



the fifth wheel

JUNE 2022

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ESTABLISHED 1976

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Next Meeting 3rd Saturday of May!

**America
ON WHEELS**
A MUSEUM OF
Education - Entertainment - Events

Date: Saturday June 18, 2022
Time: 10 AM
Place: America On Wheels
5 North Front Street
Allentown, PA 18102

May LVCC Meeting Review

We had a good turnout at our May 21st meeting, right here at the America on Wheels Museum in Allentown. Members in attendance included Allan Lacki, Bob Marlow, Scott Oberholzer, Ron Peles, Dave Smullen, Jeff Strasser, Dennis Stamm and Dick Weidner. Joan Lacki and Gloria Peles were there, too.

In addition, we also had three guests: Louise Kessel, Tim McCann and son Colin McCann. Tim doesn't have a Corvair, but he is interested in getting one. He asked plenty of questions and we were happy to oblige with answers.

President Dennis Stamm brought the meeting to order around 10:15 AM, followed by Secretary – Treasurer Dick Weidner who presented the minutes of our April meeting. Dick also gave the treasury report. LVCC has \$1,594 in its Wells Fargo bank account. Al Lacki made a motion to approve the minutes and treasury report and Scott Oberholzer seconded the motion. The motion passed by acclamation of the members in attendance.

In the minutes, Dick noted the arrival of the amphibious “Corphibian” at the America on Wheels Museum last month. Bob Marlow noted that it's now on display on the second floor of the museum with several other summer recreational vehicles including NJACE Member Tim Schwartz's Greenbrier equipped with the full GM camper package.

Dick noted that we have a new member, Bill Geary. Welcome to the club Bill! Dick also reminded everyone about our club day at Das Awkscht Fescht in August. Please don't forget; pre-registration is required and it must be postmarked on or before July 1.

Scott Oberholzer and Bob Marlow said they attended Jeff Stonesifer's “Open House” event at the Corvair Ranch. In addition to the 600-odd Corvairs ripe for picking in the yard, there were some unusual highlights including a Corvan that had been retrofitted with the fully-articulated rear suspension from a late-series Corvair car. This replaced the original swing axle suspension. Overall, Bob estimated that 80 people attended the open house.

Ron Peles talked about the Bill Smith Memorial Summer Cruise to be held at the AACA Museum in Hershey, PA. This event, which includes a parade led by a genuine rear-engine Tucker Torpedo, will occur on Saturday June 18 between 8 AM and 2 PM. Get to hear and see the Tucker run! Preston Tucker's grandson will likely be in attendance, too. The event has no entry fee but you must pre-register to participate in the cruise.

The remainder of the meeting consisted of questions and answers between guest Tim McCann and our expert members. Topics included two-carb versus four-carb engines, early versus late suspension systems, air conditioning condenser mounting, engine temperature, tire pressures, fanbelt installation, radial tires and more.

It's the End of an Era! Dick Weidner arrived at the meeting in his brand-new 2022 Chevy Malibu. This marks the first time in decades that he has something other than a Corvair for his daily driver! (It's a handsome car too, with its candy-apple red paint and fancy aluminum wheels.

The meeting adjourned at 11:30 AM. Afterward, several of the members toured the museum's latest exhibit named, “Making Life an Adventure: Outdoors is Always More Fun!” This exhibit, which includes the Corphibian, showcases having fun outdoors. Exhibit opens to the public from April 27 through October 2022.

The Other Rear-Engine, Six-Cylinder American Car ***by Ron Peles***

If you know your automotive history, or have only seen the 1988 movie, Tucker: The Man and his Dream, you are familiar with the ill-fated 1948 Tucker. But with just 51 of the cars ever having been built, you may have never seen one. Here is an opportunity to change that.

On Saturday, June 18, the AACA Museum in Hershey, Pennsylvania, is conducting a “Summer Cruise-In,” and one of the highlights of the day will be a Tucker-Studebaker Parade. That's right, a parade of Studebakers led by one of the museum's own Tuckers, driving under its own power.

