



the fifth wheel

OCTOBER 2020

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

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October LVCC Teleconference

Our next teleconference will occur on the fourth Wednesday of this month - that's October 28 at 7:30 PM. All members of LVCC are invited! See Page 9 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.

Martin Buckley's South African Corvair

Editor's Note: As Secretary of CORSA, I often get copied on emails addressed to the CORSA office in Minnesota.

Most of the time, the emails concern routine inquiries about dues and membership. Paul Bergstrom, our Executive Secretary, handles them with ease. But occasionally, there are inquiries that are downright fascinating, and when that happens, I feel a need to add my two cents.

Martin Buckley, an antique car collector from Cirencester, England, is a new member of CORSA. His collection includes a Wankel-powered NSU Ro80, 1966 Toronado, RR Silver Cloud II, Fiat 130 coupe Lancia Gamma saloon, 3 door Range Rover Renault Caravelle and 2 Lancia Flaminias. Plus a Corvair.

* * * * *

On Monday Oct 5, 2020, Martin Buckley wrote:

I have a 1962 (I think) Corvair 700 I imported from South Africa. I'm trying to get an age-appropriate UK number plate on the car. Anything over 40 years here does not pay road tax and I think my Corvair qualifies for this exemption. However it appears to have been registered in South Africa for many years on nothing more than its paint code plate!

This has caught the attention of the DVLA here, (the U.K.s Driver and Vehicle Licensing Agency). They want to give the car a 'Q' (questionable) plate and charge me £255 for road tax. I have a lot more details but don't know the person to contact in the club? I joined CORSA last night by user name is Flavia2000.

Hope you can help
Best wishes
Martin Buckley

October 6th, Allan Lacki replied:

Hi Martin, Am I correct in assuming you need the year when the car was built at the Chevrolet factory?

If so, the links right below will take you to web pages that will help you. They make reference to the Vehicle Identification Number (VIN), which is stamped in two locations on the car. (1) on a stainless steel plate located in the front door jam, and (2) on the left frame wheel, inside the wheel housing. You'll probably need to scrape a lot of crud off the frame rail to find it!

http://www.sanjosechevys.org/Tech/tech_decode_corvair_60-64.htm

http://1969corvair.com/techpages/Corvair_Tech_Page_VINs.html

Corvairs also have a body tag that specifies the week in which the body was built. But let's try to locate the VIN first. Let us know if you are successful or not.

Later the same day, Martin Buckley responded with photos:

Hi Allan, Thanks for that. Yes, I need to pin down the year. When you say "frame rail", do you mean inside the wheel arch or wheel box? Attached is what I found on the car and printed in the guarantee book.

The next day, October 7, Allan Lacki wrote back:

Thanks for the two photos. One of them shows your car's "Paint Finish" tag. It is not the same as the Vehicle Identification Number (VIN) tag. And the fact that it's screwed into the body, rather than riveted, means the original may have been replaced at some point in the car's history. It's hard to tell.

But the "Paint Finish" tag does have a serial number of some kind on it. The serial number is "60 769 SAR 87735R". The format of this serial number is quite different than the format of the VIN number found on Corvairs manufactured in the USA.

Your other photo shows a paper document from "General Motors South Africa (PTX) Limited". It states the serial number for the car and the engine is "87735" - which is also embedded in the serial number shown on the "Paint Finish" tag. So, at least they are consistent.

It is also interesting that the serial number on the "Paint Finish" tag begins with "60". Read further and I'll explain.

Your Corvair was not only sold in South Africa. It was also assembled in South Africa. According to Wikipedia, Corvairs were assembled in South Africa only from 1960 to 1962. Here is a link to the Wikipedia article:

https://en.wikipedia.org/wiki/Chevrolet_Corvair#Production_plants

Open the link and scroll to the "Production plants" paragraph. You will find a line of text that says, "Port Elizabeth, South Africa 1960-62 (All 1960 CKD models)"

"All 1960" means the body - and possibly other parts - were designed to specifications for Corvairs made in model-year 1960. This would explain the "60" prefix in the serial number shown in the "Paint Finish" tab.

"CKD" is short for "Completely Knocked Down", which means that your car was assembled from a kit of parts that was made in some other country.

