



the fifth wheel

AUGUST 2022

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

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Next Meeting: 3rd Saturday of September



Date: Saturday 17, 2022
 Time: 10 AM
 Place: America On Wheels
 5 North Front Street
 Allentown, PA

LVCC Dues are Due! If you haven't already done so, please pay up for August 2022 through July 2023. Price? Only \$12 for CORSA Members. \$15 for all others. You can pay in person at our July meeting or at Das Awkscht Fescht or by mail to LVCC Secretary / Treasurer Dick Weidner, 2304 Main Street, Northampton, PA 18067. Please make your check payable to LVCC, Inc. LVCC is a chapter of the Corvair Society of America (CORSA).

Corvairs at Das Awkscht Fescht

Sunday August 7, 2022. Club Day at Das Awkscht Fescht. Lehigh Valley Corvair Club's Corvair Row was a hit once again at Das Awkscht Fescht this year. Thirty-eight Corvair owners registered and thirty-five showed up with their cars despite the blistering summer heat. Most of us took refuge under the LVCC EZ-Up and the surrounding trees, where in the shade, a light breeze provided some refreshing relief from the sun. Spectators milled about our cars all day and two brand-new members joined LVCC, right there on the spot.

Corvairs of every kind were on display. Well, almost. There were no Greenbriers, Loadsides or Corvans there, but we had coupes, sedans, convertibles, a wagon and three – that's three – Rampsides. A friend of the club, Keith Weller, brought his front-engine / V8 coupe; the first V8 at our show. And last but not least, we had two miniature Corvairs crafted by LVCC Member and Professor Wesley Heiss using 3D printing at Lehigh University.

One of the Wes's miniatures was a rolling scale model of a Corvair Rampside pickup truck and the other was a tiny replica of Carl Sagan's 1964 Corvair Spyder convertible. Wes was joined by his wife Angela and their daughters Tuesday and Sagan. The younger of the two, Sagan, entertained everybody by driving the convertible up and down the aisles. (It's powered by a electric mobility scooter motor). Yes, Sagan Weiss is named after Carl Sagan, the renown astronomer.

LVCC members in attendance included Larry Asheuer, Gary Gansle, Rich Greene, Wesley Heiss, Bob King, Randy Kohler, Allan Lacki, Larry Lewis, Bob Marlow, Carl Moore, Scott Oberholtzer, Ronald Peles, Fred Scherzer, Garry Smith, Dave Smith, David Smullen, Dennis Stamm, Jeff Strausser, Bob Weideman and Richard Weidner. Where there others?,

As usual, several friends from the Philadelphia Corvair Association had their Corvairs on display too, including Dave Stein, Dave Smith, Jeff Marvill, Paul & Marlene Passini, and Steve Petrelli. Mike Slotwinski, one of the three Rampside owners, came up all the way from Delaware. There were others from neighboring Corvair clubs.

If we offered a hard-luck award, LVCC member Jeff Strausser would have won it. The fuel pump on his Monza sedan failed just the day before, but he arrived anyway as a spectator. Other LVCC members who came as spectators were Larry Lewis, Bob Marlow and Bob Weideman. Larry had just sold his Spyder (he still has a 1969 Corvair 500) and Bob Weideman's Greenbrier is laid up in Bob King's shop for body work.

This year, door prizes included a generous number of \$10 and \$20 gift certificates from Clark's Corvair Parts, two Corvair Basics books courtesy of the Corvair Society of America, and various other items donated by LVCC club members.





LVCC Meeting Notes

Here are notes taken at our July 16 meeting at the America on Wheels Museum. The group included John Egerton; Bill Geary; Allan Lacki; Bob Marlow; Scott Oberholzer; Dave Smullen; Dennis Stamm; Dick Weidner; and Greg, Sandy & Rachel-Cain.

Dick read the minutes from our June meeting and said our checking account balance remains the same as before at \$1,595. (There may be checks for dues that have yet to be deposited in the account).

New LVCC member Greg Cain drove his 1966 Corvair Corsa sport coupe to the meeting. He said he purchased it from another Corvair guy, Larry Stenger of nearby Fountain Hill Heights, just a few weeks ago. Larry had posted an ad to sell it on Facebook Marketplace. Greg noticed the ad and jumped on it just a couple of hours after the listing went online. Meanwhile, while Greg was talking, wife Sandra and daughter Rachel toured the rest of the museum where their 1970 VW Westfalia Van is display. It's in the



The Cain Family was here!

museum's "Making Life An Adventure" exhibit on the second floor.

