



# *the fifth wheel*

SEPTEMBER 2020

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

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## September LVCC Teleconference

Our next teleconference will occur on the fourth Wednesday of this month - that's September 23 at 7:30 PM. All members of LVCC are invited! See Page 8 for complete information.

*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 Trip to Billings, by Woody Woodfin

*Editor's Note: The following article first appeared in the August 2020 issue of the Central Florida Corvair Club's newsletter, "Temp Press". I used to pass through Billings, Montana every year on business trips. As I'm writing this, I'm wearing my HuHot Mongolian Grill T-shirt - a place where I used to eat dinner after stepping off the plane at the Billings airport. Good memories!*

Many years, I have been searching for old aircraft, cars or motorcycles to restore. The intent is to find that perfect vehicle to drag home to the treasure chest. The time or distance involved never seemed to be a concern, only the "gold". Since I traveled for a living, and was capable of driving 1,000 miles per day, the trip to Billings, Montana was only a two-day trip. So, on with the story.

I have recently acquired a 1963 Corvair Rampside with 69,000 miles from the original owner. First looking at this vehicle, and being told this vehicle was once under water in a flood, my restoration ambitions overtook my good sense. And after retrieving this Rampside, I soon realized the restoration would be long and expensive. Thank goodness for Clark's Corvair and my great Corvair friends, we came up with most of the parts with the exception of a Left Quarter Panel. The search was on!

I contacted every known Corvair business in the country with no success, until Larry Claypool of Chicago informed me of a Corvair collection in Billings, Montana. After several contacts by email and seeing what this collection encompassed, the need to see, touch, and feel became overwhelming.

A phone call to the purveyor was encouraging as he had many FC's in the collection and the possibility of acquir-

ing my left quarter panel seemed bright. Several days passed, and thoughts of traveling to Billings became a reality.

I soon decided it would be a lot more fun to invite Norm Wright to join me in this adventure. So Norm Wright agreed to go and meet me in Lake City just in time to join me in the celebration of Jean's birthday, August 4th. The next morning Norm and I departed at 6 AM for Billings, only 2200 miles and 30 hours to go.

The mission now was to acquire my quarter panel and then photograph and document all 62 Corvairs in the collection. We arrived Friday August 7 2020 at 10 AM and proceeded directly to the storage area expecting to meet the owner. The first impression as we drove up to the rows of Corvairs was

how bright all of the chrome was on most of these cars. Overwhelmed was the feeling of the day especially because the first row consisted exclusively of Greenbriers and Rampseys.

We had contacted the owner and we were informed the he would join us later in the day. This never happened. Nevertheless, Norm and I started our work of documenting and taking six photographs of each vehicle. Norm turned over each engine to verify it would rotate. Interesting, only two out of 62 would not rotate. The overall condition of the whole fleet was restorable. All of the chrome pieces, both in and outside of the cars, were good. Lots of windshields were broken due to hail. Interiors were rough, but complete. Some of the cars and vans had the wheels removed, and in some cases the floors were sitting in the dirt.



At the end of the day, we finally met the owner at the address he provided and enjoyed his stories about his life and his collection. He had mentioned that his dream was to sell his collection in lots of ten vehicles at a time. This seemed to be his solution to getting rid of all the cars instead of just the most desirable ones. As for the left rear quarter panel, he provided only a hint that he may help with that issue.

Here is a list of the vehicles we inventoried during our visit. Eleven Greenbriers (two being 8-door), three Rampsides, four Lakewoods (one exceptionally nice), twenty-one early 2 and 4 doors, eleven late models (including a '66 Corsa convertible with A/C), and a very low mileage '65. The remainder of the cars were sitting in the tall grass and we were advised that these were cars without titles.

During our meeting, we discussed his plan for selling the collection in lots of ten. We cautioned him about including the untitled vehicles among the lots, but he didn't seem to be concerned about the issue. "Titles are easy to acquire", he said. And curiously, he now refused to talk about that left rear fender that I had hoped to buy.

By this time, I began to wonder whether or not this individual was on-the-level. This fed my desire to get on the road home. We departed Billings Sunday August 9<sup>th</sup> and arrived home Monday evening.

There are many desirable cars that we all would love to have, but I think it's going to take some time. The cost to remove each car is over \$1,000. This alone adds doubt as to whether the cars will ever be sold in lots as he desires.

Even though we came home empty, Norm and I had a great time crossing the country, visiting Sturgis and the Town of Deadwood, and the memory was worth every minute.

### *THE CHASE CONTINUES!*

Woody

### ***LVCC August Teleconference Notes***

On Wednesday August 26, we had another LVCC teleconference. The call began at 7:30 PM as scheduled. Rich Greene, Al Lacki, Fred Scherzer and Jeff Strausser were on the line.

