



# the fifth wheel

APRIL 2022

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

ESTABLISHED 1976

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## **Next Meeting 3rd Saturday of April!**



Date: Saturday April 16, 2022  
 Time: 10 AM  
 Place: America On Wheels  
 5 North Front Street  
 Allentown, PA 18102

# Cushenbery's Corvair-Powered Space Coupe

*Source: April 2022 issue of Spyder Web, the official newsletter of the San Francisco Bay Area chapter of CORSA. Author not cited in the original article.*

The Space Coupe is a streamlined bubble top show car designed by Bill Cushenbery of Cushenbery Custom Shop . The car has also been known as "The Silhouette II Space Coupe" .

According to Barry Gremillion, the car got its "Silhouette II" name due to mistakes made in many magazine articles back in the days . Bill started working on the all-aluminum Corvair powered car at his Monterey, California shop in 1963. In 1964 he moved to a new shop in North Hollywood, bringing the project along .

## Space Coupe & Wall St. Journal

The Space Coupe was featured in an article published in the Feb. 19th issue of the Wall Street Journal. It's shown on the facing page. Well, the copy is so small you won't be able to read it. And so here is the text of that article:

*Spaceship Car Is Close to Liftoff, by A.J. Baime*

*Barry Gremillion, 70, a location manager for movie and television productions from Los Angeles, on his Bill Cushenbery Space Coupe, as told to A.J. Baime.*

*Bill Cushenbery isn't a household name these days. But from the late 1950s to the mid-1960s, Cushenbery was one of a handful of car customizers at the top of the game. Cushenbery's creations frequently landed in magazines.*

*He did custom work for Steve McQueen and Frank Sinatra. He worked with George Barris (arguably the most well-known car customizer of his era) on shaping the body of the original Batmobile for the 1960s television show. The Space Coupe was the only car that I know of that he never finished and that he never showed.*

*Cushenbery started the Space Coupe in the early 1960s. He imagined a completely hand-built body on the chassis of a Chevrolet Corvair. When he walked away from it, around 1966, the car wasn't yet complete, and it disappeared. Cushenbery died in 1998, having no idea of what ever happened to it.*

*About six months after this death, my friend Carl Green went to a place called Fantasy Car Ranch, near San Diego. Carl had been a friend of Bill Cushenbery's, so when he spotted the Space Coupe in a field, he knew exactly what it was. It was in terrible shape. You can imagine his shock when we found it.*

*Carl got the car (probably for free) and trailered it to a museum in Oklahoma, where it stayed for seven years. But ultimately, he decided to attempt to channel Cushenbery's original concept and finish the car the way Cushenbery would have were he still alive. Carl needed financing, so he asked me to finance the project in June 2008. Unfortunately, Carl passed away soon after. I am not a car guy. But suddenly, the Space Coupe came to me. The car made its way through several shops in Los Angeles, ending in the hands of a genius Porsche specialist named John Esposito, of Espo Restoration.*

*I was able to find a guy named Jim Roben, who had worked on the Space Coupe's design in the 1960s with Cushenbery. I acquired photos of Cushenbery working on this car, from 1963 and also from 1966, so I could see how the evolution was taking place.*

*Now, in 2022, some 60 years after Cushenbery started on his Space Coupe, we are at the final stage. All we have to do is the paint. I have driven the Space Coupe rather timidly in my driveway numerous times, but until days just before the photos you see here were taken, the car had (to my knowledge) never been driven on the street. The original air-cooled Corvair engine was rebuilt, and sounds like a roaring hot rod.*

*When people see the Space Coupe - even if it's sitting on the back of a car transporter - they go nuts. To me, the most interesting element is the doors. No car was ever built with doors that open the way these do.*

*I am currently making a documentary about the Bill Cushenbery Space Coupe. I like to think that, if he could see what we were doing with his car, he would approve. I wish he could communicate from the other side, and let us know what color he wants us to paint it.*



# Space Coupe!



Barry Gremillion, bottom, is helping to realize Bill Cushenbery's vision for the Space Coupe.

## MY RIDE | A.J. BAIME Spaceship Car Is Close To Liftoff

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**B**ill Cushenbery isn't a household name these days. But from the late 1950s to the mid-1960s, Cushenbery was one of a handful of car customizers at the top of the game. Cushenbery's creations frequently landed in magazines. He did custom work for Steve McQueen and Frank Sinatra. He worked with George Barris (arguably the most well-known car customizer of his era) on shaping the body of the original Batmobile for the 1960s television show. The Space Coupe was the only car that I know of that he never finished and that he never showed.

