




the fifth wheel

MAY 2021

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

ESTABLISHED 1976

Inside this issue	
LVCC's Next Meeting May 26, 2021	1
Australia's 1st Corvair by Carl L. Kelsen	2
Mud Bog Monza by Frank Metasavage	4
Steering Box Lubrication by Dave Steigauf	4
Courtesy Light Problems by Bill Garrison	5
LVCC Meeting Notes from April	6
Wes Heiss Prints Another Corvair!	7
CORSA News New Tech Guide, PayPal	8
Local & Regional Events Calendar	9
We'll Meet Here! LANTa Center Map	10
CORSA Officer Contact Information	10
	



Next Meeting: Weds. May 26, 2021

Yes! We're having a real meeting this month!

Time 7:00 PM. Place: Lehigh and Northampton Transportation Authority Headquarters (LANta), 2nd Floor Meeting Room, 1060 Lehigh Street, Allentown, PA 18103. Latitude : 40.587607 | Longitude : -75.474405.

Note that we're moving the start time ahead a half hour so that we can get back home before dark!

Don't get locked out! If you arrive late, the main door of the LANta office building may be locked. This is for security purposes. But the facility is open around the clock, so ask one of the garage employees to direct you to the second floor.

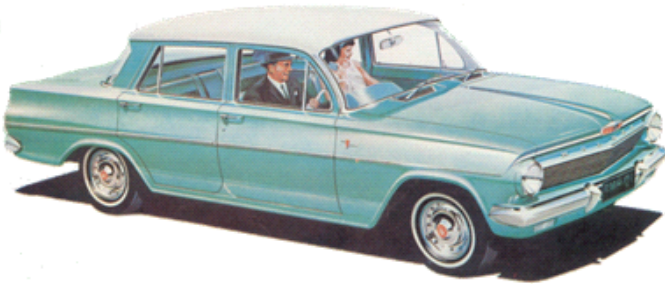
The Fifth Wheel is published monthly by Lehigh Valley Corvair Club Inc. (LVCC), a chartered chapter for the Corvair Society of America. We accept articles of interest to Corvair owners for publication. Classified advertising of interest to Corvair owners is available free of charge to all persons. Commercial advertising is also available on a fee basis. For details, email our newsletter editor, Allan Lacki, redbat01@verizon.net.

Australia's First Chevrolet Corvair

by Carl L. Kelsen

During the 1950s and 1960s General Motors Holden (GMH), the former Australian 'child' of its USA-based parent company General Motors (GM), regularly imported vehicles from its parent company to Australia. These vehicles were used for evaluation, the results of which would then assist in the development of 'Holden' vehicles.

It's perhaps not surprising that the GMH designed 1962 'EJ' Holden Premier sedan, shown below, shares many styling clues with early model Chevrolet Corvairs. For example, compare the shape of the windscreen particularly at the base of the 'A' pillar with a 1960-64 Chevrolet Corvair windscreen.



But the subject of this article is the 1960 Chevrolet Corvair sedan that you can see in the attached period photos. This car is a very early production '60 Chevrolet Corvair that GMH imported from the United States to Australia late in 1959 for evaluation. We will never know, but it's nice to speculate that perhaps GMH considered building an air-cooled Holden Corvair!

Anyway, GM and GMH almost always crushed evaluation vehicles when they were no longer required but it appears that this early model Corvair avoided that end and was 'reportedly' sold to a GMH employee who then continued to use it for some years. Beyond this, little is known about the car's history other than today, it's in very poor condition and at some point, has had later model front body panels installed. It's not known if GMH carried out these body changes or if a subsequent owner made the modifications.

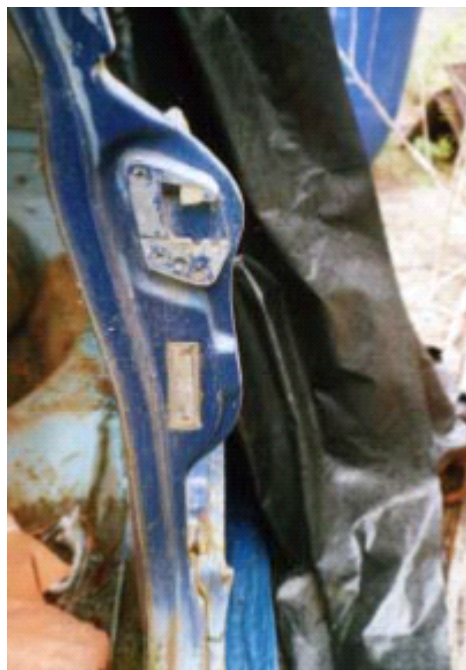
Nevertheless, I regard this Corvair as being historically important to the whole Chevrolet Corvair story and I think the photos tell us the rest of the story.

