distancing" by Ron Peles

While we're all in and not out there, it's a great time to read over old magazines for tech tips. I purchased all of the back issues of Avanti Magazine, the quarterly publication of Avanti Owners Association International. Here is a tech tip that worked.

The hood and trunk remote opening cables on my Avanti were stiff and I was afraid of breaking them. Jon Myer, Avanti and Studebaker guru in Ohio, wrote that all you need to do is lubricate the outside of the cables with automatic transmission fluid, using a Q-Tip. Do this a few times a week over a few weeks.

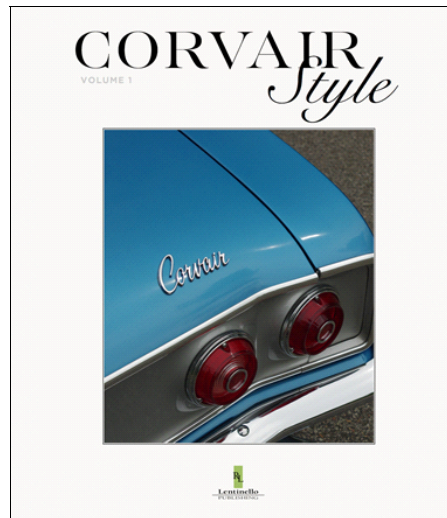
I did it three days in a row and the hood cable is completely free and even springs back after pulling on it to open the hood. I always had to push it back before. The trunk cable is not there yet, but works fine after three days also.

This will work on heater cables and I am wondering if this will also work on the Corvair's speedometer cable. If you have something with a manual choke or even a lawn mower throttle cable it should work. Try it, it's basically free, requires no tools and you can't break anything. Plus, ATF doesn't stink like most penetrating oils do.

An Artfully Executed Appreciation of Chevrolet's Immortal Corvair

Corvair Style is a respectful, affectionate look at these fascinating, sometimes under-appreciated cars.

The author is Richard Lentinello, executive editor of Hemmings Motor News and editor of Hemmings Classic Car, whose previous volumes have examined the glory of Cadillac and the righteousness of unrestored, original cars of the past. He clearly loves Corvairs.



This book, totaling 196 softbound pages, is a gathering of individual looks at Corvairs from each model year and, more importantly, the stories of

owners who preserve, drive and venerate them.

Okay, I worked for the guy, but it's essential for me to point out that Richard is an exceptionally gifted photographer of historic cars, and overall, the imagery in this book is outstanding.

I got to know John Fitch, the American road racing legend and designer of Lime Rock Park in Connecticut, through my own work at Hemmings. So it was gratifying to see the Fitch Sprint, which was modified from a production Corvair, in these pages along with a Monza coupe personalized by longtime GM styling chief Bill Mitchell.

If you're fascinated by automotive history, you will like this book, which is available for \$35 plus shipping from the author's website.

Jim Donnelly, jimdonnellyonwheels.com

LVCC Membership Dues

Our accounting year is from August 1 to July 31. Most LVCC members pay their annual dues at Das Awkscht Fescht, which is held during the first week in August. But Das Awkscht Fescht has been cancelled this year due to COVID-19. Therefore, it will be necessary for us to either mail in our dues or pay-up at our next meeting. More info to come.

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



Clark's supports LVCC by donating gifts every year for our door prizes at Das Awkscht Fescht.

Classified Ads



LVCC Member Curt Stone is offering this beautiful 1965 Corvair Monza convertible. 110 with a 4 speed. 4 new tires and serviced at the Ranch last year. Runs great. Curt bought it from the original owner in Erie Pa. It has just over 48,000 miles on it. Asking \$9,500.. Cherry Hill, NJ 201-776-8328 cwscurt@gmail.com



FOR SALE: This 1961 Corvan is owned by Jesse & MiLana Wright of York, Pa. Recently Jesse passed away and MiLana is considering selling it. It is all original and the Geisler's Furniture store name on the sides. They used it to deliver furniture. She doesn't have the price calculated yet but if anyone is interested please call her at 717-858-7107 or email wright824@verizon.net. I am helping her with the sale of the van and parts. Joe Darinsig



