



# the fifth wheel

JUNE 2021

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

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## Inside this issue

LVCC's Next Meeting  
June 23, 2021 1

What Will We Say?  
by Allan Lacki 2

LVCC Meeting Notes  
May 2021 3

Australia's First Corvair  
Follow-Up 5

What's Wrong With  
This Picture? 6

CORSA News. Virtual  
Membership Price Break 76

Local & Regional  
Events Calendar 8

Das Awkscht Fescht  
Registration Form 9

June Meeting  
Arrangements 10

Classified Ads  
Parts & Services 10

CORSA Officer  
Contact Information 10



## Next Meeting: Weds. June 23, 2021

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

*Date & time: June 23, 2021 at **7 PM**. Rain or shine.*

*Location: Oberholzer Pavillion located near the band shell at Macungie Memorial Park, 50 N. Poplar Street, Macungie, PA 18062. It's an open-sided structure so this will be an "al fresco" experience! Thank you Randy Koehler for making the arrangements at no cost to the club.*

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).

## **Ralph Nader. What Will We Say?** **by Allan Lacki**

Even today, when I gas up my Corvair or enter it in a car show, somebody will walk up and make a crack about Ralph Nader outlawing Corvairs. Most of the time, they're just kidding.

But whether admired or reviled, he is certainly remembered by a big segment of the population after all these years. But he won't live forever. Upon his passing, you can be sure that some news reporter, looking for a scoop, will seek out an official statement from the Corvair clubs. What will we say?

He staked his claim to fame by authoring the best-selling book, "Unsafe at Any Speed". In it, he tore into the Corvair. It was the focus of the first chapter in his book. But the book had eight chapters in which he took on just about every sector of the automotive establishment as it then existed, piece by piece.

He singled out design features of many other cars, such as the "cleaver-like" hood opening of Mustangs, confusing shift patterns that caused drivers to go into reverse instead of forward, and pointy Cadillac tail fins that had a propensity to impale young bicycle riders who collided with them by accident. He described solid-shaft steering columns that pushed back into the passenger compartment during accidents, breaking the driver's rib cage. Professional associations such as the Society of Automotive Engineers, which established a mind-numbing array of design standards since the early 1900s, should have led the charge to put higher priority on safer design, but they didn't. Where were their ethics? The list goes on and on.

Nader also went after lapses in manufacturing quality including headlight failures, leakage of gasoline fumes

causing an explosion, a dangerously-positioned petcock leading to brake failure on a bus, broken suspension arm brackets, stuck accelerators, hood latch failures, defectively designed brakes and steering wheels, door latch and door hinge failure – all in brand new vehicles...not to mention recall notices that failed to convey the gravity of the problems to be corrected.

Of course, he took on industry associations, such as the Automobile Manufacturers Association, which placed the blame for injury and death solely upon the drivers involved in collisions, without acknowledging the real the possibility that the carnage was exacerbated by the built-in dangers of the vehicles they were driving. According to *Unsafe at Any Speed*, this was also true of the National Safety Council, American Safety Foundation, American Automobile Association, the President's Committee for Traffic Safety and other agencies; federal, state and private.

That they advocated better driver education and safer highways was to be commended. That they failed to advocate safer cars was regrettable, not to

mention a form of capitulation to the interests of the Big Three Detroit automakers. Their reluctance to call for federal regulations to force auto makers to incorporate safety features was hypocritical, given the support they gave to million-dollar road projects financed almost entirely by taxpayer dollars collected by the federal IRS.

A major premise of *Unsafe at Any Speed* is that much accident carnage prevalent during those days didn't have to occur because the human body can withstand tremendous decelerative forces inflicted by crashes or falls. However, the impact must be spread evenly and not concentrated on any one part of the body. This had been known since the days of Hippocrates around 400 B.C. Air bags, shoulder harnesses, collapsible steering columns, recessed control knobs and other features to that effect were described in *Unsafe at Any Speed*.

Nader addressed all these potential improvements in *Unsafe at Any Speed* and the cars of today are equipped with most if not all of the safety features he wrote about in that book. Would we



have them in today's cars if he and other safety advocates were silenced?