Photo 1 shows this Chevrolet Corvair parking within the grounds of Melbourne's GMH Fisherman's Bend Assembly

plant. (Melbourne being the capital of the Australian state of Victoria). The people standing around the roped-off area would have been GMH employees who I am certain were keen to be one of the first to view this strange new air-cooled rear engine Chevrolet.

Photos 2 & 3 shows this same '60 Corvair on display, during March 1960 at that year's annual International Melbourne Motor Show. The Corvair was being displayed by Preston Motors who, at the time, was Melbourne's principal authorized Chevrolet dealer. It's important to appreciate that this Chevrolet Corvair was not being offered for sale. Its purpose was to simply attract buyers to the Preston Motors show stand in the hope that they would then buy a new Holden or if they had lots of money, a new Chevrolet BelAir sedan with genuine leather upholstery. Although it's hard to visualize in 2021, the Chevrolet brand in Australia during the 1950s and 1960s meant 'high priced luxury motoring' and the Corvair would have been seen by Australians of that period as a small luxury class car.

Photos 4, 5, & 6 show the car as it appeared when photographed in 2005. It's understood that the current owner appreciates the car's unique history and hopefully, this means it might surface one day restored to as close as possible to what it once was.



Proof of the car's authenticity may lie in the ID tag located on the door pillar.



Photo 1. The location is the General Motors Holden (GMH) Fisherman's Bend assembly plant. The photo was likely taken between late 1959 to early 1960.



Photo 2. The location is Melbourne, Victoria Australia at the Melbourne International Motor Show held in March 1960.



Photos 3. At the Melbourne International Motor Show held in March 1960.



Photo 4. Same car as it appeared in 2005. Forlorn but hopefully not forgotten!



Photo 5. Same car, but note that the front body panel is from a later Corvair. Was it changed out by GMH? Or by a body shop as a result of collision repair? It's a mystery!



Photos 6 shows evidence that this car had been repainted sometime during its life time/ The original color, a light Horizon Blue, is evident in the exposed door panel.

Mud Bog Monza **by Frank Metasavage**

Source: The Connecting Rod. The Newsletter of Corvair Atlanta, Inc. April 2021 issue.

It was 1974, summer break from college, and I was working at a construction company operating a track loader. As every day, I drove my '66 Monza 140 to work. But this day, I had to park it in a new parking area I had prepared with the loader the day before. City officials made the 100+ cars at the project stop parking on the highway adjacent to the project. I also graded a 300 yard long road down a grade and back up a hill to reach the parking area. All 100 cars made it to the parking lot with no problem. All was fine until about 2:00.

Then the rain came! Not just a shower, but one of the 45 minute gully-washers that Georgia summers are known to have. I learned at a young age that water runs downhill. That day was no exception. The job superintendent called work during the storm, and we were faced with an inch of rain that covered the road I had built the day before. A 30 yard section of nice, soft dirt accumulated where I had filled a low area, and all 100 cars became trapped on the uphill side.

The first few cars made it through it OK but that didn't last long. The others started getting stuck. There were only three or four 4-wheel-drive vehicles there, and they made it through and started pulling cars. It eventually got so deep and muddy that not even the four wheel drive vehicles could pull the cars out. So, being the track loader operator, I started pulling the cars out myself. A couple hours passed, and I finally got the last one out. I was headed back to park the loader, when I realized that there was still one car left on the hill..... MINE!

I think I invented a few new expletives as I wondered what to do being the only one left on the site. There was simply too much mud and water for me to remove where I knew I had to go, so I backed the loader through the mud stretch and drug the bucket to remove the deep ruts. There was a foot-plus deep mud slurry that went uphill from the mud bog, for an additional 20 yards. I parked the loader next to my 'Vair and developed a detailed strategy. Heavy right foot, second gear, hold on and pray! I was probably doing 30 or so when I hit the slop. Thirty yards of chocolate cake icing, a foot deep! Foot flat on the floor, wipers spreading a glaze across the glass and the engine spinning the wheels at redline!

