



the fifth wheel

APRIL 2021

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

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LVCC Teleconference - April 28

We'll be having our next teleconference on Wednesday, April 28, 2021 at 7 PM. You can join us by phone or, if your computer has a camera & microphone, you can do video and screen sharing instead, just like Zoom. Complete instructions provided on Page 9!



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.

This Month: Tech Topics !

Editors Note: This month, we have four tech articles, two of which were written by Bob Nichols, a member of the South Coast Corsa Club. Both of them concern often overlooked hardware located top-side on Corvair engines: the PCV system and choke rods. Can you believe Chevy used different length choke rods over the years? Who would have thought!

And for those of you who prefer to work on the underside of your Corvair, we have a delicious article by Randy Hook on the subtle art of fuel tank replacement!

Corvair Positive Crankcase Ventilation (PCV), By Bob Nichols

Positive Crankcase Ventilation (PCV) is often misunderstood. First some basics about crankcase ventilation. Next a function explanation. Finally, a discussion of PCV misconceptions.

When the air fuel mixture is compressed and ignited in the cylinder, some combustion gases get by the piston rings into the engine crankcase and must be vented. Originally this was done with a “draft” tube connected to the engine that let crankcase gases vent to the atmosphere. The draft tube was designed to send crankcase gasses down and out along the bottom of the vehicle and hopefully not into the passenger compartment. This is an “open” crankcase ventilation system.

GM’s military program in the 1940’s devised a “closed” crankcase ventilation system to prevent water from entering the crankcase when a vehicle forded water. After research and testing, a system was developed that was not costly to implement or detrimental to engine operation. It is now referred to as “Positive Crankcase Ventilation” (PCV).

The adoption of PCV to civilian automobiles was in response to a couple of issues:

1. Luxury automakers were keenly aware of “odors” from the engine compartment that were not acceptable to owners. This was before air conditioning was common.
2. By the 1950’s, it was recognized that crankcase gases comprised as much as 50% of hydrocarbon emissions from vehicles to the atmosphere! Airborne emissions were becoming a health issue in some areas of the nation.

By the late 1950’s, GM research laboratories released the de-

sign for use by the rest of the automotive industry. Initially required on 1961 vehicles sold in California, by 1964 most vehicles were equipped with a PCV system. The Corvair PCV system was implemented in model year 1963.

The first design used a spring-loaded check valve, often called a “PCV valve”. The 1964 models replaced the PCV valve with a fixed orifice as part of the vacuum balance tube. The exception was 1964 and 1965 air-conditioned equipped cars which used a PCV valve. The FC models also used a PCV valve system. These vehicles required a low-profile dual air cleaner system that used a PCV valve.

So how does the Corvair PCV work? The crankcase gases do not escape to the atmosphere, but are ingested via the intake manifold or carburetors to be burned as part of the air fuel mixture. The crankcase gasses **MUST** vent to both the intake manifold and carburetors (via the air cleaner) so the carburetor air/fuel mixture is not compromised by varying engine speeds and loads. This may seem complicated, but in fact the system is elegantly simple by design as follows:

- **IDLE** –At idle, intake manifold vacuum is high, which would ordinarily draw crankcase gases into the manifold, causing the engine to run too lean. But the flow of crankcase gas to the intake manifold is restricted by the PCV valve / orifice under these conditions. Why? Because the input-side of the valve / orifice is subject to atmospheric pressure coming from the air cleaner. This counteracts the vacuum condition and prevents too much crankcase gas from getting drawn into the intake manifold, thereby preventing the lean condition that would otherwise occur. Refer to figure 1.
- **WIDE OPEN THROTTLE** –When the engine is under load or operating at higher RPM, a higher quantity of crankcase gas is produced. The pressure build-up in the crankcase is sufficient to not only open the PCV valve (or overcome the restriction of the orifice) - thus not only forcing a portion of the crankcase gas into the intake manifold, but also causing the remaining portion of the crankcase gas to be forced into the air cleaner. The fact that the gases are introduced both before and after the carburetor means that a greater quantity of crankcase gas can be added to the intake system without compromising the operation of the engine. It’s also worth mentioning that the throttle is open enough to produce a positive airflow through the air cleaner to ensure the crankcase gases do not escape out to the atmosphere. Refer to figure 2.
- **VARIABLE ENGINE OPERATION/LOAD**–The mani-

