




the fifth wheel

FEBRUARY 2022

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Next Meeting
3rd Saturday of February!



Date: Saturday February 19, 2022
 Time: 10 AM
 Place: America On Wheels
 5 North Front Street
 Allentown, PA 18102

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.

L&R Racing - 1965 Corvair Drag Racer

Rich Greene and Larry Asheuer are members of our club. This article was first published in the Philadelphia Corvair Association newsletter last month.

The name L & R Racing is for Larry Asheuer and Rich Greene (Not Left & Right).

Larry and I purchased this 1965 Corvair 500 as a complete drag race car in August of 2011. We wanted to own this car since we first viewed it at the CORSA Convention in Carlisle in 2003.

The Corvair was loaded with very cool nostalgic (70's) speed equipment such as headers, "Offenhauser" valve covers, crankcase cover and power glide cover. One of the items from the 70's is a Corvair specific "Ansen" Power Glide floor shifter made just for drag racing with a Low-High shift gate that works great (most of the time – that's another story for another time).

As I mentioned above, the Corvair is a total drag race car and is not street legal – no head lights or taillights, no horn or wipers, no radio or heater, no passenger or rear seat, no gas tank or trunk lid mechanism. It does have a fiberglass trunk lid (or hood as some may call it) that is held in place by hood pins.

It came with a 5-gallon racing fuel cell, light weight racing seat with racing seat belts and slicks on slotted mags. The engine is, basically, a stock 140 with a manual shift Power Glide and a 2,800 RPM stall speed Converter and 4:10 Gears. The engine is cooled by an electric fan, has a stock camshaft and when we purchased the car, it had the stock 4 carb set-up, not the original Weber setup we saw at the 2003 convention. When we first purchased the Corvair, we spent lots of time making certain that the car was safe to race. We worked many hours going over the brakes and suspension so that we felt secure going down a racetrack. As with most of us, Larry and I had only one day a week to work on our hobby cars, so it takes a couple of months to complete what seems like simple tasks.

This said, it was August 2012 before we felt that the car was ready to take to the track. Our first outing was at Maple Grove Raceway in Mohnnton, PA (near Reading). Friday nights are reserved for Test and Tune timed runs and we certainly needed to Test & Tune the car since we had no idea what we would turn in the quarter mile. As the Corvair is not street legal, we towed the car to the track on a trailer behind Larry's truck. After the car was unloaded, we went through

tech inspection, and we passed without comment (we were ready).

Next, we weighed the car – 2,125 LBS – that's about 500 LBS less than an average Corvair. Our first trip down the track showed that we had some work to do. We turned a 17.396 Sec @ 80.56 MPH. For the second run we removed the air cleaners, adjusted the carburetors, and bumped the timing from 19 to 22 BTDC. This time we turned a 17.263 Sec @ 80.73 MPH. As we lined up for the next run it started to rain, and the track closed for the night.

Our second experience at the track was again at Maple Grove in September 2012. We had made several modifications that lowered our ET by almost two seconds (15.293) and our speed by 9.5 MPH (90.29). Not bad for a stock 140.

A month later we raced at Island Dragway in NJ but were not successful in lowering our ET or raising our MPH. In fact, we over revved the engine (7,000 RPM) and did some damage that would cause us to rebuild the engine.

The last time we raced the Corvair was on November 25, 2016, at Atco Dragway in NJ. Jeff Marvill joined us that day and we had a great day racing each other at the track.

As with so many things we enjoy doing, it takes time. Over the last 5+ years we have not been able to find the time to go racing. However, we are hoping to get out again this spring. I'll keep you posted.

The Oldest Corvair Club

Source: February 2022 issue of Spyder Web, the official publication of the San Francisco Bay Area Chapter of the Corvair Society of America. SFBA Secretary Clark Calkins wrote the following post for the Letter to the Editor column. You can reach Clark at CaCalkins@astound.net

Last month I put in a little blurb about how SFBA would be 50 years old in 2022 as it was founded in 1972. Thinking this was pretty old, members wondered, "what was the oldest Corvair club in the country?" Little did I realize how much interest this would spark.

