



the fifth wheel

NOVEMBER 2021

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

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Next Meeting 3rd Saturday of November!



Date: Saturday November 20, 2021
 Time: 10 AM
 Place: America On Wheels
 5 North Front Street
 Allentown, PA 18102

You do NOT need to pay the usual admission fee. Simply explain that you are with the Lehigh Valley Corvair Club, courtesy of Rich Greene.



The Fifth Wheel is published monthly by Lehigh Valley Corvair Club Inc. (LVCC), a chapter of 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.

Roger Parent's Goodie Bag

Editor's Note: Generally, we don't endorse any particular parts vendor, but Roger Parent has been making a name for himself in the world of Corvairs. His specialty is the manufacture and sale of precision linkages to replace worn original GM items. Originally specializing in carburetor linkages for 4-carb 140 engines, his catalog dated August 20, 2020, consists of ten pages filled with information about his product line.

Here are excerpts from Roger's catalog. There is much more for you to read there. You can find it at <http://www.corvairs.org/RogerParentCatalog08-22-20.pdf>

Full Bearing Throttle Linkage. First let me say that I hate rust, corrosion, sloppiness, binding and poor design so 10 years ago I designed the Full Bearing Throttle Linkage to eliminate all the slop and binding of our 50 year old throttle linkage. It has been a great success with over 500 units sold. By using Stainless Steel and Clear Zinc plated parts, there will never be any rust or corrosion.

Transmission & Tunnel Pivots. Next I moved onto transmission and tunnel pivots. Another hit. All throttle and pivots kits will work in an FC.

Drop in Replacement Stainless Steel Cable and Couplers. All cables come with a new clutch end clevis. 1960-68 cables have a newly-designed pedal end clevis to delete the cable ball and replace it with a HEIM joint. On the 1965-69 cable I have replaced the six-foot steel rod with a 1x19 Stainless Steel cable, like the 1960-64 cable. Cable connections are swaged using a 20 ton press and the cable connections are filled with J-B Weld for a little extra grip and to keep them water tight.

Oil Filter Adapter Bolt. For use with External Oil Pressure Gauge. Use in place of the OEM oil filter bolt to add an external oil pressure gauge. Accepts any gauge sender with a 1/8-27 NPT connector.

1960-64 Clutch End Clevis. The GM OEM 1960-64 clutch end clevis is no longer available. I have designed a new clevis that works with the stock cable.

1965-69 Clutch End Clevis. Redesigned 1965-69 clutch end clevis so you will never twist the clutch cable again. This clevis will work with the stock cable. Connecting pin installed using a 20 ton press. Comes complete with a hair-pin style carter pin.

Stainless Steel Turn Signal Levers. With new plastic knob (** Aluminum knob no longer available **)

1960-64 Vent Speaker Mounting Brackets. Mounts speakers to the kick panel vents, uses 5 1/4 inch round speaker (not included). Come as a pair. These are pre-bent and unpainted. They do *not* block any air coming in from the vents. Paint to match your interior.

Any questions drop me a line at rlparent@cox.net Address: Roger Parent 1349 Clove St. El Cajon, CA 92021

LVCC Fifth Wheel

Terry Kalp, CORSA's Newsletter Competition Chair, recently announced the winners for 2019 and 2020.

Results for the newsletter competition are traditionally announced at the annual CORSA convention, but the conventions were cancelled for those two years. So, this year, they were an-

nounced at the 2021 Springfield Mini-Convention - a CORSA-sanctioned event.

And so, without further ado, here are the results!

The 2020 Results: First Place Corvan Antics, Second and Third was a tie between The Denvair News and The Fanbelt of NJACE.

The 2019 Results: First Place The Fanbelt, Second and Third was a tie between COCA Newsletter (OKC club) and Corvan Antics. Tied for Fourth was the Denvair News and The Fifth Wheel.

So, as you can see, The Fifth Wheel ranked fourth in 2019. Not first place, but we'll take it.

