



# *the fifth wheel*

SEPTEMBER 2022

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

ESTABLISHED 1976

## **Inside this issue**

<i>Tech Session Report Bill Geary's Corvair</i>	2
<i>Tech Session Photo Gallery</i>	3
<i>Just the Tip – Stud Removal By Thomas Brobst</i>	4
<i>Free Entry, Free Lunch &amp; Corvairs by Brian O'Neill</i>	4
<i>Visiting Detroit By Allan Lacki</i>	5
<i>Vairy Nice Puzzle Origin Unknown</i>	7
<i>LVCC Dues Are Due! If you haven't paid....</i>	7
<i>Calendar of Local Car Shows &amp; Other Events</i>	8
<i>Classified Ads for a Trailer, Parts and a Turbo Spyder</i>	9
<i>We Meet Here! American on Wheels</i>	10
<i>LVCC Officer Contact Information</i>	10



## **ATTENTION PLEASE Next Meeting: 3rd Saturday of September**



**Date: Saturday 17, 2022**

Time: 10 AM

Place: America On Wheels

5 North Front Street

Allentown, PA

**Contrary to our earlier edition of this newsletter, we're meeting on Saturday this month instead of Sunday!**

The Fifth Wheel is published monthly by Lehigh Valley Corvair Club Inc. (LVCC), a chapter of the Corvair Society of America. We accept articles of interest to Corvair owners for publication. Classified advertising of interest to Corvair owners is available free of charge to all persons. Commercial advertising is also available on a fee basis. For details, email our newsletter editor, Allan Lacki, [redbat01@verizon.net](mailto:redbat01@verizon.net).

## Tech Session Report! Bill Geary's Corvair

As promised in our last issue of *The Fifth Wheel*, here is a full report on the tech session we had on August 13 at John Egerton's place. The subject, or perhaps victim, was Bill Geary's 1966 Monza coupe. It was barely running so he had it transported to Egerton's garage on a flatbed truck.

Bill recently purchased his Corvair from a dealer and, as might be expected, the car looks great but had a few problems. The first order of business was to check the ignition timing. It was dialed in about 12 degrees - good enough.

Next order of business was to remove the distributor cap, at which point, we found the point gap to be nearly zero. We found light surface rust on the distributor lobes and apparently that wore down the phenolic rubbing block on the point set. We didn't have time to polish the rust off the lobes, but when we adjusted the points with a feeler gauge to the usual .016", the engine started immediately. We also found that the outlet of the cross-over tube at the base of the carbs was completely open; a big vacuum leak. So that was fixed.

Bill Geary and Bob King took it out for a drive. When they came back, they both noted that it idles fine and runs just great when floored, but there's a lot of pop and sputter between the two extremes. Also, the engine died a lot when they shut the engine down. Bill admitted that he topped off the tank with plain old low-test fuel; not the best thing for a 140 engine. We all told Bill to fill it up with high-test instead.

To fix the popping and sputtering, Bob King recommended that we set the points using a dwell meter instead of a feeler gage, and as luck would have it,

Al Lacki brought his tach & dwell meter to the session. The dwell was reading much too low with the points at .016, so Bob adjusted the points again so that the dwell read 34 degrees. Perfect!

But there was another problem. After the test drive, the Corvair immediately deposited a rather large puddle of engine oil on the floor of John's garage floor. After wiping things down, it became apparent that the sideways oil filter retaining bolt was just finger tight.

Whoever replaced the filter must have known about the leak because, right beneath it, we found two oil-soaked rags squeezed into the void. So, Larry Asheuer and Bob King set about to tighten the filter. But because the engine is equipped with an after-market A/C pulley, it was impossible to get a 3/8" drive extension through there, between the engine mount and the pulley.

After a half-hour or so, someone suggested using a 1/4 drive extension and that did the trick. The bolt was tightened and the oil was mopped up. In retrospect, it would have been easier to remove the whole sideways adapter so we could put the whole assembly in a vice to tighten the filter. Live & learn.

The engine was also equipped with four of those neat chrome mini air cleaners but, as is often the case, they weren't fastened securely to the carb throats. So John tried to devise a way to secure them to the carb throats so they wouldn't flop off. In the end, we advised Bill to replace them with the original air cleaner setup so that he'd have a functioning PCV system. He said he had the parts to do it at home.

There was other evidence that the dealer's mechanic had no idea of what

he was doing when it prepped the car for sale. For example, Bill's Corsa was equipped with a brand-new fully-welded exhaust system from Clarks, but the muffler hangers were not installed correctly, enabling the passenger side muffler to tap against the underside of the engine. Silly stuff.

The tech session ended a few minutes after 3 PM and Bill drove the car to Emmaus to visit his daughter. The next morning, I gave him a phone call to see how things worked out. He said it ran, but still had that pop and sputter problem. How could that be?

