



# *the fifth wheel*

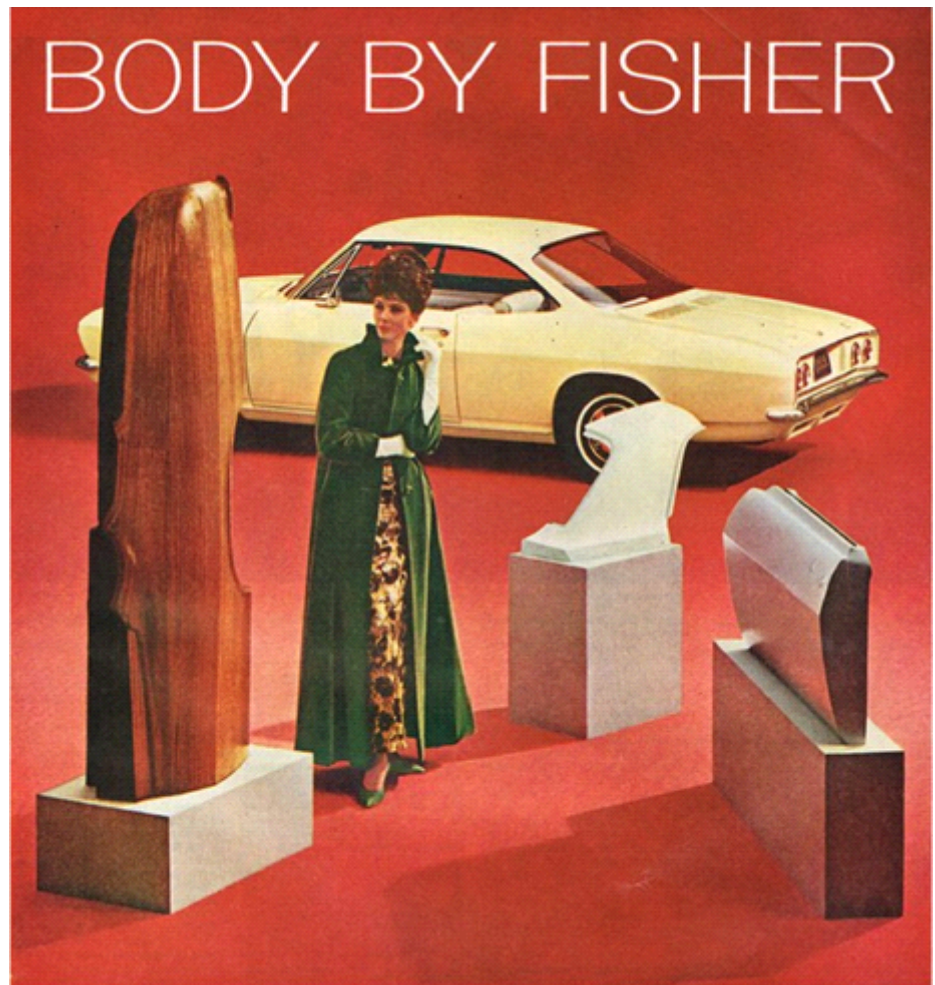
MAY 2022

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

ESTABLISHED 1976

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



Date: Saturday May 21, 2022  
 Time: 10 AM  
 Place: America On Wheels  
 5 North Front Street  
 Allentown, PA 18102

## ***Corphibian Comes to Allentown!***

### ***LVCC's April Meeting***

Our meeting on April 16 drew a nice crowd of members and guests: John Edgerton, George Foreman, Rich Greene, Allan Lacki, Bob Marlow, Scott Oberholzer, Dave Smullen, Dennis Stamm, Connor Stamm, Jeff Strasser and Dick Weidner. It began around 10 AM and adjourned at 11:13.

The official meeting was preceded by a big surprise. Dick Greene gathered everybody around and took us into the America on Wheels Museum garage where, lo and behold, sat the one-and-only Corvair Corphibian – a modified Corvair Loadside converted to a land-and-sea vehicle by two Pontiac engineers back in the early 1960s. It's currently on loan from the Lane Museum based in Tennessee. Check out the photos!