I heard from Ed Thompson (Milwaukee Corvair Club & SFBA), Dave Newell (SFBA), Mike Dawson (Heart of America Corvair Owners Association), and Charley Biddle (Chicagoland Corvair Enthusiasts).

L&R Racing - 1965 Corvair Drag Racer



Looking at the emails, I compiled the following list of when these clubs were first active.

- SFBA Corsa - '72
- Milwaukee Corvair Club - '70
- Chicagoland Corvair Enthusiasts - '68
- Heart Of America Corvair Owners Association - '64
- Capital City Corvair Club in Madison, WI - '63
- Rocky Mountain CORSA - '61
- Opposers Club in Pasadena - '59
(according to Dave Newell)

I most likely don't have the club's names correct officially. I am sure I would hear back if I made a huge mistake. Also, not all of these clubs are still around or have been active continually since inception.

Clark Calkins

In Praise of Corvair Mechanics ***by Bob Hall***

Editor's Note: This article, written by Bob Hall for the February 2022 issue of "Group Corvair Comments". Yes, that is a spare tire under the engine and yes, the engine is resting on that spare tire – not exactly a normal way to park a Corvair! Read on to see just how this came to be.



By 1970, I was getting more than a little leery of having Chevrolet dealers service my Corvair. This was before I was aware of any Corvair specialists in our area. I wasn't equipped to do more than tune ups or oil changes at the time and so, when my throw-out bearing's squeal got to be too loud to ignore, I went to my local Chevy dealer, where three generations of my family had been buying cars, to get a clutch job.

Their service department wasn't exactly excited to see me drive in for service, but they assured me that, as they had sold the third most Corvairs on the East Coast, their expert was up to the job. So, I dropped the car off and went to get some

breakfast. When I returned, I was allowed to go into the shop to "see how it was done" as I had known the service manager since I was a teenager.

What I saw was very unsettling. My '68 Monza was up in the air on floor hoists with the engine hanging down held only by the rear mount. The transaxle was also hanging from the front mounts.

I still don't know how the Corvair "expert" had managed to pry the engine and transaxle far enough apart to separate them, but he was in the process of installing the clutch and flywheel and throw-out bearing. He had disconnected the shifter and accelerator mechanisms, ground straps and electrical connections. He used a tall screw jack and a lot of "body language" to shift the power pack back together.

Although I had yet to learn how to do my own clutch job, I knew how it was supposed to be done because the first clutch had been replaced under warranty in Germany at less than 2,000 miles because of a defective pressure plate. The German mechanic had been enormously proud of his first Corvair clutch job at Opel Kannenberg, the local GM dealer.

He came out to meet me to explain, in detail, how he had followed the proper procedure by dropping the whole power-pack and separating them on the shop floor. He was really impressed with the Corvair as opposed to the giant "strassenkreuzer" American cars he saw on the highway.

About six months after the local Chevy Corvair "expert" replaced my clutch I was driving at 75 mph following a friend eastbound on I-70 outside Cambridge, Ohio when there was a VERY loud "BANG" and deafening grinding sound as the rear engine mount let go and that wonderful skid plate at the back sacrificed itself to protect the engine rear housing from the pavement.

One of the two rear mount bolts was broken – most likely when the engine was hanging during the clutch job – and the other bolt had slowly been stripped of its threads until it let go.

As it was a Sunday, my friend took me to look for a local Corvair guy that the tow truck company told me about. The Monza was carefully towed to his shop where it was repaired the following Monday. A new rear mount, some engine-to-frame ground straps and spliced wiring and I was on my way again. I've lost his name, but I believe he was Robert Stottsberry.

Robert, if you are still out there, many thanks.

Bob Hall

January Meeting Notes

We had our January meeting on Saturday January 15th inside the America on Wheels Museum. John Egerton, Rich Green, Allan Lacki, Larry Lewis, Scott Oberholzer and Dick Weidner were there. The proceedings began at 10:15 AM.

Secretary / Treasurer Dick Weidner said the club currently has \$1,265.20 in its account. That includes a \$50 donation from VCCA master carburetor rebuilder Charlie Potts. The donation is one of several Charlie has made to our club. Thank you Charlie!