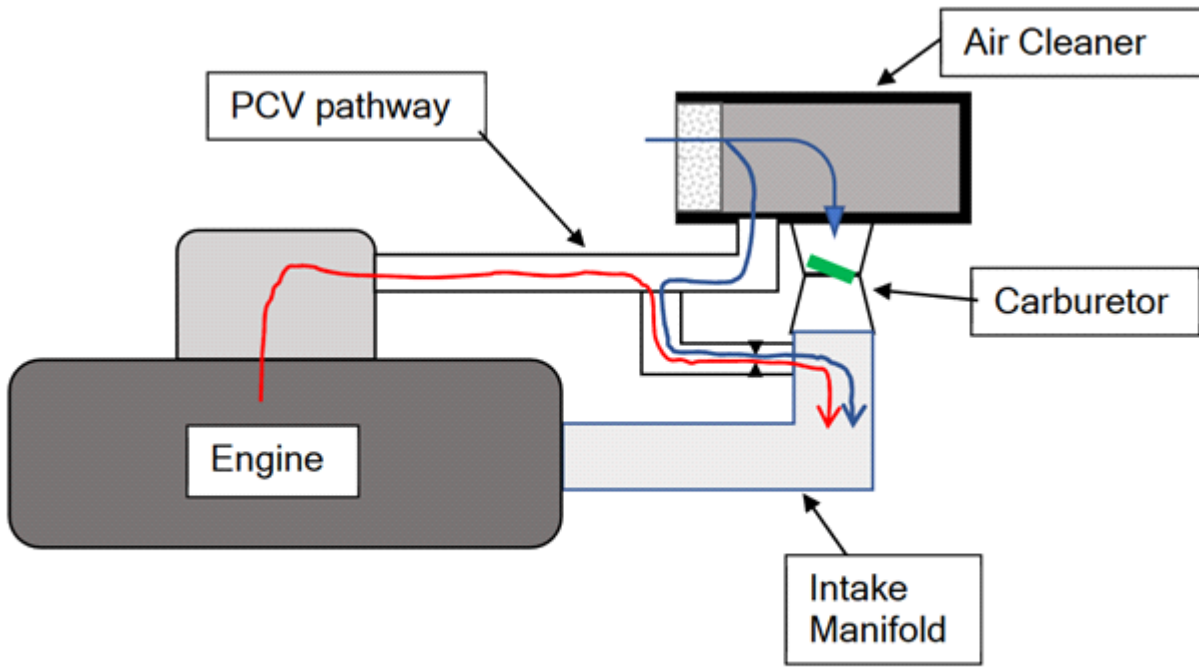


Figure 1. PCV during Idle

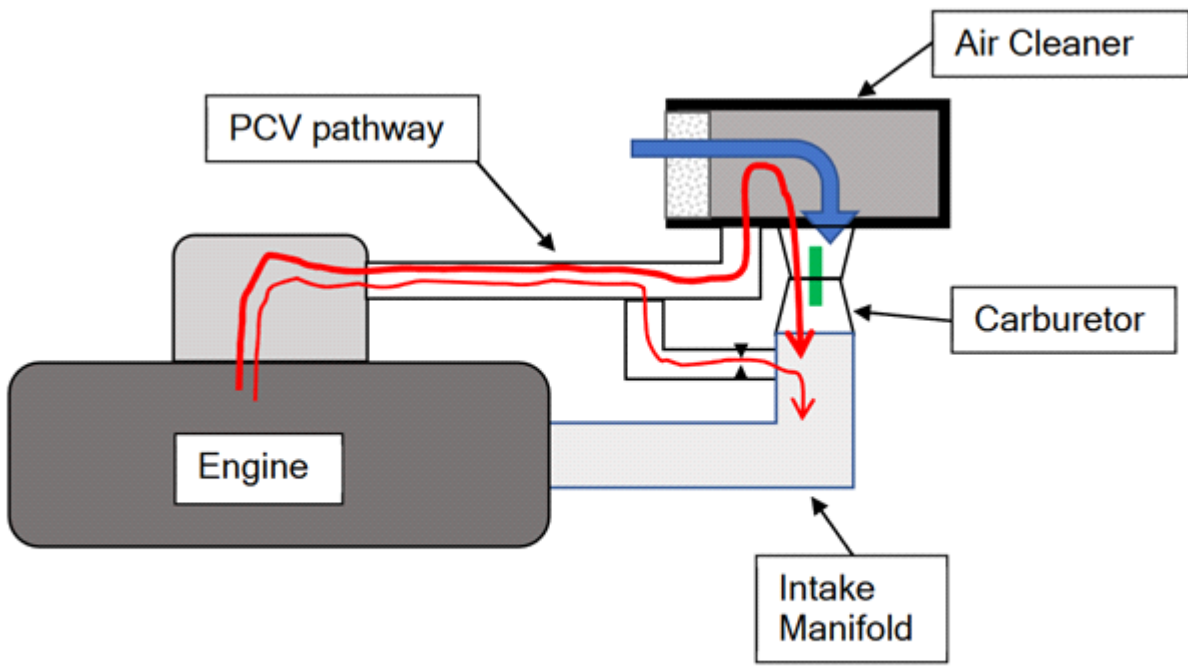


Figure 2. PCV during Wide Open Throttle

fold vacuum and crankcase gases volume change in response to throttle positions between idle and wide open, and varying engine load conditions when driving. This dynamic condition is accommodated by the PCV system's dual path from the crankcase to the metered port to the intake manifold and carburetors via the air cleaner.

The Corvair PCV system uses metal tubes and hoses to connect the crankcase to both the intake manifold and air cleaner. Refer to the appropriate model year Corvair Chassis Shop Manual for configuration and service procedures. The PCV system should be inspected to ensure the system is not blocked by debris, especially the metering valve or orifice, at every engine oil change interval. Model years 1964 through 1969 Chassis Shop Manuals state the fixed orifice size is 0.062" for all engines except the turbo that has a 0.089" orifice size.

NOTE: The 1965 Chassis Shop Manual incorrectly says all engines used a 0.089" fixed orifice size.

Misconceptions About the PCV System:

The engine runs better if the PCV system is removed.
FALSE

This was a common misconception about early systems due to the combination of PCV with other emissions controls. PCV does not negatively affect engine operation, but the other emissions control systems often did cause poor engine operation! A properly functioning PCV reduces emissions and it is irresponsible to disconnect the PCV.

You don't have to connect the PCV to both the engine vacuum and air cleaner. **FALSE**

This is one of the most confusing issues. The crankcase MUST be connected to both the engine vacuum and air cleaner. Why? The engine crankcase gasses must be consumed by combustion via the intake manifold vacuum or the carburetor via the air cleaner. The engine crankcase and input to the PCV valve or fixed orifice, must be at the same atmospheric pressure present at the air cleaner for proper PCV operation.

Without the stock air cleaner, you can connect the PCV tube to a free-standing air filter. **DANGER**