Naturally, when any newbie Corvair owner shows up at our meetings, a discussion ensues about proper fan belt tension and so we all gave Greg Cain the proper advice! Adjust the belt so that it will slip slightly while rotating the alternator fan by hand. (Naturally, the engine must not be running to do this trick!)

Bob Marlow announced that both he (on behalf of NJACE) and Al Lacki (on behalf of LVCC) won Chapter Newsletter Awards at the 2022 International Corvair Society of America convention. Neither Bob nor Al attended the convention this year, so Tim Schwartz picked up the NJACE award for Bob and Phil Levering picked up the LVCC award for Al.

Apparently, word is getting around neighboring CORSA chapters that LVCC meets at the America on Wheels Museum. Bob noted that members of NJACE – the New Jersey Association of Corvair Enthusiasts – will be touring the museum on Saturday, July 16. Al Lacki mentioned that CPCC – the Central Pennsylvania Corvair Club – will be touring the museum too, on August 31.

Dick Weidner mentioned that he is giving away one of his Greenbriers to his son who has plenty of garage space to keep it out of the weather. This led to back-and-forth talk about Corvair Forward Control power trains. The slowest one offered was the 80 horsepower engine with the optional Powerglide transmission. Quite possibly, when an FC is equipped with this powertrain, it's even slower than a VW van. That's saying something!

Dick also talked about his own garage, which has a two-level stacker so that he can park two cars in one garage stall. Dick built it from scrap iron from one of the old Mack Truck assembly plants in Allentown.

Bob Marlow made a pitch for using Penn-Grade oils in Corvairs. Penn-Grade makes high-zinc engine oils in a variety of viscosities and also makes true GL-4 oils for transmissions.

Zinc has been removed from most commercially-available engine oils to keep the EPA happy. It works perfectly fine in modern engines with roller tappets, but it's not so good for engines – including Corvair engines – that don't.

Similarly, modern GL-5 gear box oils work fine on modern cars, but the additives are hard on brass synchronizer rings. Some brands offer "GL-4 compatible" transmission oils, but they are not true GL-4. Penn-Grade's GL-4 oils are the real thing.

Bob Marlow suggested that we do a tech session. Our last LVCC tech session was held at Scott Oberholzer's garage on October 28, 2009 (!). Everybody agreed it's time for another one and that we should do it soon.

Another new LVCC member, Bill Geary, offered up his Corvair as the guinea pig. Bill's Corvair, which shows only 14,000 miles on its odometer, idles OK but is way down on power. Bill lives way up in Clark's Summit, which is a long distance away from most LVCC members. Hmm. What to do?

Since our meeting, arrangements have been made to bring Bill's Corvair to John Egerton's garage in Bath. The date: Saturday August 13. Time: 10 AM. Al Lacki sent out a couple of email blasts to notify LVCC members of the details. By the time you read this, our tech session may be past history, but we thought you'd like to know how it came about.

Given that we have a number of relatively new members, Prez Dennis Stamm suggested that we print a membership roster in an upcoming issue of our newsletter. Al Lacki agreed to do

it as soon as he gets a chance to confer with Dick Weidner, our Secretary / Treasurer.

Speaking of tech sessions, after the meeting, we held a little informal tech session out in the museum parking lot. Everybody got a chance to gawk at Greg Cain's new Corvair while Scott and Al adjusted the idle speed.

Fire at Pheasant Run

Editor's Note: Maybe it's the pyromaniac in me, but I thought our readers would find this interesting. The following article, written by Charlie Biddle, appeared in the June 2022 issue of The Airhorn, the official newsletter of the Chicagoland Corvair Enthusiasts club. The Pheasant Run Resort, located in St. Charles, Illinois, was the site of the 2019 Corvair Society of America Convention.

On Saturday, May 21, a major fire broke out at the former Pheasant Run Resort in St. Charles, Illinois. Pheasant Run was closed in March 2020, not quite a year after the Chicagoland Corvair Enthusiasts hosted the 2019 CORSA Convention at the facility.

I went out there on Sunday, May 22, with a video camera. Firemen were still dousing hot spots, so I was not able to get very close. Most of the



western side of the resort complex was destroyed.