Al Lacki told about the connection between Charlie and LVCC. A few years ago, Charlie donated a beautifully rebuilt Carter YH carburetor to LVCC which we sold to Michael Stone, son of LVCC member Curt Stone. Brian O'Neill of NJACE installed it on Mike's 1965 Corvair Corsa convertible when he rebuilt Mike's turbo engine.

From there, we had a rambling discussion covering several topics. Rich Greene said the factory-stock 1960 Corvair Monza coupe formally owned by Larry Asheuer is up for sale. It is, or at least was, a very clean example. When Larry had it, he put it on display at the America on Wheels Museum.

At one time, this Monza had been owned by Lynn Ashley, the now-departed sister of Larry Ashley who owns Ashley's Auto Body in Flanders, New Jersey. You may recall that this is where the New Jersey Association of Corvair Enthusiasts traditionally held its annual parts auctions. (This year, the location has changed to the VFW Hall in Ramsey, NJ. See our Calendar of Events for details).

This being January, all of us talked about the superior traction Corvairs have in the snow! Just about everybody has a story about climbing icy hills in Corvairs, passing every other car. Dick Weidner said the only time he got stuck was when snow got wedged underneath his old Lakewood so much that the rear tires were lifted off the ground. No traction, no go!

We also talked about the primitive child seats that were on the market back for cars in the 1960s. They simply hooked over the seat back and offered no crash protection at all.

Dick recalled one Christmas Eve when he, his wife and one of his sons were hit head on while driving their '52 Chevy. The seat back slammed forward, sending them to the hospital with serious injuries.

Al Lacki recounted another Christmas Eve story when his Dad's '50 Buick was broad-sided by a drunken driver, sending him and his Mom to the hospital for a checkup. Luckily



there were no injuries in that crash.

The same Buick transported the Lacki family from their home in New Jersey to Pittsburgh one February in 1957. The Buick was a real tank but it had rotted floors, so his Dad pounded-out a hunk of sheet metal and inserted it on the floor so little Al wouldn't fall through.

Getting back to technical stuff, Scott Oberholzer led a discussion on ignition points and Pertronix electric ignition kits. During the conversation, Scott talked about a "buzz box" manufactured for Honda motorcycles that enabled mechanics to precisely locate top-dead center while adjusting ignition points.

Scott also noted something very interesting. He said that Pertronix kit for a four-cylinder Clark fork lift truck is the same exact unit that Pertronix sells for Corvairs. Why is this important? Because Pertronix charges half the price for the Clark unit!

Scott and John Egerton noted that sometimes, Pertronix units go on the fritz due to unforeseen circumstances. For example, the installer needs to open up a notch in the distributor cap for one of the wire leads to the unit. If the notch isn't big enough, it can pinch the wire, leading to a malfunction. It's also important to check the polarity of the leads during installation.

Al Lacki led a vigorous discussion on the history and fate of the Corvair Museum which is operated by the Corvair Preservation Foundation (CPF). The property where the museum resides was recently sold and the CPF lease was running out, prompting a scramble to find a new location. But finally, the new owner agreed to extend the lease on a month-to-month basis until he settles on plans to redevelop the property (if ever).

Meanwhile, the Corvair Preservation Foundation is planning a funding campaign that will enable the CPF to purchase

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Vent Window Weatherstripping by Al Lacki

Here are instructions for removing and replacing the rubber gaskets and weatherstripping associated with vent windows on 1965-69 Corvair cars. After you have removed the vent window frames from the car, follow these steps. The "C" numbers in parentheses are from the Clark's catalog.

Step 1 - Remove nut, spring & washers from lower vent window stud. Make note of their sequence and the orientation of the D-shape steel washer. Label them and set aside for later.

Step 2 - Drill out the two rivets that secure the stud bracket to the vent window frame. Toss the old rivets out.

Step 3 - Remove the stud bracket and associated washers. Make note of their sequence. Label them and set aside. You will reuse them.

Step 4 - Push vent window down into the old rubber gasket to release upper stud from its socket. Then pull the vent window up to remove it from the frame. Set the window aside.

Step 5 - Remove the small screw (C8169) that secures the rubber bumper (C7805) to the top of main window channel. Remove the bumper.

Step 6 - By removing the screw (C8169), the upper ends of the two metal frame pieces will be disconnected.