Perhaps, but Nader's accomplishment was to bring wide-ranging assertions together in a single well-researched book with extensively-documented references. It remains a powerful statement, and that's what gave his reputation such long-term traction. His accomplishments are to be commended even if we don't necessarily agree with the strident position he took with respect to "The Sporty Corvair".

### **May Meeting Notes**

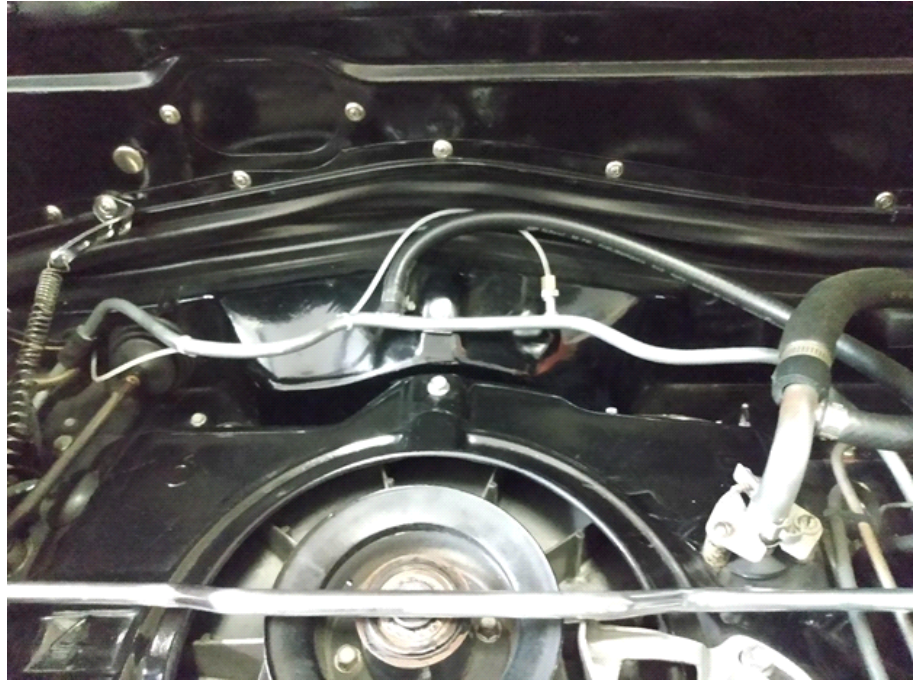
Rich Greene, Larry Lewis, Allan Lacki, Fred Scherzer and Jeff Strausser participated in our May 26<sup>th</sup> video meeting on FreeConferenceCall.com. Our session lasted from 7 to 8:11 PM.

Our first topic of discussion was the strange-but-apparently-factory-correct opening in the lower right-hand engine tin on Jeff's '66 Monza Sport Sedan. The opening is located directly behind the coil, providing an escape for engine cooling air that would otherwise blow through the right-hand cylinder bank. This concerned Jeff particularly because he's getting different temperature readings at the cooling air outlets at the damper doors, right versus left.

Before the meeting, we received an email from Jim Simpson of CORSA's Group Corvair chapter. He wrote,

*"My '66 Corsa turbo has the same opening under the ignition coil. The car was a fairly early production -- fall of '65 -- and it has the original sheet metal. So I doubt it was for AIR. My guess has always been it was for coil cooling (although the air is pretty warm to begin with. I haven't done an investigation, but I think it was standard."*

Based on Jim Simpson's explanation, it may be that Jeff's engine had been built that way. Of course, this didn't help Jeff, who remains concerned



Rich Greene practices what he preaches! Look closely and you'll see that his engine has no "fresh air" hose leading from the turkey roaster to the firewall. He removed it and blocked-off the opening in the turkey roaster.



If you look closely, you can see the block-off plate he installed at the front of the turkey roaster. Secured by three tall-hat sheet metal screws, it replaces the nozzle that used to be there for the "fresh air" hose. By blocking off the opening for the hose, he ensures that no cooling air bypasses the engine cooling fins.