If you remember the layout of the resort, Courtyard buildings A, B, E, F and G on the western side were destroyed. The fire appeared to start in those buildings. I could see blue sky thru the remaining roof beams. These were the original resort buildings and were of rustic wood beam construction.

The fire crossed to the hotel lobby and burned half of it. The Bourbon Street corridor and all its little shops, as well as the New Orleans Ballroom (where we viewed the Car on Trial movie) were destroyed. Although I could not verify it from vantage point along North Avenue, the indoor/outdoor pool behind the hotel lobby is now probably

entirely outside.

The white Harvest Restaurant building appears to be spared along with the old silo next to it. The Pheasant Run property was originally a dairy farm and these two buildings were incorporated into the resort and repurposed. The silo was scorched from the fire in the buildings next to it but did not appear to be damaged.

The Theater and Zanie's Comedy Club were not damaged. Heavy construction equipment was brought in to tear down the interconnecting hallways, keeping the fire from spreading east. The ten-story tower did not appear to be damaged, although the side facing North Avenue appeared to be covered in soot. Some of the windows on the western face were boarded up. That was probably done well before the fire broke out.

The Mega Center to the east of the property has been sold and is in the process of being reconstructed into a McGrath Honda dealership. It was not affected by the fire. Large windows have been cut into the front and a new entry way is being constructed. The passage way between the former Mega Center and the resort ballroom area has been removed.

Neighboring DuPage Airport purchased the golf course out back and has sold it to an investment company for construction of industrial buildings



and a storm water retention facility.

The several buildings on the far western edge of the resort property, that were closed and not in use at the time we hosted the 2019 convention, are still standing and not part of the fire.

Battery Drain, by Mike Dawson

Editor's Note: This article, written by Mike Dawson, was brought to our attention by Tim Mahler of the Prairie Capital Corvair Association. Tim is the editor of another award-winning CORSA chapter newsletter, The Flat Six.

Finding a battery drain can be really easy or really difficult. To begin diagnosis, be sure you have everything turned off. Unplug anything with a parasitic draw, such as any nonstock radios, players or anything with a memory, including any clocks wired to the car battery, and the internal voltage regulator plug on the alternator (if equipped).

Remove the negative cable and tap the cable end on the post to draw out any residual voltage before making your check.

Two ways to track your progress:

1. Remove the negative battery cable and in the dark, scratch the cable end repeatedly against the post looking for small sparks. Cover your head with a blanket (as long as nobody can see you).
2. Connect a volt meter between the negative battery post and its cable end (black to battery post or you get a negative reading which is irrelevant on a digital). If you get full battery voltage there may be a big enough drain to run the battery down. Normal voltage with this check is 0.50v or less. The setup below for checking potential shows 0.25v.



Over the years I have found a couple of batteries that must have had an internal draw of some kind. A quick battery change cured the draw so if you don't find the problem quickly, try swapping batteries before going to the following procedure.

1. Now install a voltmeter as noted above and begin to disconnect the various systems (leave them disconnected) while checking the voltmeter. Most likely offenders in the order that I have observed them are:
 2. Failure to follow all of the instructions in paragraph 1 above.
 3. Cigarette lighter socket; the base corrodes badly from the ash and shorts.
 4. Glove box, engine compartment or trunk light adjustment.
 5. Heater hose touching the battery cable end on the back of the starter solenoid. Usually early models but could happen to any.
 6. Horn relay. Usually early models because they got wet from seal leaks and corroded internally. However, it could happen to any model and it has power all the time. It is unfused and will burn the wiring all the way to the battery if it shorts.
 7. Dimmer switch. It has power all the time and corrodes from getting wet over all the years. Some times coincides with loss of headlights when you use the switch.
 8. Dome light could be on all the time because of damaged door jam switch.
 9. On early model cars and FC vehicles the primary feed wire at the multi-connector in the left side of the engine compartment can melt, corrode and cause a small short to adjacent wires. It also can suddenly break contact and you loose all power. Build a bypass with soldered wire.
 10. Late model cars had a service bulletin released correcting the rear fuel line and battery cable grommet in the left sheet metal. The grommet was soft and allowed the battery cable and fuel line to push through the slit and rub on the sharp sides. Also, those before you may have removed the grommet or it may have been broken.
 11. Another service bulletin addressed the wiring harness in the early production manual '65 models. The harness in the tunnel pans was not supported correctly at the factory and the clutch cable sawed into the wiring. This could happen to any late model if the harness is moved from its original (corrected) position. I had this happen to a '65 Corsa that I bought new. My wife was driving it and every time she

pushed in on the clutch the engine died.