This was just an informal thing which probably would not qualify as a real "meeting" in the formal sense. But it was fun nonetheless. Everybody talked about what they've been up to over the past month.

Rich, Fred and Al have all had their Corvairs out on the road. Rich has taken his to the America on Wheels Museum in Allentown, Fred participated in one of the WalMart cruises in Harleysville, and Al drove his Corvair to the

### **Reinholds VFW Car Show. August 30<sup>th</sup>.**

Pristine 1965 Corvair Corsa turbo convertible. The owner, Pat McQuate of Denver, PA, is the original owner. The salesman said he'd have to wait to pick it up because it was in the show room, on display.



NECC time trials at Pocono.

Al said he was all signed up for the time trials and drove up to the Pocono Villages motel with Joan the night before. Unfortunately, while dining at a local restaurant, the Corvair's battery went completely dead. A good Samaritan in a big RAM pickup truck gave Al a jump. Fearing they'd get stranded again, Al and Joan drove the Corvair all the way back home non-stop. The next morning, they went back to Pocono in Al's Toyota while the Corvair rested in the garage back home. Since then, Al explained, a new battery has been installed and LeHeap is now ready again for long-distance cruising.

We talked a lot about brake lines. Al said he plans to replace all the rubber hoses on his Corvair. They were replaced thirty years ago so the time has come to do it again. Although most of the steel lines were replaced back then, the brake line that goes from the front of the car to the rear has never been replaced, so that's on the agenda, too.

Al said he ordered that line from Clark's a year or two ago but has not attempted to install it because it would need to be bent to accommodate the dual master cylinder that had been installed many years ago. Fred encouraged Al to be confident. He said he has several tube benders in all sizes and he offered to lend one to Al. With the proper tools, the job isn't hard.

Fred also talked about the necessity to use the right tools when flaring the ends of the tubing. Rich gave an example. He said the Corvair drag racer he and Larry own was equipped with stainless lines when they bought it. Several of them leaked at the fittings because the ends weren't flared correctly. This, in turn, ruined the fittings. Rich and Larry ended up all the lines and fittings to make it right.

Stock tail light bulbs on older vehicles are nowhere near as bright as those on new cars and the taillights on Corvairs are no exception. Rich said he improved the lighting immensely on his Corvair by replacing the old incandescent bulbs with LEDs marketed by a company named "Super Brite". You can buy them at [www.superbritebulbs.com](http://www.superbritebulbs.com). Depending on the brand, it may be necessary to swap out the flasher unit beneath the dash to make the turn signals flash correctly.

Jeff Strausser talked about the Corvair Monza he bought this summer from Ray Deutsche. As-is, this is a very nice example of a 4-door hardtop. Jeff said he refurbished the trunk. He cleaned it out thoroughly and repainted it using the proper spatter paint.

Jeff also mentioned that the engine - a 110 horse - is equipped with a 12-plate oil cooler, but it doesn't seem to fit right. After exchanging photos, it became apparent that the person who installed it didn't use the proper sheet metal shrouds for the 12-plate cooler, and so the advantage of go-

### **Reinholds VFW Car Show. August 30<sup>th</sup>.**

1962 "Rope Drive" Pontiac Tempest. Complete with original 194 CID Indy 4 engine, Tempest Torque transaxle and swing axle rear suspension. Another one of GM's compacts of the early '60s.



ing to a 12-plate was lost. Jeff has since ordered a proper 8-plate cooler and will be installing it on his engine soon. Jeff also said the solenoid drive on his starter has been acting up and so he'll be replacing that, too.

The discussion then turned to replacement parts that are reproductions rather than NOS. Some don't hold up as well as the originals. For example, Fred said he replaced the padded dash on his '63 Impala and, soon after, it developed a bulge. So, the situation isn't limited to Corvair replacement parts.

We continued until 8:26 PM at which time we ran out of things to talk about. Next time, we'd like to have more of you on the line!

### **Conquering Cancer** **by Richard Lentinello**

*Editor's Note: The author of this article, Richard Lentinello, was the Guest speaker at the 2012 CORSA Convention banquet and author of a new book, Corvair Style. His articles in Hemmings have consistently extolled the virtues of Corvair ownership. The article first appeared in 2015.*

Unbeknownst to practically everyone, I've been fighting cancer since June 2013. Thankfully, that ordeal is now over. My oncologist informed me on Monday, April 27, that the previous week's PET scan showed no activity, which means no active cancer cells. Whew, what a relief.