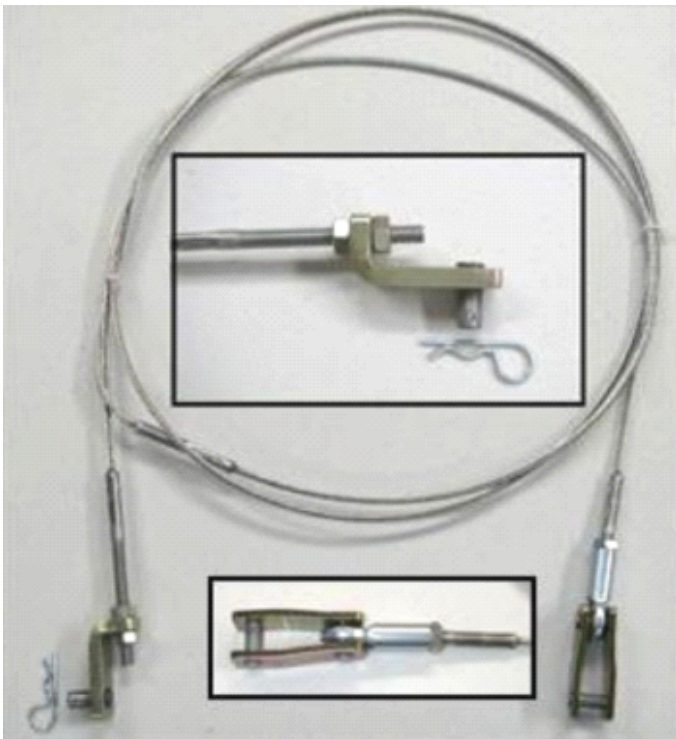
Terry added, "Judging is difficult because there are many great chapter newsletters out there. Keep up the great work."

The results for 2021 will be announced in July at Peach Tree City.

NJACE Fanbelt

It's also a pleasure to see that The Fanbelt, the official newsletter of the New Jersey Association of Corvair Enthusiasts, ranked second in 2019 and took first place in 2020. NJACE is our neighboring CORSA chapter to the east.

Bob Marlow has been the Fanbelt editor for decades and has always produced an outstanding newsletter. Bob and Sue Marlow recently moved to the Lehigh Valley, so I think we'll be seeing more of them in the near future. (In fact, Bob attended our club meeting on October 30). Congratulations, Bob!



Some Items from the Roger Parent Catalog.

Winter Things Revisited

by Mike Dawson

Editor's Note: The following article, authored by Mike Dawson, appeared in the November issue of "VairCor", the official newsletter of the Heart of America Corvair Owners Association (HACO). The topic has been discussed many times, but this one has some practical tips I had never seen before.

After polling at a HACO meeting, it turned out that half of the members store their cars during the winter months and the other half will drive their Corvairs at least occasionally. The following may be useful no matter which half you belong to.

Gas Tanks: If you park a Corvair with an original gas tank in your house garage, be sure to inspect the tank bottom and the sending unit seal. This can be an extremely important issue, particu-

larly if your furnace or water heater are anywhere in the area.

Oil: Store with fresh oil, this will minimize the acids available to attack engine parts when not being driven. And if you drive your car in the winter, clean oil makes cold starting much easier on the engine.

Fuel: After reviewing several good sources, it appears that it is best to avoid ethanol if you store your car all winter and to leave the tank almost empty so you will have fresh seasonal gas soon after startup in the spring. Gas is blended for winter and summer so keep that in mind. Also all the old car sources I checked strongly suggest you add Sta-bil to the tank and drive for a few minutes to circulate it. That is also mentioned in my new snow blower owners guide which also states that fuel with ethanol will start to deteriorate after only 30 days.

Fuel Antifreeze: Using HEET to absorb small amounts of water in your tank and carburetor bowls is a good idea *as long as you use the correct type*. The yellow bottle is worthless and only adds volume to your gas. It contains methyl alcohol and water will settle out of it into little beads when it sets (try it!). The red bottles contain isopropyl alcohol which absorbs water and keeps it in solution. If you look at a bottle of rubbing alcohol it (usually) contains 30% water and never settles out of solution.