If no culprit has been found by this time, the next step is isolating the harness sections to zero in. Start anywhere but pull the four harness connectors apart one at a time starting from the ends until you find the one that stops the short.

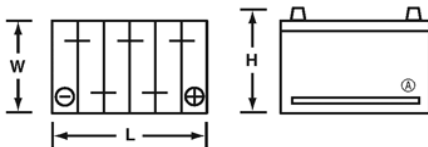
Battery Sizes for 1965-69 Corvairs, by Allan Lacki

Everybody talks about those oblong batteries for early Corvair cars and trucks. But what about the more-conventional batteries for second-series Corvair cars, the ones built from 1965 to 1969? Size is important for them, too!

The original specification called for a Type 22F battery, which measured 9.5" long x 6.9375" wide x 8.3125" tall. But it's unlikely you will find one on the shelf at your friendly local auto parts store.

An optional deep-cycle battery was also offered during those years., namely the Type 24T. Again, a rare bird today.

A good alternative that's widely available is a Type 26R battery. It measures 8.1875" long x 6.8125" wide x



7.75" tall. They work perfectly fine in Corvairs. If you buy one for your Corvair, be sure it has that "R" suffix. A plain Type 26 will put the battery posts in the wrong positions!

Another widely-available alternative is a Type 35 which I installed in my own 1966 Corvair. Type 35 batteries measure 9.0625" long x 6.9375" wide x 8.875" tall.

Cocktail Shakers! by Rick Norris

Anyone ever cut open a cocktail shaker? These are in all four corners of late-series convertibles and cancel out certain vibrations present in convertibles. This is because convertibles have no top to help stiffen the body.

They consist of a very heavy steel slug supported on both ends by a short spring. All this is suspended in a viscous fluid like oil.

This one was at the 2022 Peach Tree City CORSA convention and was shown by Jeff Stonesifer, owner of the famous Corvair Ranch in Gettysburg..

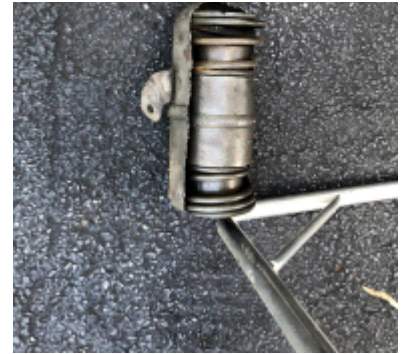
LVCC Tech Session!

Next month, we'll have full coverage of our August 13 tech session at John Egerton's farm. The subject, or perhaps victim, was Bill Geary's 1966 Monza coupe which wasn't running right when he brought it in.

At first, the problem seemed to be a set

of worn points, but there's more to the story!. To give you an idea, he session lasted from 10 AM to 3 PM.

More to come in next month's issue of The Fifth Wheel!



Ran When Parked. Another photo from the Internet. This artsy photo of a stack of Early Model Corvairs was posted by Todd Davis on the Corvair Owners Group on Facebook. Send photos to tkalp@cox.net

Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints. Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370 (413) 625-9776 www.corvair.com email: clarks@corvair.com





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 August 28, 2022. 10th Annual Reinholds VFW Car, Truck and Bike Show. Location: 250 Brunners Grove Road, Reinholds, PA. Time: 9 AM to 2 PM. Day of show price: \$15 per show vehicle. Spectators free. Rain date: Sunday September 11. Trophies, music, food, BBQ chicken, vendors, door prizes. For info, call Ted (717) 342-6528. Email: tnlsauer@gmail.com

Saturday September 3, 2022. 56th Annual Duryea Day. Location: Boyertown Community Park, 419 South Madison Street, Boyertown, PA 19512. Time: 9 AM to 2 PM. Day of show price: \$20 per show vehicle. For more information, call (610) 367-2090. www.boyertownmuseum.org.