Why Studebakers with the Tucker? Some people consider the 1950-51 “Bullet Nose” Studebaker to be a design infringement on the Tucker.. There was even a lawsuit back in the day. At the Cruise-In, members of the Tucker family will be on hand to offer their views.

The AACA Museum's Cammack Gallery is home to an impressive Tucker collection, featuring three of the original 51 cars and extensive memorabilia. The Cruise-In will provide a unique opportunity not only to see a Tucker, but to hear it run.

Complete details on the event can be found at this link:
<https://www.aacamuseum.org/event/cruise-in/>

Bullet Nosed Studebaker Design By Tom Ehrhart

Source: May 2022 issue of Keystone Keynotes, the official newsletter of the Keystone Region Chapter of the Studebaker Drivers Club. This article has nothing to do with Corvairs except for the fact that the ill-fated Tucker Torpedo was a rear-engine car like the Corvair!

Does the 1950-51 Bullet Nose Studebaker design infringe on the Tucker 48 design? From where did Bob Bourke's, designer of the "Bullet Nose" Studebaker, ideas emanate?



The Tucker Corporation was issued a design patent June 14 1949 for a "new, original, and ornamental design for an automobile". A representative on behalf of the Tucker Corporation filed a lawsuit (#12387) against the Studebaker-Packard Corporation in December 1952 claiming the Bullet Nose design "is infringing those Letters Patent by making, selling and using a design for an automobile, and parts of an automobile, embodying the patented invention, and will continue to do so unless it is enjoined by this court."

Even though Tucker Corporation was declared bankrupt by this time, it had legal standing to pursue creditors and patent infringements.

This lawsuit for design infringement was fraught with delays for years because of procedural issues and a judge who the claimant claimed was employed by Studebaker - Packard as a defendant in a previous case and "shall disqualify himself" "to sit on the trial, appeal, or other proceeding therein."

On September 22, 1961 A "Dismissal and withdraw of notice of appeal" was issued by the "Clerk of The United States District Court, South Bend , Indiana" Case # 1446 Civil on behalf of Darlington v. Studebaker etc.

After years of procedural delays, the suit was dismissed, prompted by the demise of the plaintiffs' (Darlington and Tucker) financial resources and business status to pursue the infringement along with the decaying Studebaker - Packard Corporation.

There was however a small financial settlement awarded to the plaintiff. On September 26, 1961 the plaintiff's attorney Mr. Darlington was awarded the amount of \$6.50 for administrative costs. In the end, time and lack of potential financial gains made the case a moot point. Source; AACA Museum Inc. Cammack Collection, Binder 2013.001.127.3

Studebaker is the winner!! Long live the iconic Bullet Nose!

An Invitation from PCA

Our friends at the Philadelphia Corvair Association (PCA) are inviting all members of the Lehigh Valley Corvair Club to their dinner meeting and drive-in movie night at Shankweilers, America's oldest drive-in movie theater. Shankweilers shows current movies and you can find complete directions and much more at their website at <http://www.shankweilers.com/>

The date is June 18, 2022. The PCA will be meeting at 5 PM for dinner at the Schnecksville Diner (4527 Route 309, Schnecksville, PA). After dinner, we will caravan to the theater (around 6:15 PM) to get all the Corvairs in early

enough to park together. The Drive-in Movie is 3 minutes (1.7 miles) south of the diner.

The PCA needs to know who will attend this event so we can make reservations for dinner. Help us out by responding – YES and how many will be attending or NO - cannot attend. Please RSVP to Bob Weideman. Text or call Bob Weideman at (610) 248-0853 or email at trailrunner18018@yahoo.com

If you need to contact PCA at the last minute, call Larry Asheuer at 267-994-1569.

Torque Specifications by Mike Dawson

Source: June 2022 issue of the Flat Six, the official newsletter of the Prairie Capital Corvair Association.