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MORE VIDEOS



## LVCC March Meeting Recap

We met on March 19 at the America on Wheels Museum in Allentown. Rich Green, Bob King, Al Lacki, Scott Oberholzer, Dave Smullen, Bob Weideman and Dick Weidner were there. The meeting lasted from about 10:15 to 11:00 AM.

Secretary / Treasurer Dick Weidner started off the meeting with a reading of the minutes from our March meeting and a financial update. Dick said we spent \$35 to pay CORSA for the annual chapter fee and \$66.99 for newsletter expenses for the past two months. Our checking account has a current balance of \$1,595.43. The newsletter expenses are for two months and represent postage and photocopy costs for those members who still get their newsletters by way of U.S. Postal mail.

Dick introduced our newest member, David Smullen of Bethlehem, PA! Dave and his wife Judy have a 1968 Corvair Monza convertible equipped with a 140 engine and Powerglide. Of course, he has other interests including rugby, back-packing and gardening. At one time, he owned a '62 Spyder but then he entered into his English sports car phase, so the Spyder was followed by an Austin Healey Sprite, an MGA and a Triumph Spitfire.

Then, having had enough of Lucas wiring harnesses - "Lucas, The Prince of Darkness" - Dave returned to the world of Corvairs and bought the Corvair that he currently owns. His dream is to take it to the Watkins Glen track for a few laps as he had done in the past. Incidentally, its engine was installed by LVCC President Dennis Stamm. You can reach Dave at [jdsmullen2@yahoo.com](mailto:jdsmullen2@yahoo.com).

All this talk about English sports cars led to a discussion about foreign cars assembled here in the USA. Examples include SUVs offered by BMW and Mercedes and, of course, Honda Accords. Scott Oberholzer pointed out that, while the cars are assembled here with American labor, the engineering is done overseas (as well as the profit-taking).

Getting back to Corvairs, we then talked about Corvair engine removal techniques. Dick Weidner uses a chain hoist to lift the body off the powertrain, Scott Oberholzer uses his garage lift, and Bob King uses an air-over-hydraulic lift. Bob's lift has an automatic cutoff to prevent him from putting the car through the ceiling of his garage.

Rich Greene put his Corvair on display at the recent Lehigh Valley Auto Show which was held at Stabler Arena from March 16<sup>th</sup> to the-20<sup>th</sup>. The Corvair was part of the America on Wheels Museum exhibit there at the show. In addition to the Corvair, the exhibit included a table with museum brochures.



Rich recalled that, when he displayed his Corvair at car shows back in the 1990s, he'd set up a card table next to it so he could display the Philadelphia Corvair Association banner along with PCA brochures.

Al Lacki mentioned that he received a letter from Clark's Corvair Parts. It was a request for cores and included a pre-paid Federal Express shipping label for a broken CORSA speedometer that Al had on his shelf. It's true that Al had inquired at Clark's about a rebuilt speedometer, but they were out of stock at that time, so he bought a rebuilt unit from a shop in Lancaster.

Nevertheless, Clark's must have thought they actually sold a rebuilt speedometer to Al, so he shipped his old broken speedometer to Clark's and is waiting for a check in return. After all, a core is a core and the letter said they needed them. A couple of other members at the meeting also received similar letters from Clarks, asking for cores to be returned.

Speaking of old broken stuff, Scott Oberholzer recalled a big field filled with at least 100 junked Corvairs. The field was located on West Tilghman Street next to an Amoco gas station. The owner of the Corvairs never restored any and never stripped them for parts. He simply let them rot into the ground. The field (and the cars) have long since vanished.

For show-and-tell, Al passed around Corvair performance parts catalogs published in the 1960s and 70s by Otto Parts, IECO and Solar Automotive.

## **WHO Would 'a Thunk It!** **by Fran Schmit**

*Source: April 2022 issue of Leeky Seel, the official newsletter of Corvair Minnesota.*

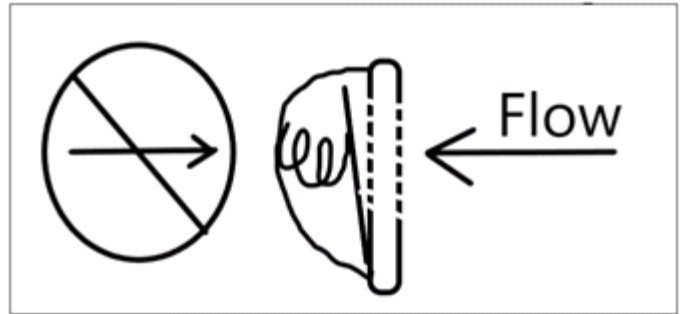
Since I took apart so many CORVAIR fuel pumps in my research project, I had lots of parts lying around. I decided to clean up my work-space and separate the metal into appropriate piles, mainly aluminum and other. In case you are not familiar with how many parts are in a fuel pump, I'll show you what one looks like – apart!