Saturday September 3, 2022. Calvary's Car Show. Location: Calvary Bible Fellowship Church, 4891 Penn Avenue, Sinking Spring, PA 19608. Time: 10 AM to 3 PM. Price: \$0 – that's \$0 – per show car. Even though the price is free, pre-registration is suggested to ensure your space. Free refreshments for car show participants and spectators (burgers, hot dogs, chips, drinks, etc.) Free activities for children (inflatables, playground, etc.) Door prizes. 20+ trophies to be awarded (hoods must be open to compete). Contact: Becky at (610) 207-7353. Email beckythompson327@gmail.com

Saturday, September 10, 2022 Gasket Goons Hot Rod Bash Car Show. Location: Springtown Athletic Association Park, 2943 RT.212 Springtown Pa. 18081. Time: 8:30 AM to 6 PM. Trophies at 3 PM. Price: \$10 per person. 1000 show cars, 1969 and older cars and trucks. Vending, swap meet, bands, beer, pin up contest, bicycle show, valve cover racing, large swap meet, DJ, pin stripping, 50/50, food, show shirts, custom hand-made trophies. Silver Creek has plenty of shade and pavilions with loads of picnic tables. First 1,000 cars get dash plaques. This is a kid friendly show with a great playground for the kids. So come on out for a fun day. Shuttle bus service provided if spectator lot get full. Alternate parking at 1955 Leithsville Road, Helletown.

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 to 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 September 18, 2022. AACA 36th Annual See You in September Car Show. Location: Tri-County Little League Baseball Field, McAdoo, PA. Time: 8 AM to 2:30 PM. Day of Show Price: \$15 per show vehicle. Swap space and car corral available. Date is rain or shine. Food, beverages, live music, judging, trophies. Contact Joe Forish (570) 929-2017. Website: www.araaca.com

Sunday September 25, 2022. 7th Annual NJ Antique, Vintage and Classic Car Show. Location: Van Kirk Museum, 336 Main Street, Sparta, NJ 07871. Time: 11 AM to 2 PM. Why are we including this New Jersey show? Because the price is FREE and this year's theme is Corvairs & Studebakers. Food by VFW is available for purchase. People's Choice Award returns. The Van Kirk NJ Vintage Auto Show includes an open house at Van Kirk Homestead Museum with its Fall Exhibit on antique duck decoys. Public and donations are welcomed!

September 28th, 2022 to October 2nd, 2022. Fall Carlisle. Location: Carlisle PA Fairgrounds, 1000 Bryn Mawr Rd, Carlisle, PA. Time: 7 AM to 6 PM each day except October 2 which ends at Noon. This massive automotive flea has 8,100 spaces of vendors selling a vast array of automotive parts, accessories, cars, collectibles and memorabilia. Accompanied with the automo-

(Continued on page 9)

Calendar of Events (cont'd)



tive flea market and car corral is the Manufacturers Midway featuring the latest and greatest products & services, and a two-day auction presented by Carlisle Auctions across the street. <https://tinyurl.com/yc3d29y8>

Saturday October 1, 2022. Performance Driving at Pocono Raceway. Location: Pocono Raceway, 1234 Long Pond Rd, Long Pond, PA 18334 Time: 7 AM to 5 PM. Rain or shine. Price: \$299 per driver if paid on or before September 17; \$350 thereafter. Group practice sessions early in the morning. After that, we'll run a open track sessions plus timed laps in the late afternoon for everybody. Driving instruction available at no extra cost. Open to all makes and models; not limited to Corvairs. Hosted by Northeast Corvair Council a.k.a. NECC Motorsports. Contact Allan Lacki, Registrar for more information at redbat01@verizon.net Website: www.neccmotorsports.com

Saturday October 1, 2022. Tulpehocken Trinity Red Rose Car Show. Location: Tulpehocken Trinity Church, 961 Tulpehocken Road, Richland, PA. Time: 9 AM to 2:30 PM. Day of show price: \$15 per show car. Food, DJ and live music. Date is rain or shine. For more info, call Doug Hoover (484) 256-5455 or Bob Schaeffer ((717) 866-4905. Email: robscha@comcast.net

Sunday, October 2, 2022. 24th Annual Birdsboro Car Show. Location: Daniel Boone Area High School, 501 Chestnut St Birdsboro, PA 19508. Time: 8 AM. Day of show price: \$15 per show car. Sponsor choice awards. cash drawings. door prizes. food & music. 50/50. Raffles. Email: wcbirdsboro@gmail.com

Sunday October 30, 2022. 46th Annual Old Car Show & Flea Market. Location: Phifer's Ice Dams, 880 Main Road, Lehighton, PA. Time: 9 AM to 3 PM. Rain or shine. Day of event price: \$15 per show car, \$15 per corral car. \$15 per flea market space. Accepting all cars, trucks and motorcycles up to 1999. Show cars requested not to leave the field before 2:30 PM. Dash plaques for first 150 cars. 9 classes with trophies (no Corvair class). Phone: (610) 377-6130. www.buickfreespirit.org.