I was sliding across the mud, quickly losing momentum as I started to cresting the uphill area. Dad taught me when I learned how to drive my Jeep in the rough never to change gears or let up on the gas if you are still moving. I followed his advice, and suddenly found myself reaching solid ground! I finally started moving again. I had made it. When I got out of the car to clear the mud off the windshield, I saw that I was

not alone as I thought. About 50 yards away, the job superintendent and two other guys were laughing and giving me a hand!

I loved that Monza, and I didn't hesitate to put it through anything. As long as the floorboards weren't dragging, it would go anywhere! I sold the car about 1979 and have owned over 100 cars since. But that one had a special place in my heart. Forty years later, as I drive my current Corvairs and carefully navigate around water puddles to keep the under-carriage clean, I remember digging dried lumps of the mud from the underside of that Monza out every time I was under it.

Steering Box Lubrication **by Dave Steigauf**

Source: The Four Wheel Independent newsletter of the Central Pennsylvania Corvair Club. April 2021.

I was reading the Group Corvair newsletter from the Washington DC area and ran across an article by Jim Simpson on steering box lubrication. The article referenced some lubricants to use in your steering boxes.

It reminded me of when I had rebuilt my steering box and was trying to figure out what type of lube to put in. The only thing I could come up with was from many years ago, when as a teenager working at a local gas station, my boss recommended that we pump steering boxes full of plain multi-purpose chassis grease.

Chassis grease does not flow at all, so when I rebuilt the steering box in my own Corvair, I mixed the grease with gear oil to thin it out a bit.

Now every time I move the car after sitting for a while, I have to wipe up the oil that leaked from the box through the bushing on the pitman arm shaft.

After doing some checking online and locally, I found a local tractor/mower supply business that carries Alco 00 EP grease. This is a pourable grease, very slow pourable



grease with about a 600 weight lube used in tractor and farm equipment gear boxes and mower differentials. The grease is manufactured by Spectrum Lubricants which is owned by Phillips 66. I contacted a technical rep at Phillips to verify that the grease is yellow metal safe and he verified that the grease is safe to use in steering boxes.

Being that the grease does flow slowly, it will get into the circulating ball area of the box. Standard grease does not and will not separate and leak out of the box like my grease and gear oil mixture. Most farm supply stores or mower repair stores should have this and Tractor Supply handles the 00 EP grease.

Courtesy Light Problems By Bill Garrison

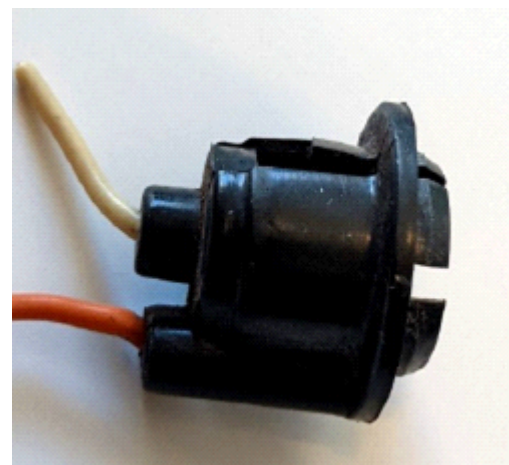
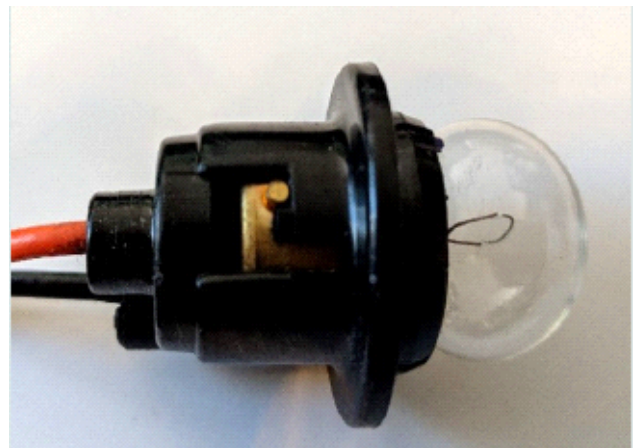
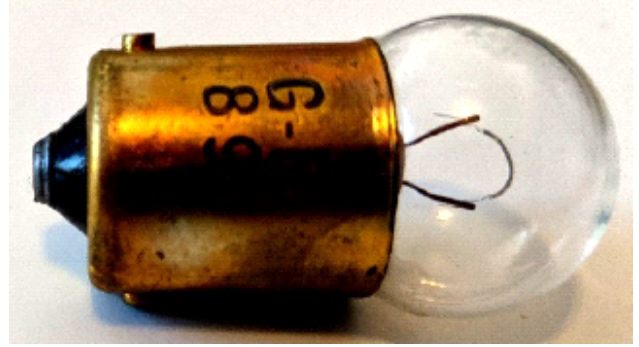
Source: Drip Line newsletter, Central Pennsylvania Corvair Club, May 2021