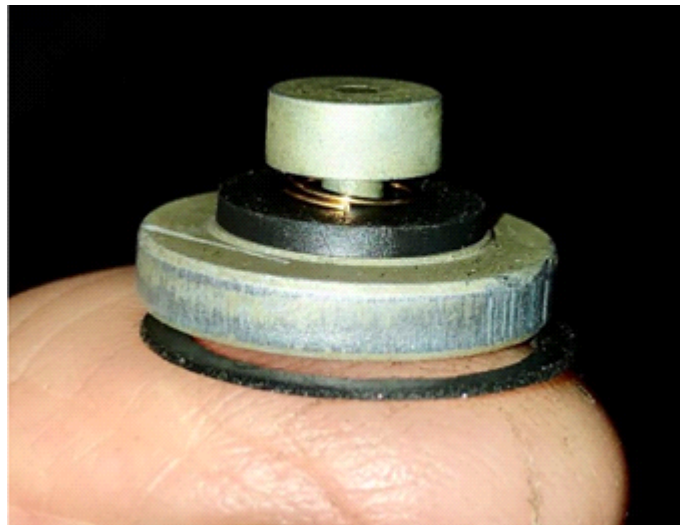
There's the base, that you bolt to the engine. Then there's the valve body and the pump mechanism, topped by the main spring and the cover. The spring and cover are iron but there are three big pieces of aluminum to make up the rest – oh, and then there're all the rubber parts, to seal each moving part from the other moving (leaking?) parts.

When the engine pushes up on the pump mechanism – against the spring – it sucks gas in, from the tank, into an inner chamber of the pump through an inlet check valve. When the engine stops pushing on the pump rod, the spring tries to expel the chambered gas by pushing it out through the other check valve – to the carbs. If it doesn't all go out – a common occurrence, that's OK, as the engine/pump only pushes on the spring - not on the gas.

The check valve is what I want to point out today. Here's a sketch of how a check valve looks/works. Fuel is pushed up against the valve and a spring-loaded flapper lifts off its base to allow the flow through the valve – against its spring. If the pressure changes and the flow attempts to go the other way, the spring pushes the flapper shut, preventing reverse flow.



Our fuel pump uses two of these to suck the fuel in and then – with a calibrated spring, to push it back out, through an oppositely positioned valve – to the carbs. That spring gives us the fuel pump's pressure rating. The engine only compresses the spring and then the spring feeds us the fuel. Here you see an actual check valve and its spring-loaded flapper and gasket! Say what?



The thing that I didn't expect, was the existence of a teeny little gasket underneath the check valve – where it seats into the housing. This would, I presume, reduce any leakage around the closed valve when it is holding back some pressure. It's only 0.050" wide and punched out of cardboard and/or plastic – actually a fine piece of work. That I had no idea was in there.

*(Continued on page 6)*



That makes “more than once” that I’ve been fooled, Shame on me! OK, so let’s still have fun while we, Keep-On-CORVAIRing! Fran

## ***8 Kids and 80 Corvairs: How One Man’s Entire World Revolves Around The Rear-Engined Chevy***

*Source: This article appeared in the April issue of the Four Wheel Independent, the official newsletter of the Central Pennsylvania Corvair Club. The original source is “News to Check.com” at <https://tinyurl.com/ywk2t9yp>*

For Chris Shade, the Chevy Corvair is more than just a car or his business. It’s his family. I mean that literally. Without the Corvair, Shade’s family – and life – would be far different.

He was first introduced to General Motor’s ill-fated rear engined car in 1972 when his father bought his first of many. That car remains with his family to this day. Shade immediately fell in love with the car. “I wrote papers on them in high school,” Shade said. “My senior year, my paper was on the Corvair Yenko.”



Shade started out as a music and band teacher, but later fell out of love with the job and looked to pivot to something new. He said he was an “all or nothing” type of person, so he decided to go all in on a car lot – combining his two loves: cars and his family. That’s when the first iteration of Shade’s Classic Cars came to fruition about 19 years ago in 2003. By 2010, the Corvair bug had come back at full strength.

It all started with a phone call from a friend who said there was a barn full of seven cars, an enormous amount of parts and 22 engines not far from where he grew up in Nebraska. He then started taking parts to conventions and swap meets.