When we returned inside, President Dennis Stamm opened the meeting. Secretary / Treasurer Dick Weidner read the minutes of our March meeting and presented the latest financial report. The club currently has \$1,595 in its checking account. There was no new correspondence to report and so our usual informal discussion began.

Bob Marlow said he has two Corvair passenger car engines to

sell, \$450 each. One is a 1967 110 hp engine (now sold) and the other is a 1964 95 hp engine. This is part of Bob's inventory reduction program. He used to have 17 before he moved from New Jersey to the Allentown area. Bob recalled that he sold his dad's Greenbrier a few years ago. It recently came up again for sale at the Mecum Auction where it sold for \$33,000. Greenbriers are a hot commodity now!

Dick Weidner quipped that he currently has thirteen Corvair engines in storage. No 140s though; too many carburetors and problems with dropped valve seats! He also announced he is breaking a 50-year tradition of driving nothing but Corvairs. He ordered a 2022 Chevy Malibu and is waiting for it to arrive. Everybody agreed; there are few cars available on dealer lots. You need to order one and wait.

Rich Greene and Dick talked about a familiar topic – Corvair fuel pumps! Dick reminded everybody that, when one goes south, the result is often a crankcase filled with gasoline. Not good! This can occur when one of the fabric diaphragms ruptures or if the pump was assembled without the flow back-prevention collar. Rich mentioned that Clark's is currently out-of-stock on Corvair fuel pumps.

Speaking of Clark's, apparently they sold a run of defective torque converters. The ring gear on the outer perimeter was out-of-round, causing starter snouts to break. Rich had this problem on his Greenbrier until he replaced the Clark's unit with a NOS GM torque converter. While talking about his experience with torque converters, Rich also mentioned that he installed a relay to activate the starter, thus reducing voltage drop substantially.

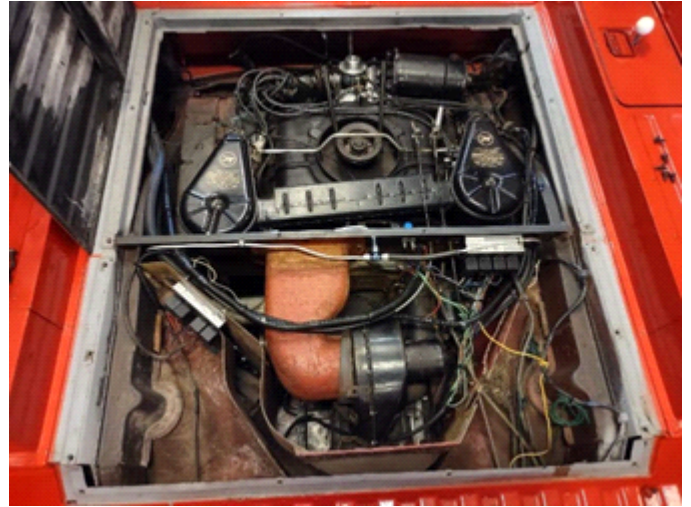
George Foreman talked about his visit to the Classic Auto Mall Museum in Morgantown where somewhere between 300 and 500 antique cars are on display including a number of Corvairs.

Dick Stamm's grandson Connor talked about his collection of fifty-plus antique bicycles which now includes a Huffly Corvair bike. Connor rebuilds them to like-new condition. He's too young to get a drivers license, but if I remember correctly, he owns a Corvair. This was the first time Connor attended an LVCC meeting and it was good to meet him.



The LVCC Gang, left-to-right: John Egerton, Bob Marlow, an AOW docent, Scott Oberholzer, Dick Weidner, Rich Greene, Al Lacki and Jeff Strasser.

# ***Corphibian at America on Wheels***



## 1961 Corphibian Evolution

Source: Lane Motor Museum, Nashville, TN

In 1961, Chevrolet introduced the Corvair 95 Greenbrier van and Rampside pickup. Using a shorter 95-inch wheelbase, the van and pickup expanded the Corvair model range now comprised of a sedan, wagon, coupe, convertible, van and pickup.

All were equipped with air-cooled, flat six-cylinder engines and either a manual transmission or two-speed Powerglide automatic, and, like so many inexpensive cars of the era, could be equipped exactly as the customer wanted. One Corvair that largely went unnoticed was the Corphibian prototype.