I'm fixing up a '68 convertible and it had one courtesy light that sometimes stayed on. I thought I would just buy a new socket, but they are not available except as part of a wiring harness (at about \$50). Time to get to the bottom of this.

All Corvair convertibles and some sedans have two courtesy lights mounted under the dash. One of these was the light giving me the trouble. What is going on? Under dash lights were an option on cars that did not come with them and the dealers had a kit to install them upon request. I had a kit in the basement that I bought years ago at a flea market. Time to use it! The bulb was a bit tarnished from sitting on a shelf for 50 years so I thought I would just use a new one. That's when I found out what was causing the problem. The short version of what I found is "They don't make them like they used to."

Shown here is a new socket with bulb from that kit. And my old socket. Notice the way the bulb fits the new one and how the old one is broken out. Why? It turns out the original bulb (top) is flat on the end and the replacement (next one down) is pointed. That makes the bulb too long to fit into the socket and so if you force it (which is not hard to do) the socket breaks. Oops. I have looked and cannot find type 89 or 1155 (rough service version of 89) with the shorter end. The bulb that came with the kit fits fine. If it burns out I guess I will try to file down the end of the new bulbs and hope it does not break the bulb. I am writing this article mostly to warn you that if you have to replace one of these bulbs, be careful! If the new bulb does not go in easily, be careful that you do not break the socket. They are rare and expensive!

And why does the light stay on if the socket is broken? Shouldn't it be off? The courtesy lights work by being grounded by the door switch. The broken socket lets the bulb slip out a little bit and the bulb grounds on the metal bracket holding the socket and the light stays on.



If anyone knows where to get the shorter end bulbs or new sockets at a reasonable price, please send an email to me at william.garrison1@gmail.com. I suspect I will be needing to replace a few more as the years go on.

April Meeting Notes

This month, we had only three people on the call - Allan Lacki, Fred Scherzer and Jeff Strausser. That was a big drop from our previous meeting. Where did everybody go?

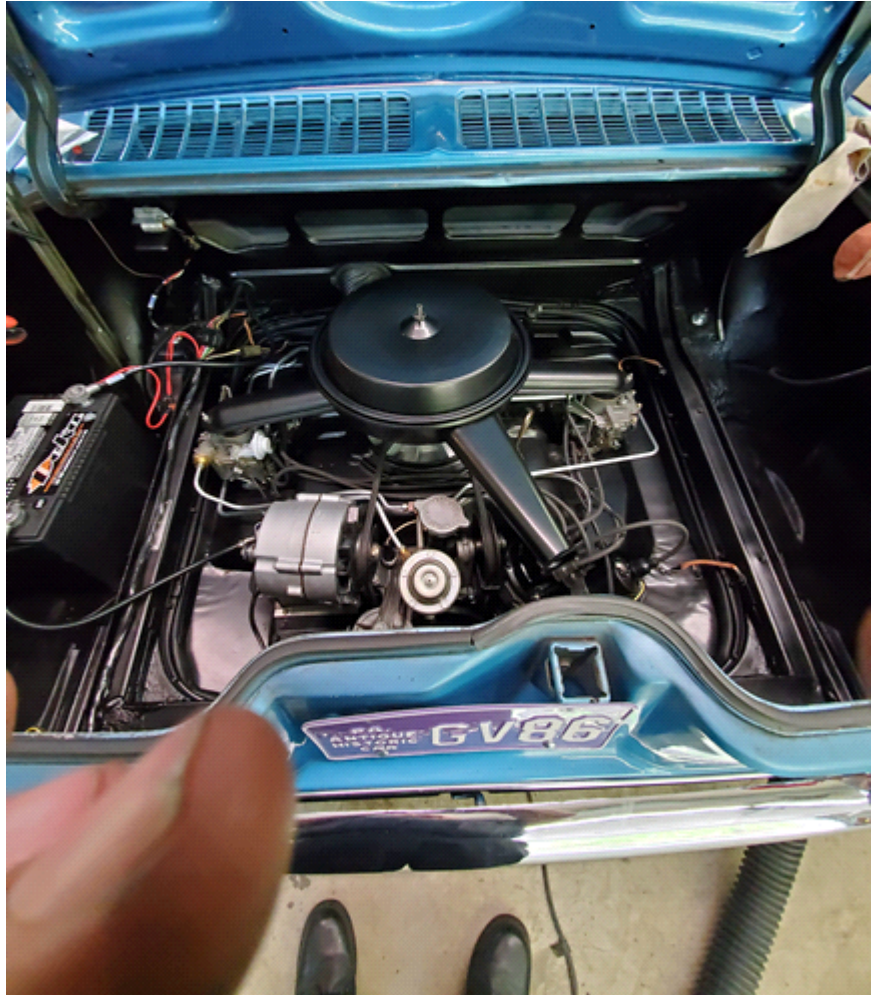
Jeff Strausser said he's been having fun showing his Corvair this month. He also went to the Spring Carlisle and walked the whole field. It's huge!