First off, contemporary torque values are generally listed as pound-feet or pound-inches, whereas you will note in the Corvair Shop Manuals it is expressed as ft.-lbs., in.-lbs. or in.-lbs. For me, it is whatever pops off of the keyboard at the time!

Using a torque wrench for various Corvair items requiring assembly can be vital. The more complex operations would include engine rebuilding, suspension work, or transaxle work with the simple (but equally vital) operations including an oil filter change or spark plug replacement. For those who have not made memorizing shop manual specifications a priority, I would offer the following based on references and my experience, since there were several major torque value changes:

For example, from 1960 through 1964 a “range” was listed for 99% of the specifications, with single values only given beginning in 1965 and continuing until the end of production. I don’t like picking a number, I want it given to me precisely, so I use the 1965 Shop Manual (or later) for torque values.

In addition to the shop manual listings, there were TSB’s issued and correction sheets included in GM parts packages such as head gaskets. For example; head torque listings can be found ranging from 25 upper/28 lower (bored cylinders) in The Classic Corvair to 40 as noted in the January 1968 Chevrolet Service News. However, the February 1966 bulletin earlier said not to use 40 as 30 was sufficient. Personally I like to use 33 upper and lower.

Some values changed from 1961 to 1965 due to gasket mate-



Here at LVCC, we often feature tech articles written by Mike Dawson, a member of the Heart of America Corvair Owners Association. We thought you’d like to see a photo of him. Here he is at work, getting ready to do a clutch adjustment at one of the club’s recent tech sessions..

rial changes, such as the oil pan. Early pans with cork gaskets received 40-60 in.-lbs., while the second design utilized a hard paper gasket and 100 in.-lbs. Spark plugs started out at 20- 25 ft.lbs., and ended up at 20, with slightly less for a single "F" plug (one less thread). Flywheels were torqued at 20-26 in 1961 and ended up at 45 by 1965. Oil filters started at 9-15 and finished at 20 in '65. The four rear housing stud nuts started at 20-30 and ended at 45. In 1961 the crankshaft pulley was torqued to 60-80 but was reduced in 1964 to 45 (pulley or balancer).

All of the above examples are to reinforce checking late manuals if you are doing early work and also using common sense for some operations, such as valve cover gaskets. Also, tighten your lug nuts with the tool you would change a tire with (60 ft.lbs.). And to prevent late model front shock noises; tighten the lower mount to 80 ft.lbs. with an added flat washer to compensate for the nut running out of threads.

Editor Notes: In his original article, Mike included a copy of many of the torque specifications as listed in the '65 and later manuals. Mike also noted that many torque specs on transaxle overhaul and some of the other assemblies are included in the text for a specific operations.

Having a Shop Manual available is handy for many reasons, torque values are just one.

LeHeap in the Air

By Allan Lacki

For several years, I've been complaining about a strange



knocking noise coming from the transmission in my beloved Corvair a.k.a. "Le Heap". I recall describing it to you at one of our LVCC meetings.

With the trans in neutral, my foot off the clutch and the engine idling, the knocking would occur. It seemed pretty obvious to me that this was not a problem with the pilot bushing, throw-out bearing, flywheel or shift linkage. It was coming deeper within; perhaps a bad bearing inside the transmission case.

And besides, the front main seal of the engine was leaking trans lube and it was only getting worse. This meant that the whole transaxle and bellhousing would need a repair and replace job – a relatively massive undertaking compared to most Corvair maintenance.

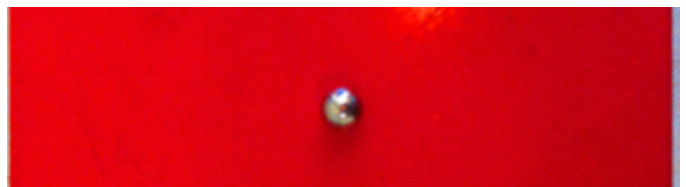
I contacted Paul Passini of the PCA and asked him about the problem. He agreed with my prognosis. Paul is an expert at transmission repair; it's what he does for a living. So I asked him to rebuild a spare transaxle I had laying around in my garage for many years.