Pontiac engineers Richard E. Hulten and Roger D. Holm of Pontiac, Michigan formed an outside company called Hulten-Holm Co., to build their prototype; it was not an official Chevrolet project.

The amphibious vehicle is based on the Loadside Pickup, truly escalating an already capable vehicle. Featuring an extended bed and full fiberglass hull, the concept would allow users the opportunity to enjoy both terrestrial and aquatic travel, not dissimilar to the Amphicar Model 770 launched the same year.

Unlike the Amphicar, however, only one Corphibian, the example seen here, was made. Hulten-Holm Co. hoped Chevrolet would purchase the design and put it into production, although this never happened.

Retaining its original air-cooled engine, automatic transmission, and two propellers after many years in storage, it's been refreshed in the correct red-and-white livery. Most marine controls are all located in the bed: Drive engagement, forward/reverse, steering, while the throttle can be controlled from the cab or bed.

## Corphibian Is Here! by Rich Greene

If you haven't been to the America on Wheels Museum in Allentown., this would be a good time to make the trip! On the second floor is the latest exhibit: "Vacation Adventure Vehicles".

Come see the Corvair Corphibian (featured in this issue of the Fifth Wheel), a "Fin Boat" with 56 Chevy Tail-Lights, a 1972 Serro Scotty Trailer and a Studebaker Daytona Station Wagon with a retractable roof (it can carry a refrigerator in the back).

This new exhibit will be in place until October of 2022. Don't miss these vehicles and the other 50 plus vehicles in this two story (23,000 Sq Ft) Museum.

## Corvair Gourmet Cooking Kit

(We don't recall the source of this article, but we've been assured the author is in the "witless" protection program)

Tired of coming home to cold pizza? Forget the charcoal on the way to the picnic? Gas company shut off the stove because of delinquent payments/

Forget all that grief, because now you can cook while you drive! Why waste all those BTUs out the back of your Corvair when you can make delicacies like Chef Boosuh Are Dee.

Just connect the Corvair Cook Kit to the rear grille with convenient enclosed straps and never suffer through another cold lasagna again! Available in three models to match all cooking needs --

MODEL A -- suggested for 140 h.p., all turbo -- cook a whole slab of ribs in minutes - hot dogs in seconds.

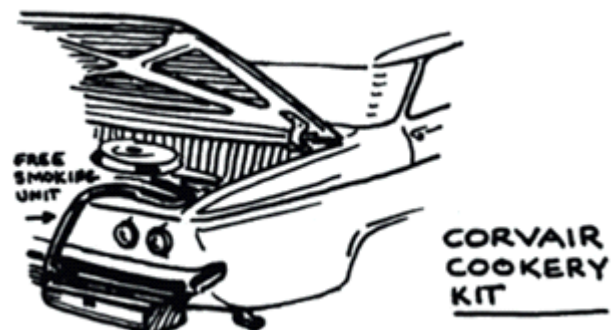
MODEL B -- our most popular cookery set -- burgers in 4 minutes, a whole chicken in a average pleasure drive.

MODEL C -- suggest for 80 h.p. only. Good for defrosting frozen foods, warming up soup, etc.

If you order today, get the \$9.95 SMOKING ATTACHMENTS ABSOLUTELY FREE! Give fish, steaks, all foods the terrific smoked flavor - You'll love it! Easily adapted to the Corvair's crankcase ventilation system. Best results obtained when a quart of mumbo sauce is added to the oil.

The CORVAIR GOURMENT COOKING SET is easily installed in minutes by anyone!

ORDER NOW from Incredio Products, 125 Stomach Pump Dr., Ptomaine, N.J. while supplies last! Specify Model A, B or C.



## ***The Wonderful Electric Forward Control by Larry Scrivener***

*This article is reprinted from the April 2022 issue of The Drip Line, the newsletter of Rocky Mountain CORSA of Denver, Colorado. It appeared in the newsletters of various CORSA chapter newsletters since being written by Larry Scrivener of the San Diego chapter about 30 years ago.*

### **An exercise in Perpetual Motion**

It all began when Gene Brier was having trouble getting his 1964 8-door Rampside Deluxe started in the mornings. The thing just wouldn't "catch" with the first round of cranks, and from there on, it was downhill. He'd tried just about everything, for Pete's sake, and was rapidly running out of ideas and batteries.