Fred has been going to car shows, too, including cruises at Indian Valley, Macungie and the local Wal-Mart. His Corvair is running fine, but he's been taking his Chrysler Crossfire to the shows. Fred also said he's thinking of selling his '63 Chevy Impala. It's a stunning car and should bring a good price.

Jeff talked about the cooling shrouds on the engine of his '66 Corvair. He noticed an opening in the shroud near the ignition coil, above the cylinders. A lot of air blows out of this hole when the engine is running. This led him to wonder whether the cooling air was bypassing the cylinders.

So to check the situation, he used a heat gun to check the temperatures of cooling air coming out the thermostat doors. Sure enough, the cooling air coming out of the right bank was cooler than cooling air coming out of the left bank. All other things being equal, this suggests that cooling air coming through the door is not as effective in extracting heat. Could the situation be the result of that opening in the shroud? Jeff wanted to know.

Fred suggested that maybe the tin piece with the opening may be part of the Air Injection Reactor system (a.k.a. "smog pump") used on later Corvairs. This



Top: Jeff Strausser restored the engine compartment in his Corvair. It's immaculate. Bottom: The mysterious opening in the engine shroud. Appears to be factory, but what is it for?.



would make sense if Jeff's Corvair was a California car or if the original engine had been replaced with one from a '68 or '69 Corvair. It might be worthwhile to check the engine serial number to see if this is the case.

Al Lacki suggested that the difference in temperatures could also be caused by a broken heater hose on the right bank, but Jeff said he had recently replaced them.

Whatever the cause, Jeff said he'd plug the opening to see if it makes a difference.

Fred, Jeff and Al then talked about resuming in-person meetings at the LANTA bus terminal. They agreed that, because we've been gone for so many months, the conference room may be booked for other groups to use. And even if the room is not booked, the management may be concerned about disinfecting the room after each meeting.

Jeff said he has a friend who is a manager there. He agreed to contact him to find out if we can resume our meetings there.

Our meeting started at 7:18 PM and ended 8:08 PM.