Battery: A battery will only have 30% of its cranking capacity at zero degrees. Try taking your battery inside overnight or leave a (incandescent) light on next to it. You will notice a big improvement. A very low or discharged battery will freeze so take whatever steps you want to avoid that. For an all-winter storage, remove the battery, keep it in the house and charge it once or twice during that time. Battery minders are also a good idea.

Tires: Tires lose pressure as the temperature goes down so add additional

air before storage to avoid having to do it in the cold weather. If you have a snow beater, use of an "all weather radial" or "radial snow tire" is best. Look at the outer tread line, the chunkier the tread the better it will be in snow, although slightly noisier. Perfect alignment and tire pressure is mandatory for driving on slick roads and all four tires must match. GM recommended 60 pounds of extra weight in the trunk for winter and remember to shift into neutral in Powerglide cars as you approach a stop on slick pavement. If your chokes are still on this is a must.

Things That Change During Storage: Fuel pump screws, worm drive fuel line clamps, and fan belts should be checked in the spring. Accelerator pump cups shrink and harden when dry but may survive after a few days of driving. I am not positive but I think Sta-bil helps with the pump cup issue.

Avoid Starting Fluid (Ether): Instead, use a spray can of carburetor cleaner (Gumout). The severe knocking you get from using ether can break top piston rings and make intake valve seats fall out. The carburetor cleaner is a good enrichment and is much less prone to pre-ignition knocking.

Tuning: Winter accentuates any shortcomings in your ignition or carburetion system. Spark plug gap and deposit condition, plug wire boot condition (and wire in general), distributor cap condition and points/condenser all affect spark output. Points can oxidize when stored for long periods so clean in the spring just to be safe. Be sure your resistor by-pass is hooked up properly for cold starting. Remove your distributor breaker plate and check the movement of springs and weights. Hardened grease in cold weather may cause the weights to be slow in responding. Check your accelerator pump output, choke valves and pull-off condition and their adjustment. Turbo engines will usually never start if the chokes are not completely closed

(Continued on page 5)



Mike's Advise

Use **THIS**



Not **THIS**



And use **THIS**



Not **THIS**



in winter temperatures and the choke cover may need seasonal adjustment.

Miscellaneous: Never store cars on gravel or dirt. The Midwest humidity rises daily into the body and is not blown out by the airflow from driving. Car covers can cause terminal mildew for the same reasons, they should only be used for indoor storage (dust, blown solvents, etc.) All Powerglide transmissions leak down from the converter during storage, overfilling the pan. Your car may leak a little, a lot or none at all depending on the condition of your shifter cable, pan gasket or manual valve lever O-ring. A grease job just before storage ensures any water or dirt accumulated is forced out and does not spend the winter in the various joints.

Keep it fun!

How to Maintain Your Weather-Stripping the Right Way by Raeia Lail

Acknowledgements: This article was posted on October 15, 2018 by Raeia Lail on the Steele Rubber Products web blog. You can find the original copy at <https://blog.steelerubber.com/author/raeialail/page/5/>

It also appears in the November 2021 issue of "The Flat Six", the official newsletter of the Prairie Capital Corvair Association

Steele offers a surprising number of rubber products for Corvairs from 1960 to 1969. Their catalog not only includes the usual window weather-stripping kits, but also grommets and gaskets for the fuel filler neck, headlight dimmer switch, firewall openings, lock cylinders, shock absorbers and more. Steele also offers re-vulcanization services for Corvair engine and transmission mounts. You can find these items in their online catalog at <https://www.steelerubber.com>

Weather-stripping may not be as fun or sexy as the glimmering light from shiny wheels and chrome parts, but it will have a big impact on the end result of your project. I'd say weather-stripping isn't really something you appreciate most of the time..... unless it fails.

Weather-stripping is made of rubber (more specifically, ours is made of 100% EPDM rubber with no fillers) and goes around the doors, windows, trunk and other various openings of your car or truck to seal between the interior of your ride and all the things Mother Nature has to offer outside (water, dirt, wind, etc.).