Now you'd really have to know a thing or two about Gene Brier to appreciate what eventually happened. First off, he's a really creative man. Also, he's one of those people whose brain seems to work an entirely different way than yours or mine; he just automatically cuts across all those lines that seem to hold the rest of us back. Not only that, he doesn't have a whole lot of money, and can't solve every problem simply by dumping it off, at some "specialist".

So, there he was with a truck that wouldn't start except when it felt like it, which wasn't very often. Well, Gene had been a "Ham" radio operator a lot of years back and had a real "feel" for electricity. Seems like he could just SEE what was happening inside a balky toaster or corroded flash-light! Which got him to thinking about the way starters and generators work in the first place.

A couple things had bothered him for a long time. They were the fact that - A STARTER DRAWS LESS AND LESS CURRENT AS IT SPEEDS UP and the way A GENERATOR'S OUTPUT GOES UP AS THE FIELD EXCITATION IS INCREASED.

He figured if he could just get the cranking speed HIGH enough, maybe the starter wouldn't draw any current, AT ALL! Hey, it might even put a little back, if he REALLY got the thing winding up!

So that's what got the project off the ground. The way he did it was of course, to remove three of the sparkplugs, 'cause that always made the engine turn faster when he was making a compression check. Not only that, this particular Rampside usually ran on three cylinders even when he could get it started. So, with #2, #4, and #6 out of the picture, that little old 102 spun around like crazy! Try as he might though, he still couldn't get the starter to put electricity back into the battery, even at 700 RPM cranking speed.

Then he remembered that other thing: the mysterious generator. He tried bypassing the voltage-regulating coils in the hopes that full battery voltage at the "field" would give him a higher output to help crank the starter. (After all the Generator doesn't know it's the starter that's turning it, so it just keeps putting out juice). Now, that worked a little, but still not enough to cure his problem.

What about the 6-volt "hot shot" battery he had bought for his camping lantern? Well, that's what did it. He hooked that battery in SERIES with his 12-volt Delco, wired the whole thing straight into the 'F terminal of the Generator, and MAN - did it ever take off!

With the starter working on only half the compression, and the generator producing somewhere around 35 volts, that thing cranked at 1200 to 1400 RPM and he had plenty of electricity LEFT OVER!

That's when the real stroke of genius took over: why, those other three spark plugs were just holding the thing BACK! So, Gene took the other three ACs out, and let 'er rip!

I ran across Gene and his wonderful Electric Forward Control just the other day. There he was, tooling down University Avenue in high gear, doing close to 37 MPH, with the ignition key held to the "start" position. And all you could hear was the ffft-ffft-ffft of those six empty spark plug holes.

So, as Gene Brier says, Keep-On CORVAIRing.

## ***Tech Tips by Jim Simpson***

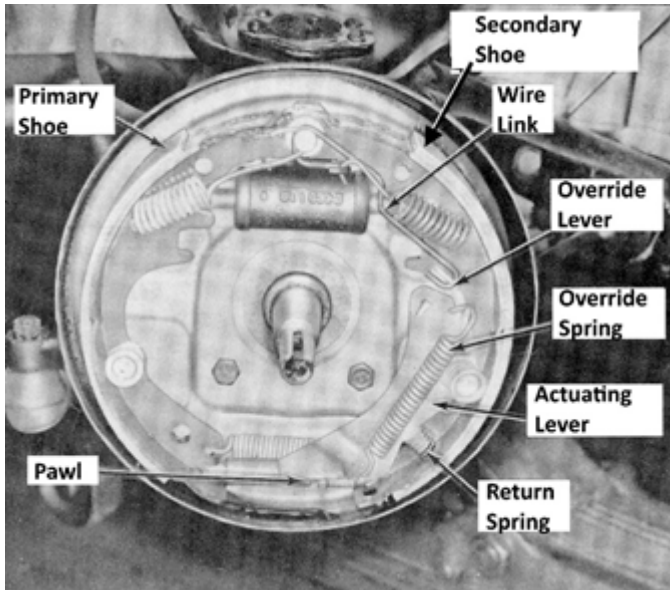
*Back to reality... This article was extracted from the April 2022 Group Corvair Newsletter.*

I watched Larry Claypool's presentation on the CORSA Meet-Up on Zoom last month. He did an excellent job in showing the evolution of the Corvair brakes as they changed sizes and added self-adjusters over the years. (You can watch it on the CORSA YouTube channel; just log onto the CORSA website [www.corsa.org](http://www.corsa.org) and find the "CORSA on Social Media" link.)