A popular modification is to remove the original Corvair air cleaner assembly and install an after market air cleaner(s). Under certain engine operations crankcase gasses will be expelled out the free-standing air filter and drawn into the engine cooling fan. These gasses contain poisonous carbon monoxide that could enter the heater system when it is operated and find its way to the passenger compartment causing

illness or death!! It is recommended you use an after-market air filter assembly with a PCV hose fitting, or purchase a filter to carburetor adapter with a PCV hose fitting.

PCV cycles fresh air through the engine to reduce oil temperature. **YES AND NO**

This is NOT the primary function of the PCV system, although on some "V" engines it is a minor side effect. It is NOT a function of the Corvair PCV. Some owners have run a PCV hose from the Corvair oil filler tube to the air cleaner to emulate the "V" engine PCV path, but as in some "V" engines it can result in engine oil transfer to the air cleaner assembly at higher RPM. The Corvair engine has a baffle between the crankcase and engine top cover to reduce engine oil ingestion into the PCV system.

The PCV system requires no maintenance. **FALSE**

Engine crankcase gases contain products that will accumulate in the PCV system. The rate of accumulation depends on engine operation, and the duration of intervals between engine oil changes. When the Corvair was manufactured, the service manual recommended an inspection of the PCV system whenever the engine oil is changed. In particular, either the PCV valve or vacuum balance tube orifice must be inspected for accumulation of deposits from crankcase gasses. DO NOT damage, or alter the size, of the fixed orifice if it requires cleaning. On vehicles equipped with a PCV valve, it is replaced as needed. The "needed" guidelines for replacement tend to be vague and the typical practice in the 1960's was to replace the PCV valve at the time of the "tune-up" at 12,000 miles, or once a year –whichever came first. It should be noted the "tune-up" period was more of a default by service departments, not per manufacturer's guidelines.

NOTE: As stated here previously: Model years 1964 through 1969 Chassis Shop Manuals state the fixed orifice size is 0.062" for all engines except the turbo that has a 0.089" orifice size. The 1965 Chassis Shop Manual incorrectly states all engines used a 0.089" fixed orifice size.