Although from the first moment when the doctor said those three words that no one wants to hear, "You have cancer," I truly didn't let it get me down, nor did I lose any sleep over it. I knew all along that I would beat it, and I did. There really is truth to "the power of positive thinking." What's more, because I went to the doctor when I first started feeling tired and weak, we caught the cancer in its early stage.

In all, I ended up having 26 chemo treatments. However I was allergic to the main drug, Rituxan, which is specially designed to treat the symptoms of my low-grade non-Hodgkin's lymphoma. The side effects were many, but the one thing that got me through it all was this magazine and my interest in automobiles. Putting together an issue of Hemmings Classic Car kept my mind off of the cancer, and allowed me to focus on the job at hand. The last thing I needed was to miss a deadline, which is totally unacceptable due to the problems it causes with the staff, the printer and distributors. Most important, I certainly didn't want to disappoint our readers with a magazine that they were expecting to receive not be in their mailbox. As always, perseverance once again paid off.

Many times, when I was undergoing a chemo infusion, I was doing so with my laptop in hand, editing content for HCC.

### **Reinholds VFW Car Show. August 30<sup>th</sup>.**

It took twenty years for the owner to build this beautiful replica of a 1956 Ferrari 860 Monza. Contours for the fiberglass mold were taken from full-size drawings of the real version.



Some days, I wrote my column in the hospital as well, and that helped keep my mind off of the toxic drugs that were dripping into my veins. I even had several interesting conversations with other patients who'd ask me if I liked old cars because they saw me reading Hemmings. It still amazes me how many people know about Hemmings Motor News.

So to all my fellow car fans, listen up; the lecture is about to begin.

The first question the doctor asked me when I was diagnosed was, "How many years did you smoke?" The cancer was throughout the lower part of my face, my throat and neck, and in the surrounding lymph nodes. My doctor was shocked when I told her that I had never smoked a day in my life. So that started me questioning all the possibilities on how I got cancer in the first place. The one thought that I kept going back to was auto body paint.

Through the years, I have painted a dozen or so cars, and numerous chassis and suspension components, and I always used a half-face respirator with double carbon cartridges. I also made sure to wear a paint-specific jumpsuit with a long sleeve shirt underneath, gloves and a hat. I would also tape my wrists to prevent the fumes from getting inside my suit. Still, I guess that wasn't enough to prevent the harmful vapors from entering my throat. Modern urethane paints that require a hardener, which contains cancer-causing isocyanates, are especially poisonous.

The next car I paint, I'm going back to using acrylic enamel, without adding any toxic hardener. And you should do

the same. Most important, always wear a respirator, even when using a spray can. Also wear gloves, so you don't have to expose your absorbent skin to not only the paint but the thinners and cleaners, too. All those chemicals are very toxic, so please take maximum precautions.

An even more significant precaution: See a doctor at the first sign of being fatigued or ill. Don't be a thickheaded macho man, or as my Sicilian grandfather used to say, a mamaluke. And if all your blood work comes back negative, yet you still don't feel well, push your doctor to take more tests. That's what happened to me. My initial blood test results were all negative, but I told my doctor that something was wrong; I could feel it. So it wasn't until I saw a throat specialist that the cancer was discovered. Don't place all your faith in a blood test. In many cases it won't reveal everything that's wrong. You must trust your own intuition. And most important: Always think positive thoughts.



Richard Lentinello, author.

## **Lost & Found!** **by Al Lacki**

Look what showed up at the "Ol Daze Drags Plus & 60th Anniversary Funy Car Throwdown" event at Island Dragway on September 13. It's the Island Dragway Corvair funny car!

Located in Great Meadows, New Jersey, Island Dragway is within minutes of the Pennsylvania border. The history of this NHRA-sanctioned drag strip goes all the way back to 1960 and is one of the very few operating drag strips left in the area.

I have a special fondness for this particular Corvair funny car because it was in storage at Freddie McWilliams' "Stile Rite" custom car shop where my own Corvair, Le Heap, was in for body work and a paint job back in 1990.

At that time, the funny car body had been separated from the chassis, and the rail-style chassis was hanging from the roof rafters. One of its unique features is that it's a mid-engine design, with the engine behind the driver. Freddie's shop was located in an industrial park in Rockaway, New Jersey, not far from where I lived at that time.

This Corvair funny car had been passed around for years after it was taken out of service. According to the current owner, Steve Ruppert, it was also owned by a man named Al Brown who bought it, sold it, and then bought it again. Once you've caught the Corvair disease, it's hard to let 'em go!