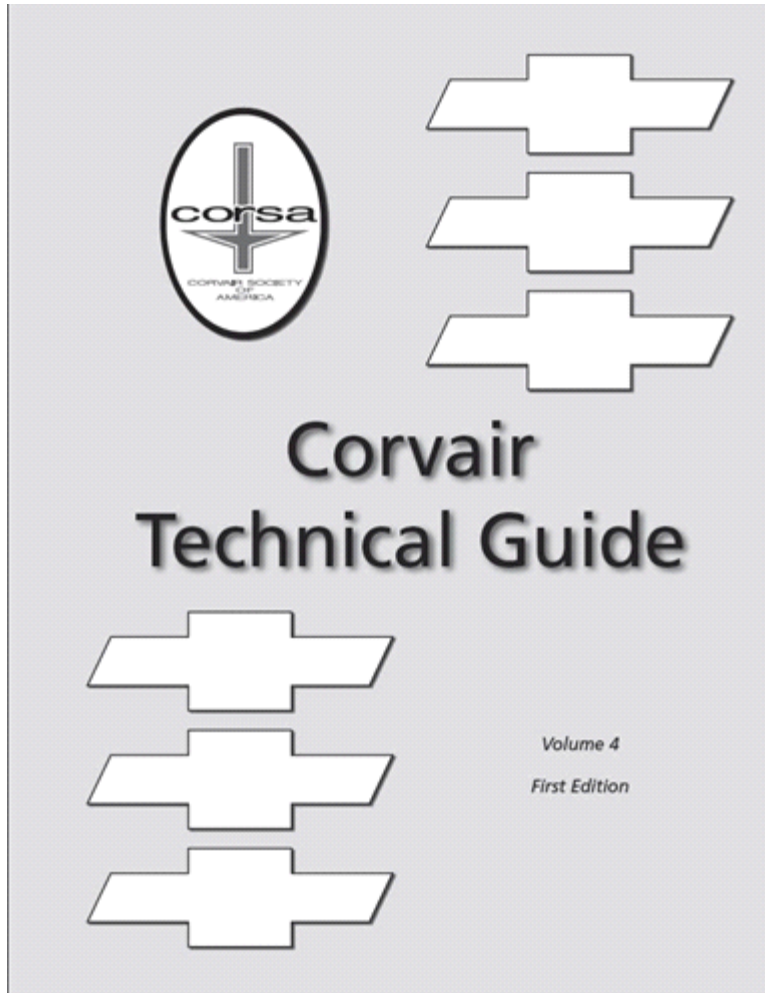
Wes Heiss Prints Another Corvair!

Wes Heiss' youngest daughter at the wheel of her new '64 Corvair! Her car is a replica of the Corvair Spyder once owned by Carl Sagan. Andy why not? She is named after him!

Wes, a long-time member of LVCC, is a professor in Lehigh University's School of Arts, Architecture and Design where, among other things, he teaches courses in 3D printing. In addition to his work as an educator, he is also a professional artist whose work has been exhibited internationally including the Museum of Fine Arts and the Menil Collection in Houston, ArtSpace in New Haven, Brooklyn Academy of Music in New York, and Kulturmöllan in Lövestad, Sweden. His wife Angela Fraleigh is also an accomplished artist. Wes and Angela live in Allentown with their daughters, Tuesday and Sagan.



CORSA News!



Technical Guide Volume 4 Released!

Corvair Technical Guide Volume 4 features 221 tech topic articles published in the CORSA Communique magazine from 2008 through 2018.

Topics range from Accessories to Tools and just about everything in between.

Volume 4 expands upon the content of Volumes 1 through 3 and is published in the form of an 8.5 x 11 inch manual drilled for a three ring binder.

Visit corvair.org and click on the Merchandise button on the left of the screen. \$25

And coming soon! Volumes 1, 2, 3 & 4 all combined on a single USB data stick!

CORSA Now Takes PayPal!

You can now pay those membership dues, grab a tech guide or make a donation to CPF with the ease and convenience of PayPal. You asked for it. You got it!

We're always looking for ways to make CORSA better and are open to YOUR ideas.

Drop us a message. We'll listen.
#corvair #corsa #corvaircommunity #carclub

Skinny Communique?

This is a message for those members who receive their CORSA Communique magazines via US Postal.

Does your Communique look skinnier than normal? Well, it is! But not because we cut back on content. It's because, beginning with the May 2021 issue, we replaced the thick paper jacket with a clear plastic wrapper in order to give your magazine better protection. Too many copies were getting mangled in the mail.

Also, a while back, we began printing the pages of the Communique on thinner gauge paper in order to offset the cost of printing them in full color. So, again, the Communiques look skinnier, but they're better. Each issue of the Communique has 29 pages, just like they always have.





Calendar of Events

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

Sunday May 23, 2021 :::: Pocono Area Corvette Club Spring Bash. Location: Gray Chevrolet, 1245 N 9th St, Stroudsburg PA 18360. Time: from 9 AM to 3 PM, rain or shine. Our show is open to cars, trucks, and motorcycles. Games, Food, Music, Vendors. Awards, Door prizes, Tricky Tray, Goody Bags, Entrants Choice Judging. Proceeds benefit our local food bank. <https://www.poconoareacorvetteclub.com/> Phone: (610) 390-1697

Sunday May 30, 2021 :::: Chester County Car Show. Location: Kimberton Fire Co fairgrounds, Rt. 113, Kimberton, PA. Time: 9 AM to 3 PM. Antiques, classics, street rods, cycles. Food Court, DJ, flea market, cash prizes. \$15 pre-register. \$20 day of show. (484) 872-8195.