A note of caution about worn engines. If the piston, ring, and engine cylinders are worn beyond specification, then excess combustion gases into the engine crankcase (called "blow-by") will result in a mixture of oil and deposits called "sludge" accumulating in the PCV system. Sludge could block portions of the PCV system resulting in poor engine operation and a pressurized engine crankcase causing excessive oil leakage from the engine.



The logo for Corvair, featuring the word "Corvair" in a bold, stylized font with a star above the letter 'i'.

Corvair 1962-69 Choke Control Rods and Thermal Coils

By Bob Nichols with contributions from Dan Drommerhausen and David Blunt. Revised March 10, 2021

This article does NOT apply to: turbocharged Corvair engines, 1960 model year Corvairs, or manually controlled chokes on model year 1961 Corvairs. Nor does it discuss the design of Corvair carburetors which is thoroughly covered in the Corvair Chassis Shop Manual and Bob Helt's book - "How to Identify and Rebuild Corvair Rochester Carburetors".

The term "choke" means to restrict air flow into the carburetor causing a greater amount of fuel to be mixed with the air entering the engine cylinder. The enriched fuel air mixture promotes better combustion in a cold cylinder for smoother engine operation. The enriched fuel mixture is only required until the engine cylinder and head warms up. Then less fuel mixed with the air provides optimal combustion.

Beginning with model year 1962 Corvair engines, an automatic choke system was implemented on each carburetor that responded to engine temperature without driver intervention. (1965-69 model year 140HP engine secondary carburetors were never equipped with choke mechanisms).

When starting a cold engine, the carburetor choke plate is closed. The choke plate pivots via a shaft that resides in the top of the carburetor. Additional carburetor linkage coordinates throttle speed with the choke plate position. As the engine warms up, the choke plate opens.

The following will discuss the components that respond to the engine temperature to control the carburetor choke mechanism. The components varied in shape and length during the 1962 through 1969 model years and must be assembled in the correct combination for proper carburetor choke operation. Engine repairs, including head replacement, can result in mismatched choke control parts. Chevrolet documentation does not explain this in an easily comprehended manner.

The choke control components that respond to engine temperature are:

- o bi-metal thermal coil mounted on the bottom-side of the cylinder head,
- o lower rod from the thermal coil to the upper rod,
- o upper rod from the lower rod to the carburetor choke mechanism.

The upper and lower rods screw together to form an adjustable link between the bi-metal thermal coil and carburetor choke mechanism. This assembly, when properly adjusted, closes the carburetor choke when the bi-metal thermal coil is cool. As the engine heats up, the thermal coil moves the adjustable link to open the choke.

The table below lists Chevrolet part numbers for the different upper rods, lower rods, and different thermal coils used during the 1962-69 model years. Available Clark's Corvair parts are listed with respect to Chevrolet part numbers. (Clark's correlates their part numbers to the Chevrolet part numbers). The table shows a number of distinct combinations:

- o Early 1962 model year upper and lower rods (called first design or first job).
- o Late 1962 through 1963 model year upper and lower rods (called second design or second job).
- o Starting in model year 1964, the bi-metal thermal coil bracket was changed to offset the coil lower on the head requiring a longer lower rod.
- o Also beginning in 1964, there were two physically similar bi-metal thermal coils with different part numbers, one for the low compression engine and another for the high compression engines. Both used the same upper and lower rod assembly.
- o While the same upper rod was used from late 1962 through 1969 model years, cars with air conditioning (C.A.C. parts book designation) use a rod that was similar in length, but had a different part number. It's possible this rod was shaped to clear the air conditioning equipment.

! Color coded column indicates when a part is used in different groups.

* Parts manual length is stated as "developed", observed length is slightly different.

** 1966 Corvairs equipped with 140HP engines and air conditioning had a different compressor bracket that cleared the carburetor choke control linkage.