Above: Like Jeff Strausser's '66, Rich Greene's engine has that "mystery hole" in the shrouds down by the coil. Along with the fresh air hose opening in the turkey roaster, this is another opening that can lead to a hotter-running engine. He plugged it with a silver-colored plug. Look closely and you'll see it. (Rich removed the coil to take this photo).

Below: Rich Greene's immaculate engine.



about the fact that spent cooling air coming out of the damper doors is hotter on the left cylinder bank than the right.

All other things being equal, this suggests that engine cooling air is blowing out to the atmosphere before it circulates through the cooling fins. There are only two likely paths: (a) through that opening in the engine tin behind the coil, or (b) through the flexible air hose coming off the top of the turkey roaster. Jeff already replaced that flexible hose, so that seems to be out of the question.

Rich Greene suggested three possible alternatives for making sure the engine is properly cooled. The first was to install a block-off plate over the opening and relocate the coil somewhere off the cylinder head casting. The second was to remove the thermostatically-controlled damper doors in the bottom shrouds. The third was to put a block-off plate where that flexible hose comes off the top of the turkey roaster. As noted above, Jeff already replaced that hose, but there's still a possibility that cooling air could be escaping around the heating system's mixing box located under the rear parcel sheff.

Rich, Fred Scherzer and Al Lacki noted that it's usually the Number 5 cylinder that drops valve seats, and this is exactly where that flexible hose ties in.

By the way, "turkey roaster" is Corvair talk. It's the main engine shroud that sits on top of the engine.

After discussing Jeff's engine, each of the members gave an update about their activities. Al Lacki talked about his weekend at the Northeast Corvair Council (NECC Motorsport) time trials at New York Safety Track. NECC track days draw all kinds of vehicles, not just Corvairs. Entries at this year's event included a race-prepared twin-turbo Maserati, a tube-frame '64 Corvette track car, a Lotus Elise, not to mention a bunch of hi-po BMWs and Porsches. (The Corvette is owned by Tim Cotrofeld, son of Bill Cotrofeld, the retired Corvair parts vendor based in Vermont).

Al explained that, out of the twenty cars that went out for timing, his Corvair had the distinction of getting the slowest lap time. But not by much. The next slowest car was a 140 / 4 speed Corvair that was only 0.3 seconds faster around the track.

By the way, that other Corvair is quite unusual. It's an original 1969 Corvair 500 right down to its vinyl bench seat. But it's original owner must have put in a special order before he put down his deposit. It's equipped with all the factory high performance options, including the 140 engine, 4-speed transmission, quick ratio steering and heavy-duty suspension.

In concept, it's like the original Plymouth Roadrunner – a stripper with all the go-fast goodies. Mike Pietro, the current owner, has done little to modify it except install wider rear wheels with period-correct racing rubber.

Jeff Strausser has been enjoying the show circuit with his Corvair, having attended four cruises so far this year. He's been getting lots of compliments from spectators. Randy Kohler intends to bring his Rampside to an up-coming truck show. Yes, a Rampside qualifies as a truck! Rich Greene swapped out almost all the incandescent bulbs for LEDs in one of his Corvairs. He also fixed the turn signal switch on his '61 truck.

Larry Lewis is doing work on his house and shop so he hasn't had much time for Corvair stuff. But he told an interesting story nonetheless. A few months ago, he ordered a brand-new Kubota tractor, complete with front-end loader and backhoe. Larry has a nice-size piece of property and the Kubota will make landscape care much easier for him. He expected it to arrive a long time ago, but he's still waiting for it to be delivered. Randy said he's been having the same problem procuring replacement equipment for his heating oil business. It's even difficult to find plumbing fittings lately. Apparently, the shortages and slow downs are one of the side-effects of the COVID-19 epidemic.

Al Lacki talked about LVCC's newsletter expenses. We still have seventeen members who get their newsletters delivered by US Postal. A number

of surrounding clubs no longer send hardcopies of their newsletters to their members. Instead, all of them get their newsletters through email. This represents a considerable savings to the club. Rich Greene noted that the Philadelphia Corvair Association went all-electronic a couple of years ago. At first, they were concerned that members would drop-out, but they lost only one.