“I took parts to the conventions. My family, and I went to Corvair conventions all of the country. It gave us a chance to travel a lot, sell some parts. And I pick up a car here and there. And next thing you know, I sold it fast and made some money,” Shade said. “And, I was like, dang. So I started looking for more Corvairs.”

Buying and selling isn’t all Chris does though. He also has quite the business of restoring cars that are sent to him from all over the country. In fact, as Chris and I spoke, he was on his way to pick up a Corvair in Iowa.

By 2015, Chris said, he was “rolling.” A big part of that had to do with a personal car Chris owned – a Corvair Yenko Stinger that he picked up as a “bucket of bolts.” Over the years him, his team and his family restored it to what would eventually be a 98 point concourse car. That’s when people really started to pay attention to what he and his shop were doing.



“I had a guy that I talked to for several years at the convention that could never remember my name. Well, ironically, they remember my name after that,” Shade said. “It created a halo effect, if you will, for our business a little bit. Cause it’s like, oh, you got a Stinger.” That was around 2017, and when Chris said the business was finally “over the hump.”

Momentum has only been taking them farther and farther since then. 2020, as the whole world shut down, was Shade’s Class Cars’ best sales year ever. They’ve averaged about 42 car sales a year, plus a number of restorations and general Corvair repairs. But, in 2020 they sold 56 Corvairs – a big jump for such a small operation.

While Chris’s main focus is the Corvair, he doesn’t just have a one track mind. Pop over to his website and you’ll see a few examples of another General Motors oddity – the Pontiac Fiero. “I’ve loved Fieros ever since the early ‘90s. I’ve always liked them because they’re outside the box for GM. And of course, you know, they’re the closest brother or sister to the Corvair,” he said.



He sort of thinks about them as a backup that he’d like to grow if the Corvair business ever started to fade, but luckily for him, he hasn’t had time to grow the Fiero side of things; his Corvairs sell so well. He owns three Fieros himself, including a 1987 Fiero out of which he ripped its infamous Iron Duke four cylinder. In its place is GM’s inimitable 3800 supercharged V6.

For a man so into GM’s oddballs, you may be surprised to find out what else Chris has had in his personal collection. The key word: Japan. Some of the highlights of his collection have included an Mazda RX-7, a 1991 Nissan 300ZX twin-turbo, a 1987 Toyota Supra Turbo and a 1995 Honda NSX and a Mitsubishi 3000GT VR4. Not too shabby.

Lucky for Chris, his wife, Stephanie, was just as into Cor-

vairs as he was. Her passion for Corvairs was probably only second to his.

“We had many Corvair dates. I proposed with the Corvair. We had six Corvairs in our wedding.,” Shade said. “They drove away with our wedding party.” According to his mother-in-law, if the Corvair had never existed, odds are the two would not be married to each other.

The family’s love of cars goes far beyond just him and his wife. The two of them have eight children – three are biological and five are adopted and disabled, according to Chris. Quite a few of them play a big role in the shop and have automotive passions of their own.



“My oldest son with autism loves Corvairs. And he comes to my shop every day, as long as he can stay there after he’s done with school, Shade said.” His son even has a Corvair of his own – a Lakewood Wagon they’ve restored.

His 13-year-old son, Micah, has also turned into quite the gearhead. Even though he just entered his teen years, he has three cars of his own.

His eldest daughter, 15-year-old Corinne, has also followed in her father’s footsteps. She has her own Corvair Greenbrier that they’ve fixed up together as well as a bright yellow Fiero.

“My son – the 13-year-old will be coming down this summer to work for us. He’ll be stripping parts cars apart for us, and basically working off the debt for all the other cars he has that he owes me for ,” Chris said with a laugh.

What exactly goes into restoring a car that is nearly 60 years old? It’s a lot. That said, Shade’s Classic Cars keeps an eye on affordability. The shop does what Chris calls “budget restorations.” “The price of the car and the restoration is going to run you between 25 and \$30,000,” Chris said.

And, while that isn’t exactly no money, it’s a hell of a lot

*(Continued on page 8)*

cheaper than a rotisserie restoration like the one done on his Yenke Stinger. Something like that would easily break into the six figures. Shade says their goal is to create “nice drivers.” “We’re not trying to create a concourse car, because most of our clientele wants nice drivers,” he said.

Apart from body work, they also do work on the engines and other mechanical aspects of the car, making sure they’re also ready to go for their new owners. “As I tell everybody, they’re not perfect, they’re not new and you’re never done,” Shade said. “So we get them at a good point where we’re hoping they’ll turn key and reliable. But, as you know, if you’re in the restoration, you’re never quite done.