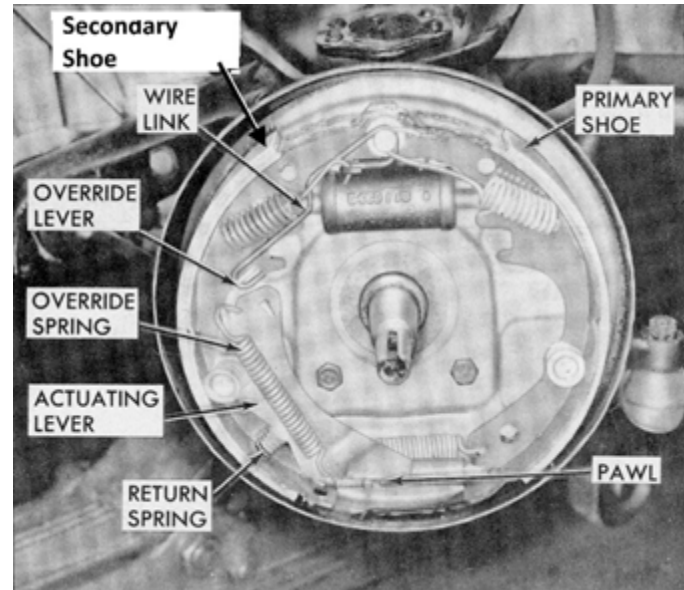
I had two major takeaways. First was "RTFM", or in polite company, "read the fine manual". In this case, it's the Chevrolet shop manual; read it carefully. Don't just look at the pictures! For instance, figure 1 on the first page of the "BRAKES" section provides an excellent illustration of the installed brakes. It labels the various components including the "Primary Shoe".

One common mistake that Larry has observed on the many

cars he's worked on is that many shade tree mechanics use this illustration to assemble brakes on both sides of the car not realizing that the opposite sides are mirror images of each other. It isn't until you get several pages in, under step 6 of installing brakes in the late-model shop manual, where – if you've been reading – you find that it notes the difference between sides. In that step, there's a parenthetical note that says, "Secure the primary brake shoe (short lining – faces forward)..."



Left (Driver Side) Front Brake  
(As Shown in Shop Manual)



Right (Passenger Side) Front Brake

Note that in both pictures above, the front of the car is toward the OUTSIDE of the page

That's where you learn that a) there are two different sizes (lengths) of the brake shoes and b) that the short one always faces toward the front of the car. Larry said he had seen all sorts of errors with this – primary (short) shoes in the back, pairs of primary shoes on one wheel with the longer, secondary, or trailing shoes on the opposite side. (Also note that the "primary shoe" is not only shorter, but also normally a bit thinner than the "secondary shoe".) So remember: "RTFM".

The second takeaway was the importance of properly fitting the brakes to the car. Replacing brakes is not just a matter of slapping in a new set of brake shoes. Larry has found a fantastic resource -- Scott Bethke and his shop Brake Materials and Parts in Fort Wayne, Indiana. (Web site: <https://www.brakematerialsandparts.com>)

Toward the end of his presentation, Larry takes us on a visit to this shop. Watch this visit for a masterclass on fitting brakes. Scott and his shop do nothing but brakes. They understand brake lining materials, fit, finish and tolerances. They have clients from all over the nation having him rebuild brakes for everything from vintage Maserati's to Japanese microcars.

Scott explained just how he turns brake drums and arc grinds the shoes to fit. When he's done, you have brakes that work better than they did when the car came out of the factory. The bottom line is that you really should find an old-line brake shop that knows how to properly turn the drums (you rarely need to take much off – if done properly, the drums should last nearly forever) and arc grind the shoe linings so they fit with the right clearances in the right places.

## 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](http://www.corvair.com) email: [clarks@corvair.comshow](mailto:clarks@corvair.comshow)



## Torx Screws for Carb Tops

by Fran Schmit

Source: May 2022 issue of "Leaky Seal", the official monthly newsletter of Corvair Minnesota.