One of the members inquired about Das Awkscht Fescht. Yes, is on this year! And as usual, Randy has reserved a row of spaces in the grass for our Corvairs on Sunday. Pre-registration is required and it must be in by July 1<sup>st</sup>. A copy of the registration form is provided in this issue of The Fifth Wheel.

After that, we talked about resuming in-person meetings. Several of us have been having problems getting on the FreeConferenceCall video session each month and we'd all like to get back together with regular meetings.

Prior to COVID, we met in the community conference room at the LANTa transportation center on Lehigh Street, so it would be most convenient if we meet back there again. Last month, Jeff volunteered to contact the people at LANTa to determine if it will remain open to us. Sadly, management responded by saying it will remain off-limits to the public due to COVID until mid-September.

This led to a discussion on alternative places. One of the requirements is that the new meeting location would need

to be located at or near the center of LVCC territory, around Allentown. That way, the members would be treated fairly in terms of driving distances. For example, Fred Scherzer lives quite a distance south, Al and Dennis Stamm live to the west, Jeff lives to the east, and Bob King lives to the north.

Fred proposed that we meet at a diner; possibly the Superior Restaurant located on State Street in Emmaus, just south of Allentown. His juke box club has its regular meetings at a diner. Al note that other Corvair clubs do that, too. Of course, the proprietor expects all the club members to eat there – and pay!

Randy suggested another option: the public park in Emmaus. It has a pavilion. Another possibility is Macungie Memorial Park, the site of Das Awkscht Fescht. Fred noted that the diner located across the street from the park is closed, which might be an impediment to members who want to go out for dinner right before the meeting, but we could meet inside the park itself if we can get permission to use the rest rooms and one of the pavilions. Randy volunteered to contact the township to obtain further information.

## ***Australia's First Chevrolet Corvair. Follow-Up***

Last month, "Australia's First Chevrolet Corvair" was our feature article. It was written by Carl Kelsen. It included photos of that car in it's current condition. The odd thing about it was that it's supposed to be a 1960 Corvair – the kind with the concave nose. But the photos show it having a convex nose, like a '61-'64. So, what's up with that?

Charlie Biddle, tech whiz extraordinaire from the Chicagoland Corvair Club, to the rescue! Here is what he found:

*Allan,*



Interested in converting your Corvair to LED lighting? Rich suggests you check out this online store. It has a complete catalog of bulbs for Corvairs.

*I got a copy of Carl Kelsen's original article from San Francisco Bay Area chapter of CORSA. I was able to blow up the VIN plate, using computer graphics tricks.*

*As best as I can tell, the VIN is 00769W113860. 1960 Sedan 700 model, Willow Run, body number 13860. Not a horn slot car, but fairly early in the production run. Since the Melbourne Show was in March 1960, this car was probably pulled off the line in late 1959 or early 1960. Not any particular special car, but a nice one to put in a show.*

*Note in later pictures, the front trunk panel was replaced with a 61 or later panel. 1960's was unique to 1960s. It is unknown when the panel was replaced, but since Corvairs were never sold in Australia, there was no supply of replacement parts. The panel had to be shipped in from the US specifically for the repair. Someone did not know of the uniqueness of the 1960 panel.*

-- Charley



Left: Here is the VIN tag on that Australian Corvair. It's on the door post.

Charlie Biddle obtained a higher resolution copy of this photo and, using his set of computer graphics tools, was able to discern the actual VIN number, proving that this car was indeed an early production 1960 Corvair.

## What's Wrong With This Picture?

One of the correspondents on the Corvair Society of America Facebook page is trying to find replacements for the center caps for the 15" Rally Wheels the prior owner installed on his newly-acquired Corvair. Apparently, the caps were stolen while the car was in transit.

So, he ordered new caps. But when he tried to snap them on, they didn't fit. It turns out they are not factory Chevy wheels. Instead, they are aftermarket replicas. At the time his post was written, he couldn't identify the manufacturer. So, he's having a devilish time finding replacements. OK, so it will take some time..