For doors and trunks, a squishy sponge rubber is used and has a little give in it to allow for compression for a good seal. For

windows and windshields, a dense, hard rubber is used sealing out all that rain water beating directly down on them.

Failing weather-stripping can cause a lot of problems! Wind noise and rattling windows making for a noisy ride! Water leaks that cause rust, mold and a stained interior! Heat and air conditioning will not stay in.

Let's say you've done your research and purchased and installed all new seals on your ride. Now it's time to talk maintenance. One of the most common questions we're asked here at Steele is 'What's the best way to ensure your weather-stripping has a long life and is sealing the best that it can at all times?'

I've read a lot of chats and forums that tell you to use silicone spray, WD-40, armor all, grease and other like products. There are more companies than I can shake a stick at that promote their products for maintaining and extending the life of your weather-stripping. But, our experts here at Steele say this: All you need to do is keep the weather-stripping clean and dry and out of the sun when possible. That's it.

This is not a matter of opinion, this is science. Like I mentioned earlier, our products are made of high-quality EPDM rubber that is far more ozone resistant than the parts that originally came on your classic car. One of the characteristic of EPDM rubber is that it has very poor resistance to solvents (petroleum distillates) and oils. Using the products recommended by others

that I mentioned above can deteriorate the rubber- doing the exact opposite of what you set out to do in the first place!

Please note: NEVER APPLY ANY RUBBER OR VINYL TREATMENT THAT HAS AN OILY OR GREASY NATURE OR CONTAINS PETROLEUM DISTILLATES TO EPDM RUBBER WEATHERSTRIPPING.

Different chemicals will impact rubber in different ways. Some will have a negative effect and others are fine to use but won't do anything to extend the life of the rubber.

So, our advice is it's better to be safe than sorry. Stick to everyday dish soap and water- clean them off, dry them off and you're all set. Steele not only has all the products you need but all the knowledge you need to get the job done right, too. If you have questions about Rubber Parts or Weather-stripping on your Classic Car, Truck or Hot Rod feel free to reach out to us! You can call us at 800-447-0849, contact us through our website at <https://www.steelerrubber.com/contact>.

Check out our YouTube channel for our full library of how-to/installation videos. Steele Rubber Products, located in Denver, NC, is a manufacturer and seller of high-quality rubber parts and weather-stripping products for classic and vintage automobiles, hot rods, RVs and Boats. Steele offers more than 12,000 parts for American made cars and trucks as well as a large line of universal weather-stripping and rubber parts to be used on any project.

Established in 1958, Steele is a trusted name in the automotive restoration industry.

Raeia Lail, Marketing Coordinator
Steele Rubber Products

The Mayan Magnum!

This item was brought to our attention by Corvair Guy Tim Schwartz. Thanks Tim!

Out on the eBay Motors blog, Jim Motavalli recently posted an article about a very strange Corvair-powered vehicle. It the "Mayan Magnum", and it was built by Dean Ing who dabbled in aerospace engineering and science-fiction writing.

Although the shape of the body of the Mayan Magnum may appear strange to some eyes, it was the product of a very intelligent man. Ing wrote more than 30 books, with "The Ransom of Black Stealth One" a bestseller in 1989. He was an Air Force veteran, a member of the Citizens' Advisory Council on National Space Policy, and a university professor with a doctorate in communications.

The Mayan Magnum was a long-term project for Dean Ing. He constructed the car from the late 1950s to the mid-60s. Like so many home-built sports cars, it was based on a Volkswagen Beetle floor pan and it was originally powered by the usual VW engine. But somewhere along the line, Ing swapped out the VW engine for a more-or-less stock 98 horsepower Corvair engine.

Dean Ing died last year, and so the Mayan Magnum had to go. According to Jim Motavalli's article, it sold on eBay for \$30,500 after 57 bids.

Motavalli is a contributor to the New York Times, Barron's, NPR's Car Talk, the University of Pennsylvania's Wharton School and others.