Step 7 - Remove the lower screws that secure the lower ends of the frame together.

Step 8 - Separate the two window frame parts. Set aside the vertical part of the frame for now.

Step 9 - Rip out the L-shape rubber gasket (C7644). Discard.

Step 9a - You'll see that the diagonal part of the rubber gasket (C7644) was secured to the frame by small steel clips. You can discard them. There is no need to buy new ones.

Step 10 - Clean out old adhesive from the metal frame.

Step 11 - Retrieve the vertical part of the frame. Rip out the felt weatherstripping (C1287) from steel channel where the front window rides up and down.

Note: This will reveal metal tabs that secure the vent window's vertical rubber strip (C7644V). Bend up the tabs and remove the vertical rubber strip.

Step 12 - At this point, all of the old rubber gaskets and weatherstripping should be gone from the metal framework. Now begin reassembly with new rubber and weatherstrips.

Note: This is a good time to polish all of the stainless steel scalp moldings.

Step 13 - Slide the bottom of the new L-shaped rubber gasket (C7644) into the horizontal channel of the frame. Beware! There gaskets are slightly different for the right and left vent window assemblies.

Step 14 - Screw the two parts of the metal window frame back together. Be sure to install a new rubber bumper (C7805) with the upper screw (C1287).

Step 15 - Glue diagonal section of the rubber gasket (C7644) into the frame. Apply weatherstrip adhesive to both the rubber and the frame. Use sparingly and make sure it tacks-up before pressing the rubber into the frame. Set aside to dry overnight. No need to use the old spring clips.

Step 16 - Install new vertical rubber strip that fits into the vent-window side of the metal frame. This is the piece with the bend-over metal tabs (C7644V). Beware! There rubber strips are slightly different for the right and left vent window assemblies! Each should butt to the top and bottom ends of the L-shaped rubber piece. If not, trim as necessary.

Also, be sure to trim the any rubber off the metal tabs before inserting the vertical strip into its channel. Once inserted, bend the tabs over completely to secure them in place.

Step 17 - Install the vent window into back into the frame by inserting the vent window stud through the bottom of the L-shape rubber (C7644). Keep pushing down to maneuver the upper stud into its socket.

Step 18 - Insert washers onto the stud and then slide the metal bracket from Step 2 over the stud.

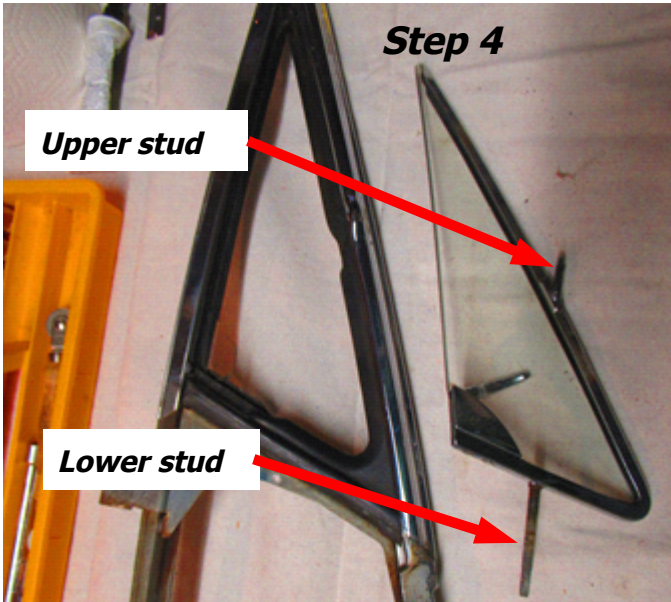
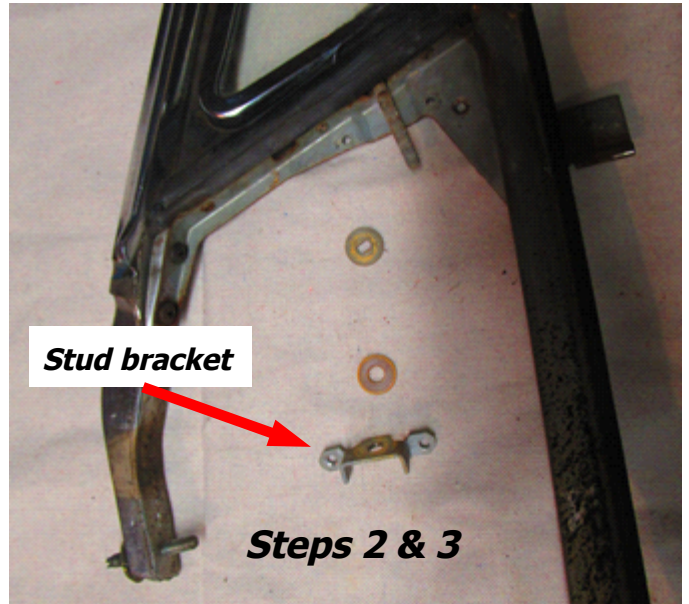
Step 19 - The metal bracket was originally secured by the rivets you removed. But the rivets are a diameter that is not commonly available. I replaced them with 6/32 stainless button-head screws with self-locking nuts.