His post included some photos of the Corvair and it's gorgeous. But among the photos was this one. Look closely at the lug nuts. Ain't much holding them on! Several respondents advised the owner to replace the existing wheel studs with longer ones ASAP.

Another respondent also mentioned that the lug nuts themselves may not be proper for that particular wheel. He wrote, "I can't help you with the caps but I'll mention the lug nuts: They appear to be bulge nuts which don't seem right for rally wheels.

Yet another respondent noted that the wheels aren't hub-centric like the original Chevy wheels. This can be remedied by installing concentric rings which will ensure that the wheels are properly centered when the nuts are being tightened down.



# ***CORSA News. Membership Price Break!***

We suspect there are a large number of Corvair folks out there who'd join the Corvair Society of America (CORSA) if the price was right. A number of Corvair Facebook pages have thousands of followers. Why not get them on board with CORSA? So, this month, CORSA's Board of Directors unanimously passed a motion to do just that. It will become available at [www.corvair.org](http://www.corvair.org) on or about July 1. It's a temporary offer that will go away at the end of the year. Yes, existing "Virtual Members" of CORSA are also eligible to take advantage of this offer.

## **Motion: (2021-01)**

To offer new and existing CORSA members a reduction in the price of dues for 1-Year Virtual Membership. This is to be a temporary offer. After the expiration of the offer, dues for 1-Year Virtual Members will revert to the previous price.

### *Offer:*

Price: \$25 for twelve months instead of the usual \$37.

Eligibility: All new and existing CORSA members.

Offer Period: July 4, 2021 to December 31, 2021.

Effective date for new members: Membership will begin on the date payment is received.

Effective date for existing members. Existing memberships will be extended twelve months beginning on the day after the existing memberships would otherwise expire.

### *Limitations:*

One-Time Only: Individuals can take advantage of the Offer one time only. Repeated applications for the Offer for the purpose of extending the price reduction over a series of years will not be allowed.

Free Gifts: Members signing up for the Offer will not receive free gifts that would otherwise be accorded to them. Example: the existing Corvair Basics book offer for brand-new members. This will continue to be provided to new members selecting the full membership only.

Magazines: Full Members who apply for any level of Virtual Membership (including the Offer) will immediately stop receiving copies of the CORSA Communique magazine in the mail. (This has always been the case but we mention it here for clarity).

No Refunds to Facilitate Transition. We will not issue refunds of dues paid by Full Members to facilitate transitions from Full to any level of Virtual Membership (including the Offer). Offer is only good during this time period. No refunds for prior purchase of membership.

### *Background:*

Financially, dues collected from Virtual Members at the usual \$37 rate subsidize the costs of preparing, printing and mailing hardcopies of the CORSA Communique magazine. Reducing the price to \$25 would require the Society to compensate by drawing on its financial reserves, all other things being equal. However, this motion is premised on the possibility that the discount will attract a sufficient number of new members such that overall dues revenue will remain relatively stable. In addition, it is hoped that those new members will remain with CORSA after the annual dues revert to \$37, thereby providing a long-term financial benefit to CORSA. As a matter of fairness, the offer is also being extended to existing CORSA members. It will, however, be marketed to attract new members. The offer time frame will cover the holidays for gift giving and enable new members to attend the convention.

**Moved By:** CORSA Board of Directors Member Jeannette Alberte

**Seconded by:** CORSA Board of Directors Member Greg Vargas



## Calendar of Events

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

### **Regular Car Shows:**

**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](mailto:SCAAcarshow@gmail.com) or visit our website at [www.silvercreekathleticassociation.com](http://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.