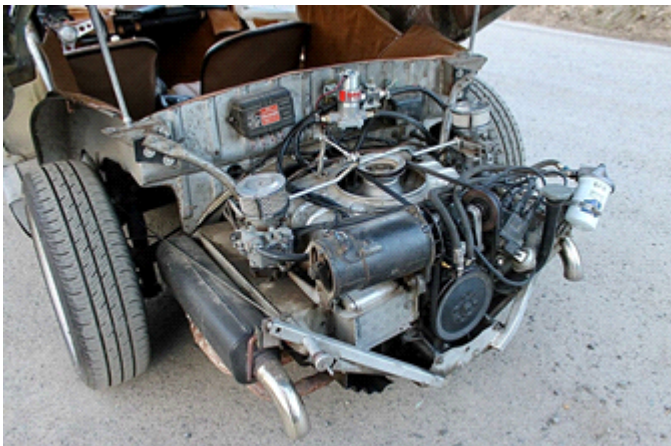
Dean Ing's Unique Mayan Magnum



Ungainly but aerodynamically sleek.



Double-bubble roof means less frontal area.



Engine is reputed to have 98 hp. (1961)



Long tail accommodates Corvair engine.



Body was scratch-built by Dean Ing.



Simple interior. Porsche seats perhaps?



LVCC October Meeting Notes

We had our October meeting at the Hub Cap Café inside the America on Wheels Museum. This our first time at this location and it was a success.

Attendees: Larry Asheuer, John Egerton, Rich Greene, Bob King, Allan Lacki, Larry Lewis, Bob Marlow, Scott Oberholzer, Jeff Strasser, Al Sr. Unrath, Al Jr. Unrath, Bob Weideman and Dick Weidner. Dick chaired the meeting. The proceedings began at 9:20 AM.

Meeting Location. Now that the Lanta Center is off-limits to the public, Rich Greene proposed that we can continue to use America on Wheels Museum for our monthly meetings. In the winter months, the Museum Café is closed to the public, so we'll have it all to ourselves. During the museum's busy season, we can hold the meetings toward the back of the Café or in one of the several other rooms of the museum.

There is no need for LVCC to sign a contract with the museum but an annual donation to the museum would be appropriate. Rich suggested that \$150 would be reasonable. Rich's proposal was approved by a show of hands. There were no objections.

Meeting Schedule. We also discussed the pros and cons of holding the meetings on Saturdays. It was conceded that Saturday mornings would interfere with some car show schedules. On the other hand, Saturday mornings are better than weekday nights for members who work full time and those who have night vision problems. Bob Marlow noted that attendance doubled when the New Jersey Association of Corvair Enthusiasts switched their meeting schedule from weekday nights to Saturday nights. The move to Saturday mornings was approved, again by a show of hands.

Election of Officers. Al Lacki spoke on behalf of Dennis Stamm who was not able to attend the meeting. Dennis is willing to serve another term as President of the club. Dick Weidner said he would stay on, too, in his capacity as Secretary / Treasurer. A motion was made and seconded to elect the existing officers. The motion was approved by a show of hands.

Activities. Bob Weideman said he would like to do a club picnic at his house sometime during 2022. John Egerton added that he has plenty of room to do a swap meet. At this point, each of the attendees spoke up with their latest Corvair exploits.

Larry Lewis said he still has his two Corvairs, a 1969 500 and a '64 Spyder.

Bob Marlow talked about his recent move from Lavalette, New Jersey to nearby Whitehall, Pennsylvania.

Al Lacki talked about his attempt to replace his super-loud chambered muffler with an expensive Flowmaster DBX "Hushpower" muffler. It was a bit quieter but droned even worse, so Al swapped out mufflers once again. His Corvair is now equipped with a

Thrush Hush three-tube muffler, which is much quieter and has no drone.

Dick Weidner said he's been preoccupied as a care giver for his wife Val. He hasn't had much time to attend to his collection of Corvairs this year. But he did talk about mechanical fuel pumps. He wanted to buy two; one to replace the fuel pump in his pickup truck and one for a spare. However, Clark's Corvair Parts would sell only one pump to him. Apparently, Clark's is running out of inventory on mechanical fuel pumps. Dick's '64 Monza coupe now has 238,000 miles on it.