!	Description	Chevrolet number	Clark's number	Length
	Upper Choke Rod 1962 (early)	3813521	----	7 - 3/32 *
	Lower Choke Rod 1962 (early)	3813758	----	5-3/4"
	Choke bimetal thermal coil and bracket 1962 -1963	3813527	CX4204	No offset
	Upper Choke Rod 1962 (late) - 1969	3819238	C885	5 - 27/32 *
	Upper Choke Rod 1962 (late) - 1966 - C.A.C. (Car with Air Conditioning) except 140HP **	3819239	----	5 - 7/8 *
	Lower Choke Rod 1962 (late) -1963	3819237	----	7"
	Choke bimetal thermal coil and bracket 1962 -1963	3813527	CX4204	No offset
	Upper Choke Rod 1962 (late) - 1969	3819238	C885	5 - 27/32 *
	Upper Choke Rod 1962 (late) - 1966 - C.A.C. (Car with Air Conditioning) except 140HP **	3819239	----	5 - 7/8 *
	Lower Choke Rod 1964-1969	3847828	C1250R	7-3/8"
	Choke bimetal thermal coil and bracket 1964 -1969 (low compression engine)	3856639	----	Offset
	Choke bimetal thermal coil and bracket 1964 -1969 (high compression engines)	3847831	C1168	Offset

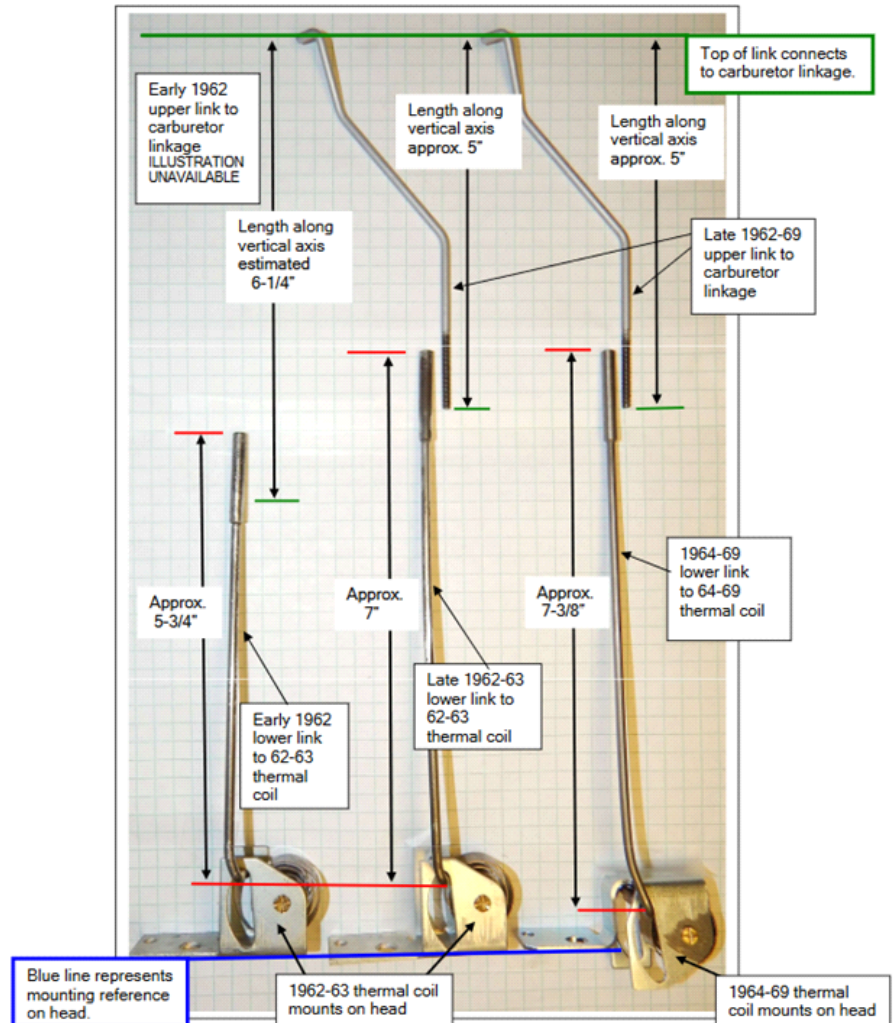
NOTE: The Clarks online catalog erroneously states coil C1168 works on 1962-63 models if the upper control rod is changed. On early 62 models BOTH upper and lower rods must be changed to the later style and on late 1962 and 1963 models the lower rod must be changed to C1250R to use coil C1168.

On this page, we have an illustration that shows, when the correct corresponding parts are used together, the mechanical relationship of choke closed (or open) is the same at the top of the rod assembly that connects to the carburetor choke plate mechanism. The upper rod and lower rod screw together to adjust overall length.