**Saturday & Sunday, June 26-27, 2021. Pagoda Hillclimb.** Pit location: Duryea Drive & Clymer Street, Reading, PA. Spectator parking available on nearby public streets. Time: All day both days. LVCC is posting this as a spectator event because entrants need cars built to SCCA specifications. <http://pahillclimb.org/about/the-courses/duryea-pagoda/> Also, <http://www.bmr-scca.org/>

**Sunday July 11, 2021. Road Angels Car Show.** Location: Middle Bucks Institute of Technology, 2740 York Road, Jamison, PA 18929. Time: 9 AM to 3:30 PM. Price: \$20 day of show for cars. \$5 for walk-ins. Street rods, rat rods, customs, muscle cars, trucks and antiques welcome. Vehicles must be 1989 or earlier. Door prizes, 50/50, music, etc. Coffee & donuts for early birds until 8 AM. Contact Al Tursi at [altursi@gmail.com](mailto:altursi@gmail.com) Website: [www.roadangelsdoylestown.com](http://www.roadangelsdoylestown.com)

**Friday July 23, 2021 18th Annual Car Show.** Location: St. Philip Neri Church, 1325 Klinerd Road, Pennsburg, PA 18073. Time: 4 PM to 9 PM. Prices: \$15.00 Pre-Register (must be received by June 30, 2021) \$20.00 after June 30, 2021. Registration on the day of the Car Show begins at 3 PM. Cars selected for awards must be on site by 7 PM. Awards will be presented at 8 PM. Must be present to win. Come out for this great, annual event at St. Philip Neri. There will be great food, music, awards, door prizes, and more. On Line Registration available and flyer available at [spnparish.org](http://spnparish.org) Contacts: Shirley Misiak, Office Manager, St. Philip Neri Church, Phone: 215-679-9275 (9 am-3 pm) or Peter 215-679-6942 or Bill 215-896-5949 with any questions.

**Saturday July 31, 2021. Warren LeVeque Memorial High Performance Driving Day.** Location: Pocono Raceway, 1234 Long Pond Drive, Long Pond, PA 18334. Time: 7 AM to 5 PM. Price: \$299 per driver if paid on or before July 17; \$350 per driver after July 17. Hosted by the Northeast Corvair Council a.k.a. NECC Motorsports. 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](http://www.neccmotorsports.com)

**Saturday July 31, 2021. Warren LeVeque Memorial Corvair Show.** Location: Pocono Raceway, 1234 Long Pond Drive, Long Pond, PA 18334. Time: 9 AM to 3 PM. Rain or shine. Price: \$0. That's Zero! On Saturday July 31, the Northeast Corvair Council a.k.a. NECC Motorsport will be having a Corvair Car Show in conjunction with our usual performance driving event at Pocono Raceway. The show field will be in the Pocono North Course paddock right in front of the North Course garages. The show includes lunch-time parade laps around the North Course. People's Choice judging. On-site registration will be available but please pre-register. Complete details on our website [www.neccmotorsports.com](http://www.neccmotorsports.com) or contact Brian O'Neill, [bmoneill@juno.com](mailto:bmoneill@juno.com); (973) 729 5586, [bmoneill@juno.com](mailto:bmoneill@juno.com)Show. <https://www.wghsea.org/>



# Das Awkscht Fescht Registration

LVCC will be there for Club Day on Sunday. Registration due date: July 1.

**SUNDAY**

**AUGUST 8, 2021**

Pre-Registration Form Only - No Day of Show Registration

Post Mark Deadline: July 1, 2021

NEED NOT BE A CLUB MEMBER

USE GATE #1 ONLY

NEW ADDRESS:  YES  NO  
(TYPE OR BLOCK PRINT, PLEASE)

OFFICIAL USE ONLY	
F.S.	<input type="text"/>
S.	<input type="text"/>
S.S.	<input type="text"/>

NAME \_\_\_\_\_ YEAR \_\_\_\_\_ MAKE \_\_\_\_\_

STREET \_\_\_\_\_ MODEL \_\_\_\_\_

TOWN \_\_\_\_\_ BODY STYLE \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_ +4 \_\_\_\_\_

PHONE/AREA CODE ( \_\_\_\_\_ ) \_\_\_\_\_

Make checks or money order only, payable to: Das Awkscht Fescht  
Mail to: Box 127, Macungie, PA 18062-0127  
PLEASE DUPLICATE THIS FORM FOR ADDITIONAL VEHICLES.