In the Fall of 2020 while I was enjoying some time off, due to the COVID, I had time to tune my modified engine. This took many trials till I figured out that the combustion chambers were full of soot and I had to burn that off before I could get any idea of what to do.

This was an education process due to not knowing what was wrong and changing jets every other day for two months. I even installed an O2 Sensor in the exhaust pipe to tell me how rich/lean I was burning.

Since I can operate my primary carbs independently from my secondary carbs, I can read A/F (Air-Fuel) mixture when running either pair or all four. For the first month I was always reading rich and I got down to 50s on the primaries and 48s on the secondaries until I finally started getting lean readings and then I had to keep going up with the jets.



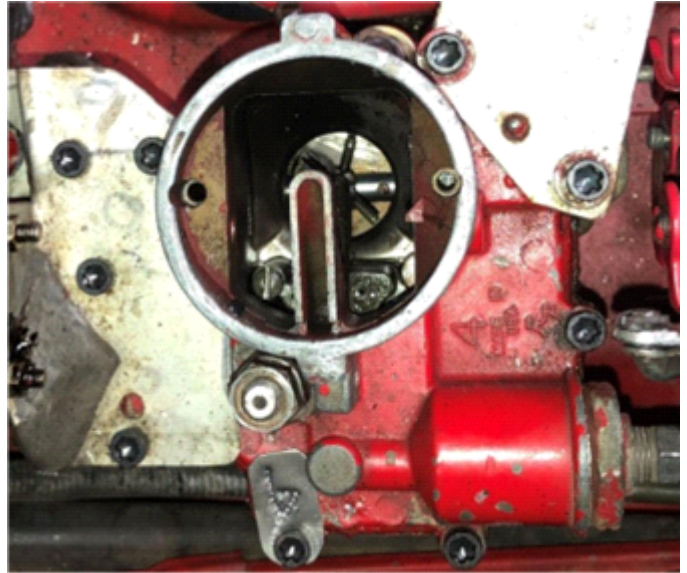
Like I said, I changed primary jets or secondary jets every day and sometimes all four in one day. I got so I could change the main-metering jets on four carbs in a little over one hour. But in the process, the screws that assemble my carbs got sloppier and worse.

I finally stopped operation and relaxed for a couple days till I could order in some TORX headed screws. I pretty much have stayed out of the stores for about a year now. I wanted something I could easily turn with a screwgun and not have the tip jump off the screw – all the time! It would help too, if the tip could tolerate a slight angle to the screw while it was turning. Torx meets the requirements handily.

Turns out there are nine screws on the top of each carb so one complete set for four cars is 36 screws. You can see



how a carb looks with a bunch of TORX screws holding its top on, right here!



You can see all nine screws in the one photo. What you are also seeing is the top of a secondary carb that has an electric device to move the throttle plate full open or full closed and an over center spring arrangement to keep it in either position. Those are shown as the shiny metal plates in the photo.

One of the Torx screws is also seen holding the label telling which jet is in the carb – what you see is the number 4 signifying there is a 0.054" main jet in this secondary carb. Since most CORVAIR carbs use jets from 49 to 53, I figured I could use the nomenclature of 9,0,1,2,3 to identify any jet. I had to spread out my system during this testing to include both 48 and 54 but they too, fit within my scheme. As you can see.

So, that's what I wanted to show you. I wore out the old screws and replaced them with a modern "superior" design. One that doesn't allow the screwdriver to slip off and also tolerates a small angle between the screw and its driver. I'm happy to say the TORX screws work well.

All of this fooling around is great fun and offers many new challenges, that I am certainly not used to, and therefore I'm having even more fun! So, let's all have more fun, as we Keep-On-CORVAIRing, Fran

*Editor's Note. This would also be a good replacement for those nasty distributor cap hold-down screws! Ugh!*



## ***What I Learned Today: Bearing Clearances vs. Oil Viscosities by Jeff Smith***

Source: *Engine Labs Online, April 5, 2022.*

Have you ever wondered why engine main or rod bearing clearances always seems to be around 0.0025-inch? We wondered the same thing and launched into a search for an educated answer. The classic rule of thumb has always been 0.001-inch for every 1.00-inch of journal diameter.