Out of curiosity, I'd love to see a cou-

Martin Buckley's South African Corvair



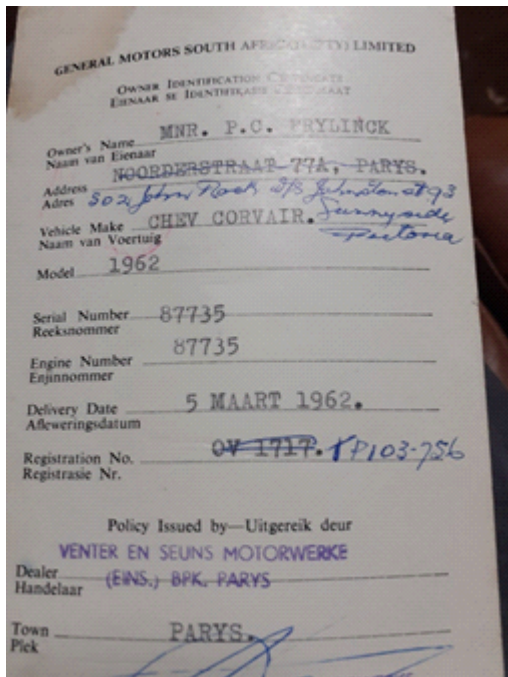
Paint finish tag has a serial number. "60 769 SAR 87735R"



To our eyes, Martin Buckley's Corvair appears to be a 1960. But it was actually assembled in 1962!



After-market items. Horizontal "grill bars". Look closely. There are shoulder belts in the interior.



The GM "Owner Certificate" clearly indicates this is a 1962 Corvair delivered in "5 Maart 1962" 3/5/1962,



Very obviously, the engine is 1960-spec. The electric fuel pump needs to be re-routed.

ple of photos of the car, especially from the front.

Thursday, Oct 8, 2020, Martin Buckley again replied:

Hi Allan, That's fascinating stuff. I had assumed it was US-made as I would have thought they would have made it right hand drive for South Africa market if it came as a kit. Pics attached and I will look through the links. I bought it early this year but it needs work on brakes and steering. It never had an interior heater.

And on Thursday, 8 Oct 2020 Allan Lacki again responded:

Hi Martin, Yes, it's fascinating. Thank you so much for the photos. They confirm that your Corvair was built as a 1960 model, even though it was apparently assembled in 1962. It's a very rare Corvair!

There are several parts vendors here in the USA that specialize in Corvairs, so you'll have no problem sourcing new parts for your brakes and steering. (The shipping charges will be high, of course). Clark's Corvair Parts is the most popular but there are several others as well.

* * * * *

At that point, I asked Martin for permission to write an article about this exchange and he agreed. And so, here you are – an article about a very unusual Corvair.

LVCC September Teleconference Notes

At our September teleconference, we were pleasantly surprised to have Sanford Yoder on the line. San, one of our former newsletter editors, moved to Florida many years ago but he is still a member of our club. San said he's doing fine. It's been sixteen years since

he last attended one of our meetings. He sold his last Corvair to Tom McKinney when he moved to Florida. Tom is – or at least was - a member of the Philadelphia Corvair Club.

It seems car people are itching for any opportunity to get out and about. Fred Scherzer said he took his cars out to cruises at Red Hill Fire House and Harnersville, too. Both events were packed and there were barely any spots left for additional cars.

Al Lacki talked about the Central Pennsylvania Corvair Club's "Corvair Day" held at the Eastern Museum of Motor Racing. This event was also very well attended.

Mopar Madness of the Lehigh Valley is continuing to do cruise nights. The location has moved from Trexlertown to the South Mall, 3300 Lehigh Street, in Allentown.

Nevertheless, so many car events have been cancelled. Fred pointed out that Macungie Memorial Park – the venue of several car shows – is locked down through the end of the year. There was even a rumor that some folks in the township are growing weary of having Das Awkscht Fescht, but it's on for next year. The dates are August 6 to 8, 2021.

You may recall that, during our last teleconference, Jeff Strausser talked about the oil cooler in his recently purchased 110 hp Corvair. It turns out that a former owner installed a 12-plate oil cooler without replacing the associated shrouds, essentially negating any benefit. So, Jeff decided to go back to the original 8-plate cooler and bought one from the Corvair Ranch.

Jeff said he's also working on his carburetors. He found dirt in the bowl of his left-bank carb. Fred suggested that the sintered bronze filter at the carb inlet may be breaking down, or possibly dirt from the fuel tank is getting by the filter.