Paul pulled through in short order, but the unit he rebuilt for me sat for at least a year before I gathered up the gumption to install it.

Finally, this past week. I got to work. Day one was clean-out the garage. Day two was to disconnect everything so we could pull the entire power train out of the car. On Day three, John Egerton and Brian O'Neill arrived to do the heavy-lifting work I could have never done alone.

They removed the power train, separated the transaxle from the bellhousing, removed the bellhousing, replaced the front main seal, installed Paul's transaxle and put the powertrain back up in the car. Naturally, I was in there too, doing a lot of wrenching and parts-cleaning. Without John and Brian, I may have been able to do it all myself, but it would have taken much more time and agony and it's likely I would have made some bad mistakes. It pays to have friends when you're doing work like this, especially on a Corvair.

When John and Brian separated the transaxle out from the bellhousing, we got a little surprise. Out rolled a shiny hardened steel ball, apparently from one of the main bearings in the transmission! Is this associated with that odd knocking sound?



This little guy rolled out of the bellhousing.....

In the process, I also learned that, while transmission mounts can be bolted in either direction, they should only be installed one-way. The cup of the mount is tilted.



Also, I learned that a Clark's oil pan won't drain fully unless the car is jacked up in the front so all the oil runs out. I found this out when I removed the oil pan. About a pint of oil was still in there, which of course, ended up all over the floor.



As I write this, Le Heap is not yet fully assembled. The clutch and trans linkage are all put together, but there are some wiring hook-ups to be completed and other odds and ends. I hope to have it back on the road in a few days.

Many thanks to Paul Passini, John Egerton and Brian O'Neill. Corvair people are the greatest!

Sizing Corvair Wheels and Tires by Bryan Blackwell

This article has been published in several Corvair club newsletters. Bryn updated this one July 12, 2020

One of the things that many people do to make their Corvairs faster or more distinctive is to install different wheels and tires, a task that can be very frustrating if you just try to put on whatever seems to fit.

This article originally appeared as a four-month series in the Hot Air Mail (Northern Virginia Corvair Club's newsletter) and is an attempt to help Corvair enthusiasts properly fit non-stock wheels and tires, whether new or used. Since so many folks change the wheel and tire combination on their street cars, we'll concentrate on that aspect of the hobby here.

Street Tires

Let's look at street tires first. I use and recommend only radial tires, so that's what this information covers. The size radial closest to a stock 6.50-13 bias ply is 185/80R13, but unless you have a factory stock show car, you may wish to use a different size. Most major tire manufacturers make several different types of tires, so to decide which of these types and in what size it helps to realistically decide how much money you want to spend and what kind of use you'll put them to. Answering the following questions usually helps:

- How well do you want the car to ride?
- How much do you drive your Corvair?
- Is stock appearance important?
- Is all-weather ability important?
- Do you want more cornering grip?
- Will the tires be used for autocross or other.

The following dimensions will affect your decision in various ways, so keep the following in mind:

- Width: A wider tire will generate somewhat more grip but is more likely to hydroplane, and may hit

various parts of the car if the wheel size is not optimum. Also, if you want tires wider than 205 mm, you must get wider wheels.

- Profile: A lower profile tire has more grip (because it deflects less), but the ride will be stiffer.
- Speed Rating: Generally unnecessary on U.S. roads, but higher speed ratings are an indication of a more sporting tire.
- Wheel Diameter: If it isn't 13 inches, you will need non stock wheels.
- Overall Height: This affects the gearing, speedometer, and ride height. Note that the height of the tire off the car is not the same as the rolling diameter, since loading, construction, and air pressure affect the height.

Although you can't easily measure this dimension, you can often find it as part of the tire specifications, expressed a couple different ways:

Loaded radius. Stock is 11.8" (to 65) and 12.1" for 7.00-13 (66-69 and wagons), or:

Revolutions per mile. Stock is 853 (to 65) and 833 (66-69 and wagons) revs/ mile, according to Chevy specs.