## **Clark's Corvair Parts®**

Clark's supports LVCC by donating gifts every year for our door prizes at Das Awkscht Fescht. Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370 (413)625-9776 [www.corvair.com](http://www.corvair.com) email: [clarks@corvair.com](mailto:clarks@corvair.com)



# Photos of the Corvair-Based Funny Car



Making its appearance on September 13 at Island Dragway after many years in storage.



Owner Steve Ruppert brought it out for the 60th Anniversary Ol' Daze Drags & Funny Car Throwdown.



Photos from 1990. The same car at Freddie McWilliams' Stile Rite custom car shop.



How can we tell that it's the "Island Dragway" funny car? Because it says so on the side!



The whale-tail spoiler is from another one of Freddie's projects. It's not attached to the body.



Funny car chassis hanging from the rafters. Lacki's freshly-painted Corvair sits below, 30 years ago.

# ***LVCC September Teleconference***

## **You've Been Invited to a Teleconference!**

In lieu of in-person meetings during the COVID pandemic, we're doing teleconferences to keep in touch with each other!

You have two options: Join the teleconference using any kind of telephone. It's easy. You'll be able to listen and talk to all the other members who are on the line.

Alternatively, if your computer has a video camera, you might like to use the software's video conferencing and screen sharing features. In addition to participating in the conversation, you'll also be able to see any other people who've chosen this option, live and in-color!

## **Mark Your Calendar!**

Date and time: 9/23/20 7:30 PM

Duration: 45 minutes



## **Join In Using Your Telephone:**

Conference Call Dial-in number: (515) 606-5376

Access code: 838110

Instructions: At the scheduled date and time, dial in to the conference. When prompted, enter the access code followed by pound or hash (#).

## **Join Us Using Your Computer:**

Interested in participating with video & screen sharing? Here is what you need to know:

Online meeting ID: redbat01

Online meeting link: <https://join.freeconferencecall.com/redbat01>

To join the video and screen sharing session, click the online meeting link.

## **Agenda:**

Agenda? What agenda? Like all LVCC meetings, we'll be having a free-flowing discussion about any and all topics that you want, Corvair-related or not! Read our ***LVCC August Teleconference Notes*** on Page 3 and you'll see.



# 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.*

**Attention Members of LVCC! 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. 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 so come on out!

**Sunday September 27, 2020 :::: Delaware Valley Vol. Fire Co. Annual Fall Car Show**

Location: Delaware Valley Vol. Fire Co., 75 Headquarters Rd., Erwinna, Pennsylvania 18920. Day of show price: \$15 per car. Time: 9:00 AM to 2:00 PM. Rain date: October 4. All makes and models welcome. All attendee type judged show with top 25 plus chief officers' pick and best in show. Door prizes and numerous other raffles. Food available for purchase. Phone: (610) 442-7239. Email: hunter97@ptd.net

**Sunday September 27, 2020 :::: Palz Tap House & Early Ford V8 Club Cruise-In**

Location: Palz Tap House, 1902 County Line Road. Huntingdon Valley, Pennsylvania 19006 Time: 1:00 PM to 5:00 PM. Registration fee: None. All vehicles welcome. This is a monthly Cruise that occurs on the fourth Sunday of every month from July through October. After September, there is one more date: October 25. Email: fitey@verizon.net

**Wednesday to Sunday, Sept 30 to Oct 4, 2020 :::: Fall Carlisle 2020 Flea Market**

Location: Carlisle Fairgrounds. 1000 Bryn Mawr Road, Carlisle, PA 17013. Event Hours: Wed- Sat: 7AM-6PM, Sunday: 7AM-12PM. Prices: Daily Wed- Sat: \$12, Sunday: \$7 (Free with Event Ticket), Event Pass: \$35. Kids 12 and Under free. / With 8,100 spaces of vendors selling a vast array of automotive parts, accessories, cars, collectibles and memorabilia Phone: (717) 243-7855. <https://www.carlisleevents.com/events/events-detail/index?id=fall+carlisle>

**Saturday October 10, 2020 :::: 2020 AACA Eastern Fall Nationals Car Show**

'Sorry, no flea market this year and the deadline for registering your car has already passed. But you can be a spectator at this fantastic car show. Cars begin rolling in at 7 AM and the show last until 3:30 PM when trophies are awarded on the field. Be sure to read the AACA's COVID-19 Operating Plan for social distancing rules at: [http://www.aaca.org/images/Fall\\_Show\\_COVID-19.pdf](http://www.aaca.org/images/Fall_Show_COVID-19.pdf)