Fred and Jeff exchanged stories about their experience as auto mechanics. Fred worked for thirty-two years in GM dealerships and an additional twenty-two with Ford. Both he and Jeff went to the GM training school in Pennco, near Philadelphia.

Fan belts are always a hot topic. Fred said he likes to adjust them tight; others prefer loose. Jeff asked how long he should expect his fan belt to last. The answer is at least 10,000 miles and likely much more.

San said he still has photos from LVCC's car shows held at Trexlertown Mall. He promised to send them to Al Lacki for the newsletter. And indeed, he did! See next page.

Gift a CORSA Membership & Extend Your Own

A special offer through 12/31/2020. Here's an offer for current CORSA members.

Would you like to surprise a Corvair owner with a special gift that will keep on giving? Then surprise one of your friends or relatives with a CORSA Membership before the end of the year and we'll give you a 2-month extension on your own membership at no extra cost.

And please remember - anybody who has never been a member before also receives a copy of Corvair Basics, gratis.

Call the CORSA Club Office at 630-403-5010, buy a gift membership and ask for the free 2-month extension on your own membership.

It's not too early for your Holiday Shopping.



LVCC Archive Photos from Sanford Yoder



Photos courtesy of long-time LVCC member San Yoder.

The top three are from LVCC's 1965 Corvair show at the Trexlertown Mall.

The bottom photo is from a tech session in San's garage, taken in Year 2000.

Your editor recognizes Dennis Weaver, Dick Weidner, Larry Asheuer, Fred Scherzer, Jerry Moyer and Jerry Lopez. But I don't recognize the other two guys. Do you know who they are?

LVCC Member Updates

Curt Stone writes: I have finally put an AM/FM radio in my 1969 convertible. Over the years, I have acquired four of these radios and decided it was time to replace the original AM radio in. I had sent these off to Fred's Classic Auto Radios two years ago to make sure all was good...but the one I decided to use failed to work on the FM side. So back under the dash to use a different one. But this time I decided to try it before closing everything back up...success...I will be sending the failed radio back to Fred to fix. By the way, I sold the 1965 Monza that was posted in the LVCC Classified Ads last month. Catch you later.

Steve Hurst sez: I started up my Corvair, backed it out, washed it and took it for a nice little drive. Have not done much else because of Covid, and with the things I have to do every day, just don't have time. I do want to take the carbs off and jet them down one size.

Jeff Strausser wrote: Most events were canceled, but I was able to attend some smaller local events. 2-3 per month. Corvairs were scarce. I only saw 2 others. I will be restoring the engine compartment, and interior over the winter. I hope next year opens up to more shows.

Jerry Moyer provided this update: It has been a hot hot summer down here in north west Florida. Hoping to get some evening cruises now that it's cooler. Both the Ramp-side and coupe are cleaned up and ready. And the Cushman.

Allacki sez: I had a good time at Corvair Day sponsored by the Central Pennsylvania Corvair Club at the Eastern Museum of Motor Racing. Other LVCC members were there, too, Phil Levering and John Egerton specifically. Naturally, all of us had our Corvairs on display. I also take my Corvair out occasionally for a ride through the back roads between Sinking Spring and Robesonia.

Sealing Push Rod Tube O-Rings by Chuck Norris, 1977

Editor's Note: Just about every Corvair enthusiast knows about Viton o-rings for Corvair push rod tubes. So why would we publish yet another article about them? Read on and you'll see. Toward the end, this article includes an story about Viton's amazing resistance to heat and scalding hot oil. The article appeared in the March 1977 issue of the CORSA Communique.

Per the recent discussions on the kind of sealant to use on push rod tube o-rings, NO sealant is required when Viton o-

(Continued on page 8)



From the August 1974 CORSA Communiqué



SPEEDFLOW

INTRODUCING: THE SPEEDFLOW SUPER SPOILER

THE SPEEDFLOW SUPER SPOILER IS THE FIRST IN A NEW LINE OF CORVAIR ACCESSORIES.

IT IS BUILT FROM A SPECIAL PLASTIC, UNLIKE FIBERGLASS, THAT IS EXTREMELY RESISTANT TO CRACKING OR CHIPPING.

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OUR OBJECT WAS TO DESIGN A SPOILER FOR MAXIMUM EFFICIENCY BUT IT CAME OUT LOOKING GREAT ANYWAY.