Oddly enough, the calibration for the speedometer doesn't quite match - the '66 up speedos are set for 825 revs/mile.

If you'd like to measure a tire, you need to have it mounted and on a car. Make a mark on the bottom of the tire, roll the car through ten revolutions and measure the distance the car traveled. Divide by ten, then two times pi (6.28) and you'll have the loaded radius.

If you're buying new tires, bear in mind that there is some tolerance in the specification for a given size, you should check with the tire dealer to be sure what the real dimensions are of the tires you want.

Also, after seeing the many sizes that folks have used and ended up with accurate speedometers, it is obvious that although stock speedometers may have been correct when new, now that they are over forty years old they are likely to be a bit off. For example, the tires that produced good results with my car are technically a bit short.

The upshot of this is that once you have selected your tires, you should do an odometer check of at least ten miles, and if

possible a speed check as well (one mile per minute at 60 MPH, do three or more miles if possible).

Having said all that, I surfed over to The B.F. Goodrich site to come up with some examples of tires that would work well on Corvairs. They have data sheets for all of their tires there,

I used the specs from the Radial T/A here, other models will be a bit different. You should be aware that the sizes are a range, so it's a good idea to get the data sheet if you can, especially if you have chosen a size near the limit of what will fit. Unfortunately, BFG doesn't offer a 13" Radial T/ A that will work well, these are 14, 15 and 16 inch:

- P185/70R14 (all)
- P195/70R14 (all, good replacement for 1960 - 65 6.50-13)
- P205/70R14 (all, good replacement for 1966 - 69 7.00-13)
- P205/55R15 (all)
- P195/60R15 (all, good replacement for 1960 - 65 6.50-13)
- P195/65R15 (all, good replacement for 1966 - 69 7.00-13)
- P205/60R15 (all, good replacement for 1966 - 69 7.00-13)
- P205/55R16 (a little tall, may rub on an early, fits lates).

Late models have a little more room in the rear, you could use these sizes on the rear of a late if you want the "big and little" look:

- P225/60R14 · P235/60R14 · P215/60R15 · P225/50R16

Thanks to the members of the Northern Virginia Corvair Club for their input in writing this article, and the members of Virtual Vairs for many of the additions and refinements.



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.

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, Perkasie, PA



Ran When Parked. This is from the June 2022 Mid Continent Corvair Association's newsletter. According to Terry Kalp, the editor., this was posted by Todd Davis on the Corvair Owners Group on Facebook.



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:

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 or 484-332-1056 garye@effectives.com

Saturday June 18, 2022 :::: Drive-in Movie at Shankweiler's With PCA. The Philadelphia Corvair Association has invited all members of the Lehigh Valley Corvair Club to their dinner meeting and drive-in movie night at Shankweilers, America's oldest drive-in movie theater. Shankweilers shows current movies and you can find complete directions and much more at their website at <http://www.shankweilers.com/> The PCA will be meeting at 5 PM, for dinner at the Schnecksville Diner (4527 Route 309, Schnecksville, PA). After dinner we will caravan to the theater (around 6:15 PM) to get all the Corvairs in early enough to park together. The Drive-in Movie is 3 minutes (1.7 miles) south of the Diner. Please RSVP to Bob Weideman: Text or call Bob Weideman at (610) 248-0853 or email at trailrunner18018@yahoo.com Call Larry Asheuer if you need last-minute information on the night of the event. Larry's phone number is (267) 994-1569.

Saturday June 18, 2022 :::: Bill Smith Memorial Summer Cruise In at the AACA Museum. Featuring the Tucker Torpedo – Studebaker Parade. Location: AACA Museum, 161 Museum Dr., Hershey, PA 17033. Time: 8 AM to 2 PM. Event includes parade, awards, vintage car rides, swap meet, car corral, etc. Price: Registration/participation is FREE, but due to capacity guidelines, please let us know if you plan to attend. Do it HERE: <https://www.aacamuseum.org/cruise-in-registration/>

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, Auto-cross, 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 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 June 18, 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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