Note: The button heads go on the outside side of the frame and the nuts go on inside to prevent interference later on.

Step 20 - Install washers, spring, and nut that you removed in Step 1. Tighten nut sufficiently to prevent the vent window from swiveling in the wind. Bend tab on washer to prevent the nut from backing out.

Step 21 - Install weatherstrip for main front window - Squeeze & push into the channel.

You are now finished. Good job!



(Continued from page 5)

property and give the Corvair Museum a permanent home. Several of us acknowledged that the campaign will need to consider not only the up-front purchase price, but also the long-term operation and maintenance costs such as taxes and utilities.

John Egerton talked about the Corvair-based Fiberfab Aztec he has in storage and the mid-engine Solar Cavalier he sold several years ago. That particular Cavalier was displayed in Art Hirschberger's Solar catalog before it was converted to V8 power. John doesn't know what happened to the Cavalier since the sale went through. The buyer hasn't reached out to him even though he lives in Germansville, PA – not too far from John. Our meeting adjourned at 11:55 AM.

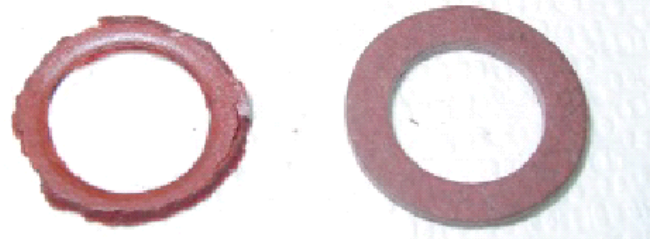
Oil Filter Bolt Fiber Washers **by Mike Dawson**

Editor's Note: This article is from "The Preventive Maintenance Series" written by Mike Dawson. It appeared in the VairCor newsletter sometime in the past. I retrieved it from Heart of America Corvair Owners Association's web site, Article Number 163.

While doing a pre-trip check of our air-conditioned sedan for the Roundup in Little Rock, I found that the fiber washer under the vertical oil filter bolt on the 90-degree A/C adapter was failing. Pieces of the washer were sticking out all around the bolt head.

I have adapters for spin-on filters and do not regularly change the 90-degree adapter gaskets and washers since only the filter is moved during a change. I had encountered the exact same thing a while back on our other A/C equipped car and at the time thought it was a singular occurrence.

More thought was needed since the fiber washer is always changed during non-A/C oil changes but rarely changed on A/C cars. This may not seem like a big deal until you consider how difficult (messy) it is to do the replacement away from home.



I checked my maintenance records and realized the fiber washers had not been changed on either car for almost four years. Plus the fact that the larger hard fiber gasket underneath does not seal well without the full 20 ft. pounds noted in the shop manual applied to the vertical bolt. I pulled the adapter, cleaned, checked and replaced the washer with one of my many spares. On to the Roundup.

During the car show at Little Rock, I started looking at other folks' open engine compartments and checked belts, balancers and those oil filter bolt washers. I did find two more of the exact same failing fiber washers on the 90-degree adapters. Both owners were very glad I brought the issue to their attention and I also realized that all of the washers that were failing were the same color (red) and possibly all from the same source.