**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](http://www.readingfairgroundsracing.com)

**Sunday October 11, 2020 :::: Beth Or Brotherhood 9th Annual Car Show**

Location: 239 Welsh Road, Maple Glen, Pennsylvania 19002. Time: 9:00 AM to 1:00 PM. Free registration. Space is limited. Social responsibility required. Open to All makes and models. Trophies. Free food and drink. Register early. Enter from the Butler Pike entrance. Phone: (215) 694-7688. Email: [info@bethorbrotherhood.org](mailto:info@bethorbrotherhood.org)

**Saturday October 17, 2020 :::: Chariots of Fire Car Show**

Location: Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA 15443. Rain date: October 24. Time: 10 AM to 3 PM. Registration: \$15 plus two non-perishable food items to feed the need at Thanksgiving. Includes tour of the classic car museum. All cars vehicles welcome. Peoples Choice balloting with over 100 trophies. [Chariots-of-fire.org](http://Chariots-of-fire.org)

**Sunday, October 18, 2020 :::: Cabela's Auto Show**

Location: Cabela's, 100 Cabela Dr, Hamburg, PA 19526. Time: 9 AM to 2 PM. Details are not finalized and will be updated soon according to Berks County Mustang Car Club, Inc. Look them up on Facebook.

## Classified Ads



**Here is a classified ad from LVCC Member Ron Peles. The trailer being sold is located in or near Stewartville, New Jersey. Please contact Ron directly.**

**For Sale:** Deande car hauler car trailer, custom made for my Corvair in 1992. Girder beam steel construction. 18' long Diamond plate decks. Tilt fender, spare tire, concealed ramps. Front chocks. Crank jack welded on tongue. Welded-on bung for sway control. Four wheel brakes. Recent radial tires on steel rims. Garaged during the winter. Great for track events, autocrossing and long-distance car shows. Hauls up to 6,000 lb. Very little use. Was re-built in 2004 by Deande for Hilton Head Island Concours. Asking price is \$1,500.00. Contact Ron Peles, 908-479-1777.

**Additional information and many photos of the following cars can be seen at Bob Marlow's website, The Garage Key - Corvairs For Sale in and around New Jersey. Bob keeps it up to date and here is the address: <https://garagekey.blogspot.com/>**

**For Sale:** LVCC Member Curt Stone is offering his 1965 Monza convertible near Cherry Hill, New Jersey. 1965 Corvair Monza convertible. 110-hp, 4-speed transmission, rear antenna, four new tires. 48,133 miles, believed to be correct. The elderly gentleman had not driven it very much in the past 4-5 years, so much maintenance work was performed in October of 2019, including the installation of a recondition fuel tank with new strainer, sender and hoses, rebuilt carburetors, new blower bearing, new harmonic balancer, etc. Asking \$9,500. Contact Curt at [cwscurt@gmail.com](mailto:cwscurt@gmail.com)

**For Sale:** 1965 Corsa Turbo convertible being offered by an NJACE member near Monroe Township, New Jersey. A rare and desirable model, it has been estimated that fewer than 3,000 turbocharged Corsa convertibles were built for the 1965 model year, less than 1.2 percent of overall production for that year. The engine was rebuilt last winter and the car has a newly-rebuilt clutch and pressure plate. Asking \$16,500.00. Contact the seller at this email address: [barondw@live.com](mailto:barondw@live.com).

**For Sale:** 1965 Corvair Corsa coupe being offered by another NJACE member. 140-hp, 4-speed. Not a clone, this is a true Corsa. LOS built, rust free. Madera Maroon over Black. 1976 15" Olds 442 color matched rims with BF Goodrich Radial T/A Tires installed in 2016. About 2500 miles on tires. Totally new brake system. Many other improvements. Asking \$16,500. Contact the seller David at this email address: [enberg@comcast.net](mailto:enberg@comcast.net)

**For Sale:** And here's another one being offered by an NJACE member! 1966 Monza Convertible. "Oscar" is a 1966 Monza convertible offered for sale near Mount Olive, New Jersey, with an asking price of just \$1,950. 95-hp, Powerglide, manual top. Has been parked for the past three years and is in need of TLC. The engine turns freely but is not running at present and no attempt has been made to start it. Contact the seller Larry Ashley at this email address: [larryashley327@gmail.com](mailto:larryashley327@gmail.com)

**For Sale:** 1964 Corvair Spyder coupe. All original, great running condition. New badging, gas tank and brakes. Interior is complete, clean, and very nice for its age. Body is straight with some cosmetic issues as expected on a car of this age. Some surface rust underneath but nothing too concerning. Overall very solid car. Engine runs smooth and shifts well. Asking \$8,900 or best offer. The seller's name is Phil and his is a member of NJACE. Contact Phil at [badnewz80@icloud.com](mailto:badnewz80@icloud.com)

## LVCC Officers

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