Remove & Replace Fuel Tank, by Randy Hook

Editor's Note: Here is a list of helpful hints posted March 6th on the Corvair Center Forum by Randy (Cap'n) Hook. The main challenge is dealing with the fuel filler tube that connects the little fuel door on the body of the car to the fuel tank below. It gets in the way of the job. In this article, Randy describes how to contend with it.

1. To remove the tank on a late model you must first remove the sway bar. (Also true on a '64 Corvair passenger car). A good time to check all associated bushings.
2. Then, drain all the old gas out and remove the sending unit and associated hoses and wires. A good time to inspect them all.
3. Then, remove the tank. A good time to clean the mounting "J" bolts on a wire wheel. Once loose, I wiggle and jiggle the tank low enough to cut the rubber hoses holding the filler tube to the tank. Then push the filler tube up into the hole in the body as much as possible to give as much room as possible. Without the filler tube attached, the tank should wiggle right out.
4. Since ethanol destroys anything rubber, now is good time to replace all the rubber hoses. Clark's sells the ones for the tank/filler tube.



5. When re-installing the tank, here is how I do it: CAREFULLY remove the filler tube rubber grommet from the fender hole. You'll need the extra clearance later.

The filler tube actually consists of two tubes. One is the main pipe – the one that for filling up the tank with gasoline. The other is a small vent tube for air to rush out while gasoline is rushing in.

Let's talk about the vent tube first. Put a little dab of grease on the vent nipple located on the bottom of the filler tube. Put a little dab of grease on the vent nipple located on the gas tank. Then, install the small hose that connects the two.

Next, let's deal with the filler tube's main pipe. Put a little dab of grease on the main pipe's nipple located on the bottom of the filler tube. Put a little dab of grease on the gasoline pipe nipple located on the gas tank. Install the big hose on the filler tube. Then test fit the other end of the hose on the tank nipple to ensure a smooth fit.

Then, since there is "no room at the Inn", orient the bottom clamp so you can access it with the tank installed in place. I use a long extension or two and a universal swivel.

When you install the tank, put a rope on the top of the filler tube – the end that goes to the filler cap. Have a friend help to guide it up into its hole in the body while you wiggle and jiggle the tank up into place.

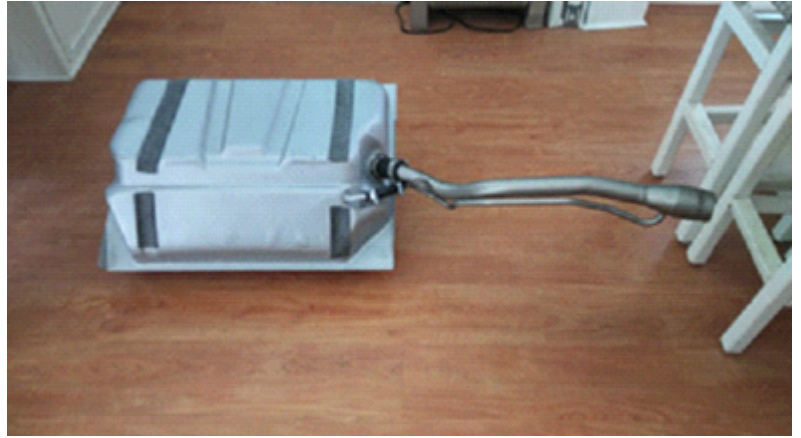
Then, loosely attach the mounting strap to hold it into place. Tighten the correctly oriented lower clamp. Lastly, tighten the tank mounting bolts and re-install the sender, grommet, wires and hoses.

Hope this helps.

Randy (Cap'n) Hook

'69 Monza coupe 110/pg

'65 500 coupe 95/ (soon to be) 4 speed



CORSA's New YouTube Channel and Merchandise

In case you haven't heard, CORSA has its own YouTube Channel. It's relatively new, but so far there are five videos ready to view.

Four of the videos are recordings of CORSA monthly Meet-Up Zoom events. The latest is a primer on one of our favorite topics, engine oil.

The easiest way to find the CORSA YouTube channel is to Google the following string of words:

Corvair Society of America YouTube

When you do that, a link to the channel will then appear at the very top of the list.

You can also reach the CORSA YouTube channel using the navigation menu on the CORSA website at www.corvair.org.

Speaking of the CORSA website, click on "Merchandise" and then "Apparel" to take look at CORSA's a whole new line of apparel including T-shirts, Sweatshirts, Polo shirts, pullovers, and ball caps. And there is more to come.