Bob Weideman has three Corvairs. His daily driver, a '64 sedan, recently lost reverse gear. Most likely, the shift linkage needs attention. Bob's recently acquired '66 Corsa coupe is now in primer awaiting paint. Bob drove his 1963 Corvan to the meeting this morning.

Bob King has seven or eight Corvairs. You may recall his article about mechanical fuel pumps. When he called to buy a new one, Clark was completely out of stock, so he tried other

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parts houses. He managed to purchase a "Spectra" brand fuel pump, but after running it for a while, the actuator rod fused to the pump stem. Not good! He hasn't tried any Corvair fuel pumps offered by Carter.

John Egerton said he's having great fun driving his '63 Rampside. Finally, after thirty years, it's been fully restored. It broke a rocker arm, but John is thinking the root cause will be easy to find.

Scott Oberholzer talked about the Reigelville Fall Roll-Out Car Show. This is a huge annual event. Al Lacki asked if it's really necessary to arrive at 6 AM. Scott said, yes, mainly be-

cause parking space is smaller than in the past. The owner of the adjacent farm no longer allows cars to be parked in his field.

Scott also talked about his '65 Monza coupe. On his way home from CPCC's Corvair Day show, the coupe's throw out bearing began to act up, so he'll be replacing that soon. While he has the transaxle out, he also intends to change the differential gear ratio from 3.55 to 3.27. That will make the car a better highway cruiser.

Jeff Strasser continues to make improvements to his '66 Monza sedan. An interior upgrade is on tap for 2022.

Al Unrath, a member of the Philadel-

phia Corvair Association, recently bought a '65 Corvair that is a duplicate of one he and his father rebuilt when he was sixteen years old. He's interested in the possibility of converting it to electric power at some point in the future.

Rich Greene noted that, in his position as docent at the America on Wheels Museum, he's here three days nearly every week with his Corvair or Chevrolet.

Adjournment. The meeting adjourned at 11:45 AM, at which time, Rich Greene gave a tour of the museum's latest exhibits for those who wished to stay.

Classified Ads

For Sale: 3817287 Turbo Head. 1 NOS in original box 62-63 passenger side Turbo head (the important one!) . Can be used on driver side with minor modifications. Here's how to do it: Plug oil return line port to valve cover base, (little pressure there), then plug vacuum advance threaded hole with a common pipe plug. Then drill hole and tap for vac/boost gage line use on driver side. \$500.00. See how many of these are around! Bob King kcorvair@ptd.net. Carbon County Pa.

For Sale: New Parts: Brakes hoses, air filters, oil filters, tune-up parts, brake shoes, shocks, tail light lenses, gaskets, plugs, cables, choke pull offs, electrical switches, gas filters, caps, backup switches, suspension parts, engine bearings, valves, emblems, exhaust, turbo parts, patch panels, early bezels, head studs, 140 exhaust extractors, Y pipes, mufflers, fuzzies, clutch cables, lower bracket, heim joints, models, magazines, CORSA magazines, Hot Wheels, Racing Champions cars and much, much more. Contact Larry for pricing. Used Parts: Too many to list. Larry Asheuer Call 267-994-1569 or email: a-lcorvair@msn.com

For Sale: 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 surface depths). 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! Bob King kcorvair@ptd.net or text/call to 610-442-2873.

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

We'll Meet Here!



Saturday November 20 at 10 AM in the Hub Cap Café, located inside the America On Wheels Museum. You do NOT need to pay the usual admission fee. Simply explain that you are with the Lehigh Valley Corvair Club, courtesy of Rich Greene.



Date: Saturday November 20, 2021
 Time: 10 AM
 Place: America On Wheels Museum
 5 North Front Street
 Allentown, PA 18102



Located near the Lehigh River, where Hamilton Street meets Front Street, the museum is both easy to find and easy to get to. Spacious parking beside the building offers plenty of room for even large groups.

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