- fits all 65 - 69 corvairs (except van)
- comes in black finish
- ground clearance is approx 9" (varies with car) *
 * the car in the photo has been lowered
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 to Corsa members \$24.95
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Please send me _____ SPOILER(S)
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 handling. calif. res. add 6% sales tax.

Enclosed is \$ _____ total.

CHECK MONEY ORDER

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rings are installed in bores that are in good condition, using the following installation tips:

Thoroughly clean bores in head and crankcase to remove dirt, varnish, and baked-on o-ring residue (use hard plastic scraper).

Lightly lubricate o-rings and bores with a silicone lubricant or clean motor oil. Insert crankcase end of push rod tubes through bore in head before installing o-rings on that end.

Seat push rod tubes completely by using 9/16" socket (or wooden dowel) and hammer (lightly).

Viton is firmer than the original equipment compound and therefore forms a tighter oil seal. Also, the firmness is retained at operating temperatures.

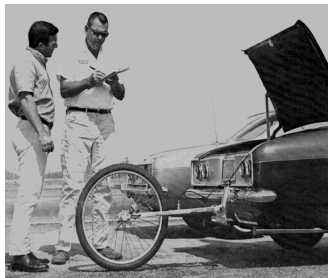
Viton remains usefully elastic indefinitely (in other words it doesn't harden) under continuous exposure at 400°F and will withstand short burst to a much higher temperature, as shown by the following example.

On November 20, 1972, one of our first local customers, W. F. (Will) Mattern, Bellevue, WA, installed a set of Safari Viton o-rings in his 1965 Monza coupe (110/4). On February 1, 1975, a family member broke a fan belt, ignored the red light, and drove until the car stopped running.

The engine had gotten so hot that the spark plug boots melted and ran down onto the heads. Also, the oil pressure switch had failed and sprayed the engine compartment with oil.

Will replaced the fan belt and switch, added oil, and started the engine (honest!). It ran rough and noisy, but smoothed out by the time he drove home. He cleaned the engine and found no o-ring leaks. Mileage on o-rings at the time of disaster? 32,500.

I periodically check with Will and, as of January 26, 1977, still no leaks! Present mileage on o-rings - 58,700.



Corvair Day. September 19, 2020

Great day! Top to bottom: Phil Levering with his '65 Corsa. John Egerton's '64 Corvair track car. Larry Asheuer hamming it up with Ray Coker.



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LVCC October 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: Wednesday 10/28/20 7:30 PM - (US/Eastern)

Duration: 45 minutes

Join In Using Your Telephone:

Dial-in number: (515) 606-5376

Access code: 838110

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

Or... 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 September Teleconference Notes*** on Page 4 and you'll see.

Classified Ads



More 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. Here is the address: <https://garagekey.blogspot.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 barondw@live.com.

For Sale: 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

For Sale: 1965 Corsa Coupe. It's a rusty car but it's savable! Just 42,354 miles, original paint, original drive train, original interior. This car is not running and must be towed. The 164-cid 140-hp engine does not turn but this is a recent development and it should not be difficult to free up. The only significant modification from stock is a set of headers. It needs lots of love but it is an original 140/4-speed Corsa and the price is just \$950! Larry Ashley at this email address: 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. 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

For Sale: 1969 Monza Convertible. #5210 out of 6000 Corvairs produced for the 1969 model year, and one of just 521 convertibles produced that year, this car is worth saving. Frost Green with a black interior, 110-hp engine and Powerglide automatic transmission. This car runs and moves, having just been awakened by Glenn, the current owner after decades of rest. Location: near Cinnaminson, New Jersey. Please note, there is no title. Price is \$1,500.00. Contact Glenn at greenwoodelectric@verizon.net

For Sale: 1966 Monza Convertible, air conditioned! Location: near Ithaca, New York. This car features rare and desirable factory options including air conditioning, tinted glass all around, AM/FM radio, rear antenna, headrests, power top, and wire wheel covers. Ermine White with a Bright Blue interior and a white convertible top. 110-hp engine, Powerglide automatic transmission. The car has 92,600 miles on the odometer. Recent new top motor and wiring harness. Beautiful condition. Asking \$15,000 or best offer. Contact the current owner, Bob at r.boynton37@gmail.com

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.



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(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.