CLUB NUMBER (FROM LIST BELOW) \_\_\_\_\_  
Sunday  
Pre-Registration thru December 31, 2020: \$12.00 per car \_\_\_ No Refunds  
Sun. Pre-Registration Jan. 2 thru July 1, 2021: \$15.00 per car \_\_\_ No Refunds  
**ONLY ONE TENT PER CLUB ALLOWED**

WHICH CLUB ARE YOU ENTERING - BY NUMBER  
CHECK PAGE 4 FOR INFORMATION

FOUR (4) PERSONS PER VEHICLE

No Street Rods - No Street Machines - Custom or Modified

Limited to 1300 Entries

- |                        |                                   |   |                       |
|------------------------|-----------------------------------|---|-----------------------|
| 1 - Chrysler Products  | 11 - Model A Ford                 | 21 - Edsel, Mercury, Lincoln                    | 31 - Oakland          |
| 2 - Chevrolet          | 12 - Thunderbird                  | 22 - Checker                                    | 32 - Crosley          |
| 3 - Pontiac            | 13 - Willys                       | 23 - Nat. Woodie Club                           | 33 - Mercedes Benz    |
| 4 - Corvette           | 14 - Nash & Rambler               | 24 - Ford Falcon, Fairlane                      | 34 - Oldsmobile       |
| 5 - Studebaker, Avanti | 15 - Chev. Nomads, Pontiac Safari | 25 - Kaiser, Frazer, Henry J., AllState, Darrin | 35 - VCCA             |
| 6 - Corvair            | 16 - Auburn, Cord, Duesenberg     | 26 - Packard                                    | 36 - VW               |
| 7 - Metropolitan       | 17 - Shelby Mustang               | 27 - Mustang                                    | 37 - Mopar Madness    |
| 8 - Buick              | 18 - Franklin                     | 28 - Rolls Royce                                | 38 - British Car Club |
| 9 - Cadillac & LaSalle | 19 - Hudson                       | 29 - Foreign Cars                               | 39 - Happy Motoring   |
| 10 - Early Ford V-8    | 20 - Dodge & Graham               | 30 - All 1927 & Earlier Cars                    | 40 - Truck Club       |

REGISTRATION BY ONTELAUNEE CAR CLUB, PARKING BY THE INDIVIDUAL CLUBS.

All units registered must be on showfield to receive Participation Award.

FOR CONFIRMATION, PLEASE SUPPLY SELF-ADDRESSED, STAMPED ENVELOPE WITH REGISTRATION

## 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!



For our June meeting, we'll meet here: Oberholzer Pavillion located near the band shell at Macungie Memorial Park, 50 N. Poplar Street, Macungie, PA 18062. Date & time: Wednesday June 23, 2021 at 7 PM. Rain or shine. It's an open-sided structure so consider bug spray!

### Map Legend

- 1 - Stichter Pavilion
- 2 - Lions Pavilion
- 3 - Oberholzer Pavilion
- 4 - Quaking Aspen Pavilion / Refreshment Stand
- 5 - Weeping Willow Pavilion
- 6 - White Oak Pavilion
- 7 - Schaffer - Wendling Pavilion
- 8 - Memorial Hall - Main Building
-  Wieder Gazebo
-  Information Booth
-  Memorial
-  Playground
-  Band Shell
-  Baseball Field
-  Tennis Court
-  Volleyball Court
-  Basketball Court
-  Restrooms
-  Private homes



## Classified Ads

**For Sale: NEW!** Now offering Corvair head work. Valve-seat grinding, Pro Flow grinding/ polishing, cleaning-cutting head gasket surfaces, De-flashing, thread repair. (I have measurement equip to confirm correct gasket surfaces deaths). HV carb rebuilding. Top engine cover modifications for one gasket, no more leaks! Sound proofing interiors, gas tank replacements, as well as rear and front axle bearing units. Late rears in stock! Minor body work. Bob King kcorvair@ptd.net or text/call to 610-442-2873.

**Suspension Services:** I have over 45 years of suspension experience and I'm extremely experienced with the Corvair suspension systems as well as all other makes of vintage cars. I also have a computerized alignment system here so all repairs can remain in house. Now that I'm retired, I have more available time to repair these great cars. I can be reached at 267-424-4911 .Jeff Marvill, Perkasio, PA

## LVCC Officers

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