FOR SALE: 1964 Corvair Monza Convertible. Asking price: \$3,500. Odometer miles: 61,242. Year when last driven on the street: 2020. 95 hp 4-speed. Goldwood Yellow exterior with black interior. A little bit of rust inside the driver's door sill and rear fenders. Collision damage: none known (owned for 20 years). General overall condition of car: fair. Location of car: New Ringgold, Schuylkill County, Pennsylvania. Days and times when people can contact owner: 8 AM to 8 PM, 7 days per week. If there is no answer, leave a message. Email address: mjtheisen@gmail.com. Phone number: 570-943-3041



LVCC Member Wes Heiss writes, "I am cleaning up a bit and have a few parts I'm looking to pass on for free. A pile of decent 66-69 Monza hubcaps and two serviceable 66 Monza door panels in bright blue. Would anyone in the club be interested?" The parts are located in Allentown. You can contact Wes by phone at (713) 446-7910 or by email at wes.heiss@gmail.com

Calendar of Local Events



CORONAVIRUS UPDATE! *If you plan to attend any of the events below, please contact the organizers to see if they are still "on". Almost of all the listings include contact information, so give 'em a shout.*

CANCELLED Sunday June 21, 2020 :::: 34th Annual Father's Day Rod Run

Location: Oley Fairgrounds, 477 Main Street, Oley, PA 19547 (enter on Jefferson Street). Time: 8 AM to 3 PM. Price: \$15 day of show. Rain or shine. All show cars and trucks welcome. Dash plaques to first 200 vehicles. Door prizes, vendor spaces, raffles, games, NSRA safety inspection, etc. Contact Rick @ 610-678-3948 or Fran @ 610-944-5515.

CANCELLED Friday to Sunday, July 31 to August 2, 2020 :::: 56th Annual Das Awkscht Fescht

From the Das Awkscht Fescht website:at <https://awkscht.com>. It's with heavy hearts that we make the announcement that this year's Fescht has been cancelled. It's only after careful consideration and much debate that we have concluded that this decision is the best way to go, in the interest of safety and well-being of our many visitors, participants, vendors, and volunteers that make the Fescht possible. We're disappointed as well, but rest assured, we will see you in 2021.

CANCELLED Sunday August 9, 2020 :::: 44th Annual Collectors Car Show & Flea Market

Location: Macungie Memorial Park, 50 North Poplar Street, Macungie , Pennsylvania 18062. Registration begins 8 AM. Show time: 10 AM to 3 PM. Price: \$15. All makes, models and years welcome. 50 trophies, top 35 and 15 special awards. Independent judging. Auto and household flea market. Dash plaques to first 250 cars. Food. 50/50 drawing. DJ. (610) 227-5312 1stpamustang@gmail.com gbaxter34ford@gmail.com <http://www.firstpamustang.org>

RESCHEDULED to Sunday August 23, 2020 :::: 18th Annual Silver Creek Father's Day Car Show

Location: 2943 Route 212, Springtown, PA 18081. Time: 8 AM to 3 PM. Rain or shine. Price: \$10 day of show. Food, entertainment, 50/50. Voting 12:30 to 1:30 PM. Trophies at 2:30 PM. (No Corvair class). SilverCreekAA@gmail.com. [Www. silvercreekathleticassociation.com](http://www.silvercreekathleticassociation.com)

Saturday, September 19, 2020 :::: Corvair Day 2020

Location: Eastern Museum of Motor Racing, 100 Baltimore Road, York Springs, PA 17372 *GPS Address for Latimore Valley Fairgrounds (a part of EMMR) , 314 Latimore Valley Road, York Springs, PA 17372. Time: 9 AM to 3 PM. Pre-registration price: \$12 if you register before August 31. Gate registration price: \$15. Food: hamburgers, hot dogs, drinks, and much more . Silent Auction. 50/50. Free dash plaques. Door prizes. All proceeds from this event go to Salvation Army of Harrisburg, York, and Lancaster counties and Sgt. Mac Foundation. This is a Corvair-only event.

RESCHEDULED to Saturday September 26, 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.nnleast.com

RESCHEDULED to Sunday October 11, 2020 :::: 6th Annual Red Coffin Memorial Car Show

Location: Lyons Community Park, 15 Park Avenue, Lyons, PA. Time: 9 AM to 3 PM. Price \$12 day of show. Dash plaques for first 100 registered. Food, music, door prizes, Chinese Auction, raffles, flea market, 50/50. For more information, call Marie Gift at (610) 921-2611 or visit www.readingfairgroundsracing.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