Shifter Shaft Seal Seepage Solution by Mark Welte

This article appeared in the April 2021 issue of the "The Flat Six Journal" published by the Mid Continent Corvair Association

If you have a '60-'65 manual tranny that leaks around the shift shaft seal, and cleaning burrs off the shaft and replacing the standard seal doesn't fix it, you can try a seal with a smaller ID that fits tighter around the shaft. O'Reilly's can get these for you in a couple of days for \$3.99 each. I learned about this trick in the CORSA Tech Guides.



March Meeting Notes

This month, we had Rich Greene, Bob King, Randy Kohler, Allan Lacki, Jerry Moyer, Fred Scherzer, Curt Stone and Jeff Strausser on the line. Everybody joined-in using the video-conferencing feature of the FreeConferenceCall.com service.

Rich talked about the trip he and Larry Asheuer took to Clark's Corvair Parts in Massachusetts just yesterday. They sold to Clarks a trailer full of parts that Larry procured from a chicken coop sale back in the 1990s. They did it all in one day, leaving at 4 AM in the morning and returning home around 5 PM. It's a five-hour trip in each direction.

Rich noted that Clarks is swamped with business. Part of it is due to COVID-19 and part of it is due to changes in the

hobby. Guys who used to use their Corvairs as daily drivers are now restoring them.

Bob King talked about his collection of Corvairs. He currently has eight cars, including four Corvair Corsas, one Corvair 500 and a Rampside. One of them is his daily driver. Bob also owns a Z-28 Camaro but it's currently in storage. Also, Bob is currently restoring a '65 Corsa that had been converted into a clone of a Yenko Stinger. So far, he has completely rebuilt the front and rear suspension.

You may recall that the last two issues of The Fifth Wheel featured Bob's articles about the Judson supercharger he installed on one of his Corvairs and the Desert Air Package he installed on another. These would make great tech articles for the CORSA Communique magazine.

Jeff Strausser said he is anxiously awaiting the beginning of car show season. He noted that, in years past, the GM on Display show at Macungie show was traditionally scheduled in May. Rich Greene confirmed that it will be back again this year, but the date will be on June 6. A number of cruise nights are also on Macungie Memorial Park's schedule this year.

Rich Greene, who occupies his spare time as a docent at the Wheels of Time Museum, said he plans to reach out to Devin Sports Cars, LLC as part of his research on the Corvair-powered Devin C. (The "C" stands for Corvair"). The company, founded by Bill Devin way back in 1955, was famous for making kit cars with fiberglass bodies. It used to be based in California but is currently located in nearby Abington, PA. Legend has it that Bill Devin originally wanted to equip his rear-engine roadsters with Porsche engines, but Porsche wouldn't sell them to him.

Andy Granatelli of STP fame campaigned a supercharged Devin C with the objective of setting a record at the Bonneville Speed Trials. Bad weather and lack of time prevented an official run but an unofficial top speed of over 165 mph was achieved. The car then made appearances at several Southern California drag strips setting record breaking runs until it was turned away by track owners; few competitors wanted to be embarrassed by the little gold supercharged Devin C.

Jeff's Corvair said his '66 Corvair is equipped with "wedding band" tail light lenses. These made an appearance on early '66 models. Later in that same model year, Chevy increased the width of the chrome band ornamentation on the lenses. The reason for the change is lost to the sands of time.

Curt Stone, Bob King and Rich Greene talked about parts interchangeability between telescopic and non-telescopic steering wheels. Curt is thinking of installing a telescopic wheel in one of his Corvairs.

The whole gang exchanged thoughts about resuming in-person meetings. Bob King asked whether or not LANTA will allow us to hold our meetings in their building's conference room. That was our meeting location until COVID came along. Nobody in the group knew the answer. As an alternative, Fred Scherzer and Randy Kohler talked about the possibility of having our next meeting in an outdoor location.

After the meeting, Allan Lacki called President Dennis Stamm on the phone. Given the recent uptick in COVID cases, they agreed to use FreeConferenceCall.com once again, at least for our April get together.

Yes, that's John Egerton's '64 Corvair track car on the cover of the CORSA Communique!



April Teleconference Instructions



We'll be having our next virtual meeting on Wednesday, April 28, 2021. You can join us by phone or, if your computer has a camera & microphone, you can do video and screen sharing instead, just like Zoom.

What: Lehigh Valley Corvair Club March Teleconference
 When: Wednesday 4/28/21 7:00 PM - (US/Eastern)
 Duration: 1 hour

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

Conference Call Dial-in number: (515) 606-5376
 Access code: 838110

Participating by Video? To join the video and screen sharing session, click the online meeting link.