At this point, my only move going forward is to closely monitor my own cars and suggest all owners with 90-degree adapter do the same. Pictured above is a failed washer next to a new one.

I'm sure time, heat and pressure all contributed to the failures; a regular change would be logical preventive maintenance.

Classified Ads

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.



Calendar of Events

Cruise Nights Go to <https://cruisefinder.com/> It's easy to use and lists more cruise events than we could possibly fit in this newsletter!

Day-Time Car Shows & Events:

Saturday, March 5: NJACE Corvair Parts Auction. Location: Indoors at the Pompton Lakes Elks Lodge, 1 Perrin Ave, Pompton Lakes, NJ 07442. The doors will open for setup at 8:30 AM and we will begin the bidding at 10:30 AM. You may bring parts to sell, you may buy, or you may do both, or you may just come to enjoy the fun. Admission is free but NJACE takes a 10% commission on any parts sold. Plan on making a day of it. Only when all lots have been offered and the bidding is complete, typically around 2:30 PM, can we tally the sales, collect from the buyers, and pay the sellers.

Saturday March 5, 2022. Corvair Performance Workshop Revival. Location: Gem City Corvair Repair - 9452 Sheehan Road, Centerville, OH. Time: 8 AM to 4 PM. Price: \$25 donation per attendee. Full day of speakers, vending, bench racing and assorted tall tales. Coffee & donuts available. For further info, visit www.corvair.org and click on "CORSA News & Events".

Sunday June 5, 2022. GM on Display in Macungie with Corvair Class. Location: Macungie Memorial Park, 50 S Poplar Street, Macungie, PA 18062. <http://www.macungiepark.com/calendar.html>

Sunday June 19, 2022. 20th Annual Silver Creek Father's Day Car Show. Location: Silver Creek Athletic Association, 2943 Route 212, Springtown, PA 18081. Time: 8 AM to 3 PM. Rain or shine. Day-of-Show Price: \$10 per show car. Judged show but no Corvair class. Food, entertainment. SCAAcarshow@gmail.com silvercreekathleticassociation@gmail.com

Friday & Sunday, June 24 & 25, 2022. GM at Carlisle Car Show and Swap Meet. Location: Carlisle Fairgrounds, 1000 Bryn Mawr Rd, Carlisle, PA 17013. Price: \$45 per show car for two days. \$10 per adult spectator for each day. Join over 1,000 other participants at the Carlisle GM Nationals. All General Motors vehicles are welcome from vintage & classics to the modern 6th Generation Camaro, you can see it all here on the National Parts Depot Showfield. <https://carlisleevents.com>

Sunday July 10, 2022. Road Angels Rod Run Car Show. Location: Dublin Volunteer Fire Company, 194 N. Main Street, Dublin, PA 18917. Time: 9 AM to 3 PM. Day-of-Show Registration Fee: \$20 per car. Judged show with cash prizes (up to \$500 for 1st place, no Corvair class). Inclement weather cancellation will be announced 4 AM on morning of the event. <http://www.roadangelsdoylestown.com/>

Tuesday through Saturday, July 12 - 16, 2022. CORSA International Convention. Location: Crowne Plaza Atlanta SW Peachtree City Hotel and Conference Center, 201 Aberdeen Parkway, Peachtree City, GA 30269. Price: Varies according to events selected. Concours, Autocross, Rally, Economy Run, Tech Sessions, All-Corvair Car Show and more. Registration opening soon. For further info, visit www.corvair.org and click on "CORSA News & Events".

Friday through Sunday, August 5 - 7, 2022 Das Awkscht Fescht. Location: Macungie Memorial Park, 50 S Poplar Street, Macungie, PA 18062. Price: \$15 per show car per day. Pre-Registration Required - July 1 is the due date! This three-day event includes Variety Show (Friday), Antique & Classic Car Show (Saturday), Antique & Special Interest Car Club Show (Sunday), Barbecue Cook-Off, Kids' Shows & Activities, and Picnic in the Park. LVCC will have it's own special Corvair show aisle there on Sunday. <https://awkscht.com>

Saturday August 13, 2022. 1st State (Delaware) Corvair Car Show. More information to come!