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. 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.

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.

We'll Meet Here!

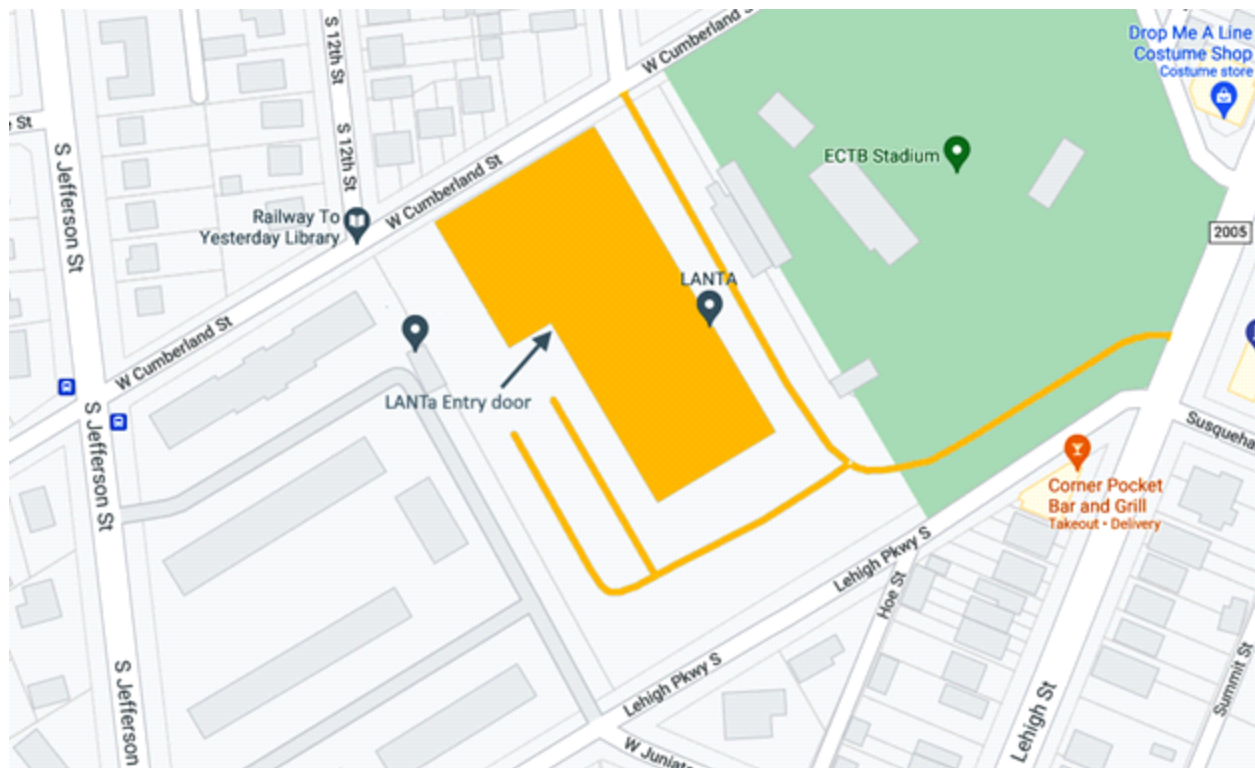


On May 26, at 7:00 PM (*not 7:30*), we plan to have our first in-person meeting in a long time. It's our usual place. *Note that we're moving the start time ahead a half hour so that we can get back home before dark!*

Lehigh and Northampton Transportation (LANTA) Headquarters.
Community Center Meeting Room, 2nd Floor
1060 Lehigh Street, Allentown, PA 18103

Proceed to the parking lot in back of the building and enter through the door located next to the garages. Stairs and an elevator are located near the door. Go to the second floor. The entrance to the Community Center Meeting Room is right there. It's large enough so that we can maintain social distancing from each other. **Bring your mask!**

Don't get locked out! If you arrive late, the door of the LANTA office building may be locked. This is for security purposes. But the facility is open around the clock, so ask one of the garage employees to direct you to the second floor.



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