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

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Welcome Aliene Laws!



We have a new member and her name is Aliene Laws. She hails from Upperville Virginia and writes, "I owned a '64 (my first car!) in 1964; and a '65 in 1965". Aliene hopes to purchase another Corvair in the near future. Although Virginia is a bit of a ride, we may be able to help her in her search. It will be nice to have a lady in our group!!



Calendar of Events

Interested in doing a cruise night? Go to <https://carmacruisefinder.com/> It's easy to use and lists more cruise events than we could possibly fit in this newsletter!

Saturday May 1, 2021. NJACE All-Corvair Spring Swap Meet. Location: Outdoors at the New Beginnings Bible Church, 104 Bartley Flanders Rd, Flanders, NJ 07836. Time: 9 AM - 3 PM, rain or shine. Price: No vendor fee. No admission charge. (Donations will be accepted for the benefit of the church.) Music – Door prizes – 50-50 raffle – Refreshments on site. Enter the best/funniest/ugliest mask contest! Wear a COVID mask and practice social distancing. Persons not complying will be asked to leave. Vendors, reserve your space (it's free!) by sending your name, phone number, and email address to NJACE club Secretary David Malcolm at david.s.malcolm@verizon.net.

Saturday May 22, 2021. Northeast Corvair Council High Performance Driving Day. Location: New York Safety Track, 396 Zimmerman Road, Jefferson, NY 12093. Time: 7 AM to 5 PM. Price: \$299 per driver if paid on or before May 8; \$350 per driver after May 8. Our high-performance driving event consists of tech inspection, group driving sessions and open-track driving sessions throughout the day. Timed laps begin mid-afternoon. No transponders necessary; we'll be using a computerized stop watch timing system with two timers on each car. Complete information and online registration here: www.neccmotorsports.com

Saturday June 5, 2021. 2021 Orphan Car Tour. This year's tour will follow a 60-mile circuitous path from Burkittsville, Maryland to Bluemont, Virginia. Cars will assemble at the Burkittsville Ruritan Club at 10:30 A.M., and get underway beginning at 11:00 A.M. As usual, drivers will follow printed directions and proceed at their own pace. Along the way, participants will have the opportunity to visit the Hattie's Garage private collection of 25 cars (1908-1970), an operating grist mill, the Harpers Ferry National Historical Park, a vintage firearms store, an antique auto repair and restoration shop. Upon arrival at Bluemont, participants will partake in a optional buffet dinner. Tour is contingent upon positive developments in the fight against Covid-19. Contact: Jon Battle at (540) 364-1770, or via e-mail at [tourdirector@orphancartour.org](mailto:tourdiretor@orphancartour.org). Website: <http://www.orphancartour.org>.

Saturday June 12, 2021. 15th Annual Fleetwood Rotary Show of Wheels. Location: Fleetwood Community Park. Time: 8:00 AM to 3:00 PM. Rain or shine. Price: \$17 at the gate. Vendor spaces available at \$20 apiece. Participant judging with over 70 trophies. Music, goody bags, door prizes, 50/50, breakfast & lunch available. Rubber duck race, too! Please practice COVID-19 safety guidelines. Contact Gary Eberly (484) 332-1056 garye@effectivegs.com www.fleetwoodparotary.org

Sunday June 20, 2021. Silver Creek Father's Day Car Show. Location: Silver Creek Athletic Association 2943 Route 212 Springtown, PA 18081. Time: 9:00 AM to 3:00 PM. Gates open at 8:00 AM. Price: \$10 day of show for cars. \$4 for walk-ins. Trophies for 21 classes based on people's choice judging. Entertainment, food, drinks, 50/50, playground for kids. No pets or bicycles permitted. Contact us at SCAAcarshow@gmail.com or visit our website at www.silvercreekathleticassociation.com

Sunday June 20, 2021. 34th Annual Father's Day Rod Run. Location: Oley Fairgrounds, 477 Main Street, Oley, PA 19547. Time: 8 AM to 3 PM. Rain or shine. Price: \$12 day of show. Open to all show cars & trucks. Chinese auction, games, raffles, door prizes, 50-50, DJ. Vendor spaces available. Please check our Facebook page for details about restrictions (masks required) and other updates. If COVID conditions require cancellation, it will be posted there. For questions, call Rick Baum at (610)-678-3948 or Fran at (610) 944-5515.