Saturday September 17, 2022. 43rd Annual Corvair Day by the CPCC. Location: Eastern Museum of Motor Racing (EMMR), 100 Baltimore Road, York Springs, PA 17372. Use GPS address for Latimore Valley Fairgrounds (which is part of EMMR) 314 Latimore Valley Road, York Springs, PA 17372. Join us for our 43rd Annual Corvair Day Car Show Event being held at Eastern Museum of Motor Racing (EMMR) on September 17, 2022 from 9am – 3pm. Featuring Free Dash Plaques, Door Prizes, Silent Auction, Bake Sale, and much more. 20 Trophies Awarded with additional "Best of Show" and "Longest Distance" awards. Additional information on our website at <http://www.centralpacorvairclub.org/>

Sunday November 6, 2022. Riegelsville Fall Roll-Out. 615 Easton Road, PO Box 551, Riegelsville, PA, PA 18077. More information to come!

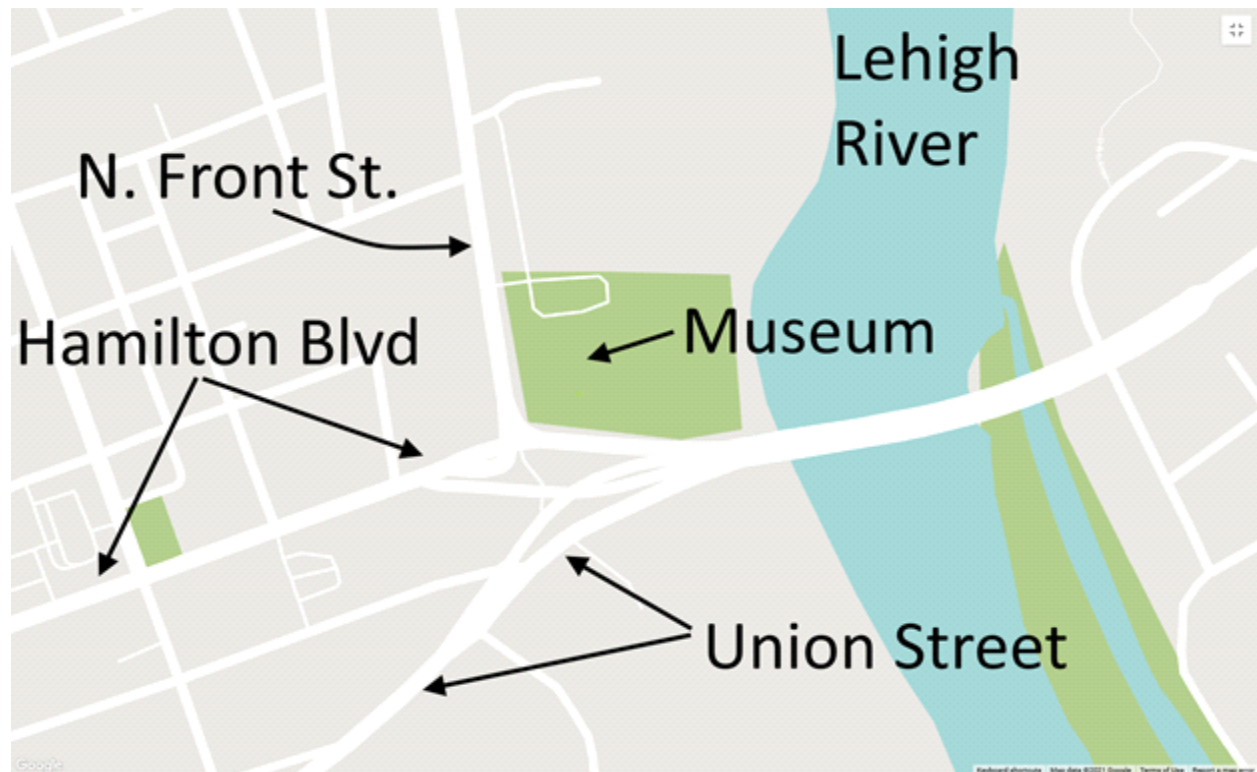
We Meet Here!



Saturday February 19 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 February 19, 2022
 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

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