A restoration like that will take about a year and a half on average, according to Chris. But, of course, if the client wants something a bit more high-end, they will accommodate. All it takes is time and money.

The shop’s bread and butter is the Rampside pickup. People end up using these trucks not only for personal use, but for their businesses. Because they’re so unique looking, the Rampside ends up being a good mascot for local businesses, according to Shade.

Economics are a big reason the Rampside is so popular. It’s hard to get around the fact a relatively rare Rampside will end up holding its value better than a relatively common standard four-door Corvair. That means there’s more room to restore the Rampside.

Chris travels the country looking for good examples of these trucks, which can definitely be hard to find. “Most of them are pretty rusty,” Chris said. “They were a cheap General Motors product that nobody thought twice about until about 10 years ago.”

The company slogan is “Buy a car, make a friend.” Buyers usually come along every step of the way in the restoration process. It’s a real collaborative effort.

Why the Corvair? What made it so special that this man would make his entire life revolve around it? After all, the Corvair, for the most part, was a rather middle of the road family car with one not so great claim to fame: Unsafe at Any Speed. However, Chris doesn’t put much stock in Ralph Nader’s infamous book

For Chris, what fascinated him most about the Corvair was its design innovations that set it apart from just about everything else in the early 1960s. Turbocharging, unibody construction, and independent suspension were all revolutionary when General Motors, at the height of its powers, tried them out in the early 1960s, even if they seem rather mundane by today’s standards.

The historical impact of the Corvairs goes far beyond what

the car is known for by most people. “History is so important in every aspect of life,” Shade said. “And that includes automotive history.”

## ***Shade’s Corvair Museum Proposal***

You may be wondering why we’ve included an article about a Corvair enthusiast who lives so far away in Nebraska. It’s because Chris Shade and his father are developing a proposal to build a new facility adjacent to their own to house the Corvair Museum. This would give the Corvair Museum a more-or-less permanent home. Chris and his architect have already drawn up rendering’s of the building.

The Board of Directors of the Corvair Preservation Foundation are waiting on Chris to provide a contract “term sheet” that would spell out the terms and conditions of the deal. The total cost of the project is likely to be \$1.5 million and then there will be cost of upkeep. There is no assurance that the Board will accept Chris’ proposal and no commitments have been made so far. We’ll keep you posted.

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## ***Classified Ads***

**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

**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://carmacruisefinder.com/> It's easy to use and lists more cruise events than we could possibly fit in this newsletter!

### **Day-Time Car Shows & Events:**

**Sunday May 15, 2022 :::: Corvair Ranch Open House.** Location: 1079 Bon-Ox Rd, Gettysburg, PA 17325. Time: 9 AM until whenever. Price: \$0. It is now official! You are invited to our spring open house event Sunday, May 15, 2022, rain or shine, 9 AM till whenever. Come enjoy our hospitality and free food while finding those parts you need to keep your Corvair happy. Free raffles, prizes and our giveaway \$100 gift certificate make it a great Corvair day. Located east of Gettysburg, PA on Bon-Ox Road. Email: [findit@theranch.today](mailto:findit@theranch.today) Website: <https://corvairranch.com/>

**Saturday May 28, 2022 :::: 42<sup>nd</sup> Annual Chester County Car Show.** Location: Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA 19543. Time: 9 AM to 3 PM. Rain date: Saturday June 4, 2022. Day-of-event price: \$20 per show car. (Register before May 15 for a \$5 discount). Antique & classic cars, street rods, trucks, motorcycles, car corral, flea market, food vendors. Contact Dave Shingle (610) 269-6337 before 9 PM. <http://chescoacc.com>

**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>

**Saturday June 11, 2022 :::: 16th Annual Fleetwood Rotary Show of Wheels.** Location: Fleetwood Park, 333 W. Main Street, Fleetwood Borough, PA 19522. Time: 8 AM to 3 PM. Day of Even Price: \$17 per show car. Cars, trucks, motorcycles, music, chance auction, door prizes, rubber duck race, over 70 trophies. Awards at 3PM. [www.FleetwoodPARotary.org](http://www.FleetwoodPARotary.org) or 484-332-1056 [garye@effectivegs.com](mailto:garye@effectivegs.com)

**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](mailto:SCAACarshow@gmail.com) [silvercreekathleticassociation@gmail.com](mailto: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, Auto-cross, Rally, Economy Run, Tech Sessions, All-Corvair Car Show and more. Registration opening soon. For further info, visit [www.corvair.org](http://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 9 AM – 3 PM. 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!



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 April 16, 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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