With a typical 350 small-block Chevy, for example, the main journal diameter is 2.448-inches. This jives nicely with that 0.0025-inch clearance. That engine's rod journal is smaller at 2.10-inch so, in theory, you could run a slightly tighter clearance. Most engine builders set their clearances close to 0.0025 for both as a matter of convenience.

All of this is generally accepted theory but what few people consider is that these bearing clearances rely on a given oil viscosity to maintain the proper hydrostatic clearance. That is a fancy way of stating how the liquid oil keeps the crankshaft journal away from the bearing. In the case of this typical 0.0025-inch clearance, conventional wisdom calls for a 10w-30 or 10w-40 oil. If the clearances are larger – around 0.003-inch or more for larger journal engines such as a 455 Oldsmobile, then a thicker oil such as a 20w-50 is generally used to maintain the proper lubrication barrier.

<b>IRON BLOCK</b>			
<i>(RECOMMENDED VISCOSITY GRADE)</i>			
Main Bearing Clearance	Under 160F Oil Temp	160F to 220F Oil Temp	Over 220F Oil Temp
.0034 to .0039	10W-40 or 15W-40	15W-50 or 20W-50	20W-60 or Straight 60
.0028 to .0033	5W-30 or 10W-30	10W-40 or 15W-40	15W-50 or 20W-50
.0022 to .0027	0W-20 or 5W-20	5W-30 or 10W-30	10W-40 or 15W-40
.0016 to .0021	0W-10	0W-20 or 5W-20	5W-30 or 10W-30
.0010 to .0015	0W-5	0W-10	0W-20 or 5W-20
<b>ALUMINUM BLOCK</b>			
<i>(RECOMMENDED VISCOSITY GRADE)</i>			
Main Bearing Clearance	Under 160F Oil Temp	160F to 220F Oil Temp	Over 220F Oil Temp
.0029 to .0034	10W-40 or 15W-40	15W-50 or 20W-50	20W-60 or Straight 60
.0023 to .0028	5W-30 or 10W-30	10W-40 or 15W-40	15W-50 or 20W-50
.0018 to .0022	0W-20 or 5W-20	5W-30 or 10W-30	10W-40 or 15W-40
.0012 to .0017	0W-10	0W-20 or 5W-20	5W-30 or 10W-30
.0006 to .0011	0W-5	0W-10	0W-20 or 5W-20
<b>STEEL ROD</b>			
<i>(RECOMMENDED VISCOSITY GRADE)</i>			
ROD Bearing Clearance	Under 160F Oil Temp	160F to 220F Oil Temp	Over 220F Oil Temp
.0028 to .0033	5W-30 or 10W-30	10W-40 or 15W-40	15W-50 or 20W-50
.0022 to .0027	0W-20 or 5W-20	5W-30 or 10W-30	10W-40 or 15W-40
.0016 to .0021	0W-10	0W-20 or 5W-20	5W-30 or 10W-30
.0010 to .0015	0W-5	0W-10	0W-20 or 5W-20

This chart created by Driven Racing Oil offers oil viscosity recommendations for engines based on cylinder block material, bearing clearance, and maximum oil temperature. An iron block, drag race engine that barely sees 150 degrees-Fahrenheit oil temp could use a much lower viscosity oil than the same clearance engine used in a road race application where the oil temperature could see 220 degrees or more.

One point worth mentioning is that it's not a good idea to arbitrarily choose thin viscosity oil based on a whim without knowing the consequences. A thin oil used in applications where oil temperature exceeds 225 degrees (which is not unusual even for street engines under high ambient temperatures) could expose the bearings to additional wear that could have been prevented with a thicker viscosity.

There are a ton of variables that accompany this discussion. Driven Racing Oil has created a generic chart that recommends a given viscosity based on block material (iron vs aluminum), bearing clearance, and engine oil temperature. As an example, an engine with an iron block with 0.0025-inch main bearing clearances that sees oil temperature in excess of 220 degrees would be best served using a 10w-40 or 15w-40 viscosity oil.





## 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: 11 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 May 21, 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

President: Dennis Stamm Phone: (610) 926-4723 Email: dmstamm@comcast.net

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