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



LVCC Classified Ads

For Sale: Deande steel dual axle open car trailer. Tilt fender, concealed ramps, spare tire, sway control, weight distributing hitch, 10,000 lb., tie downs, New silver paint in 2021. Located in Stewartville, NJ (near Phillipsburg, NJ). \$3,500.00 Ron Peles, 908-479-1218. ronaldpeleslaw@gmail.com



For Sale: 1964 Spyder Coupe. Very solid body. All glass good. Factory sport steering wheel. 14" aluminum slot wheels. Drivetrain not installed but included in price is a complete 1965 turbo engine and a 1964 4-speed transaxle with 3:55 ratio. Price: \$5,000. Location: Bath, PA. Contact John Egerton. (610) 217-0514 jegerton@ptd.net

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.



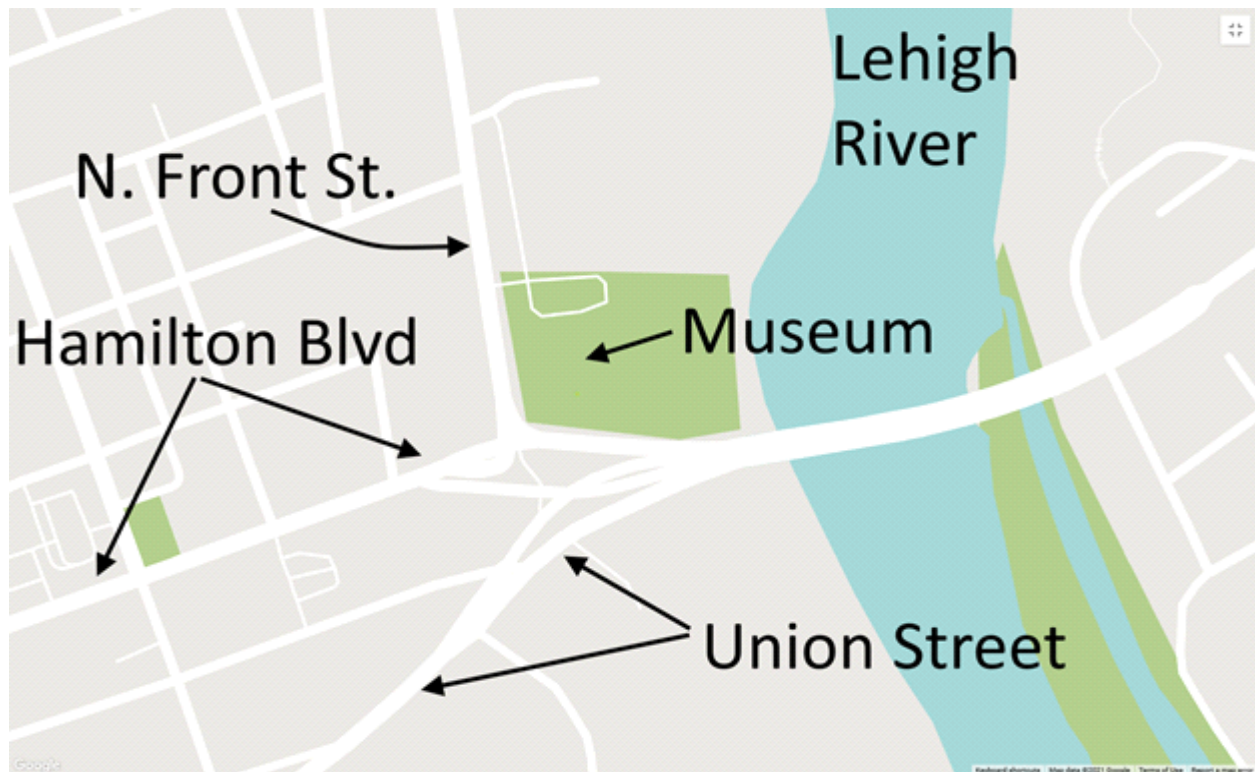
Date: Saturday September 17, 2022

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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