During the tech session, we all noticed that all four carbs were ganged together, thereby bypassing the secondary linkage. Basically, all four carbs were acting as primaries, all equipped with accelerator pumps shooting gas into the intake manifold all at once with every tap on the accelerator pedal. It's a good possibility this may be the real reason for the popping and sputtering. I advised Bill to restore the linkage to its original configuration. We'll see if that's the ultimate cure.

Through it all, Bill was a good sport. When he arrived at the session in the morning, he very generously brought a cooler full of water & soda, home-made cookies, a box-full of Lays snack packs, and he paid for the pizza at lunch time. In addition, he also made a \$50 donation to the club. Very, very nice and quite unexpected!







*Tach & dwell meter is hooked up for final adjustment of the ignition points on Bill Geary's 4-carb engine.*



*Dick Weidner, Scott Oberholzer, Al Lacki's rump, Larry Asheuer and Bob King. Bob Marlow was there, too*



*Another photo of Bill Geary's Corvair in John's garage.*



*Our host John Egerton's sexy Spyder!*



*Scott Oberholzer checking-out Bill's fancy wood steering wheel!*



*Dick Weidner & Scott arrived in their Corvairs.*



## **Just the Tip - Tip #8** **by Thomas Brobst**

*Editor's Note: We found this article in the September 2022 issue of The Connecting Rod, the official newsletter of Corvair Atlanta, Inc. It's a reprint of a series entitled Just the Tip authored by Thomas Brobst. His "make-do-with-what-you-got" and ingenuity makes for interesting reading and may help a poor soul out of a perplexing repair. (Yes, he talks about his MG, but Corvairs have the same challenges!*

Welcome to another episode of "Just the Tip" (cue the soap opera organ).

Previously on JtT, we saw how our intrepid hero made a useful tool by cutting a bolt in half. This week he will show you how to make something useful by cutting a nut in half. Who knows what he'll cut in half next week....maybe a woman? Either way, his band saw will get a lot of use.

Over the few weeks, I've been putting my engine back together. Are you aware of all the studs that need to be removed and installed when rebuilding an MG engine? There are 11 studs that attach the head to the block, six for the intake/exhaust manifold, three more for the thermostat housing, four for the rocker shaft assembly,..studs everywhere!!

They can be a pain to remove without damaging them. And even after they are removed and cleaned and the associated tapped holes are all cleaned out, the studs still don't always go back in with just finger pressure like I wish. So....what to do?

Yes, you could go buy a stud remover/installer. I know. But that's too easy. And I'd be concerned about thread damage when removing really tight or corroded studs.

So, what this camper did is take an appropriately sized nut and....come on, all together now.... cut it in half! That's right! Now I can nestle the two halves onto the threads of the stud and clamp them tightly with a vise-grip and ...voila!...I can turn the tightest stud with ease.

It makes an incredibly tight grip and does absolutely no damage to the threads. In fact, I've used the same method to actually restore damaged threads. Just loosen up on the vise-grip pressure a bit and turn the half-nut set around the threads of a bolt or stud a few times to restore the damaged area. Works great!

Check out the pics. One pic shows two sets of half-nuts I made for my MG, 5/16-24 and 3/8-24. I even color-coded them! The other shows one set in action. Give it a try! That's it for

this episode of "Just theTip". Feel free to check out the pics. One pic shows two sets of half-nuts I made for my MG, 5/16-24 and 3/8-24.

That's it for this episode of "Just theTip". Feel free to share some of your garage...or household...tips. I would love to hear from you. [thomas.brobst@gmail.com](mailto:thomas.brobst@gmail.com)

## **Free Entry, Free Lunch, and Corvairs Are Featured** **by Brian O'Neill**

The Historical Society of Sparta New Jersey is holding its 7th annual car show on Sunday, September 25th, at the Van Kirk Homestead Museum. The show will run from 10:00 AM to 3:00 PM.

This is a non-judged show with no registration fee. It has been an overwhelming success each year with well over 100 classic, special interest and antique cars on the show field.

The location of the show is beautiful. Attendees can visit the Van Kirk Homestead Museum at no charge. The museum features many interesting displays illuminating the history of Sparta.



Also open to the public at no charge is our transportation display highlighted by the Society's 1913 Ford Model T.



Musical entertainment is also presented and food is available for purchase, with free lunch going to the owners of show cars.

Every year the show highlights a particular make of car. This year, it's the Corvair! Let's all us 'Vair owners turn out to help bring attention to our favorite vehicle. Anyone bringing a car for the show gets a free lunch. (Oh, I already mentioned that.)

The show location is the Sparta Historical Society at 366 Main Street (Route 517) in Sparta. You can't miss it. Pre-registration is NOT necessary. Signs will be out and police will be there to guide you. Hope to see you there



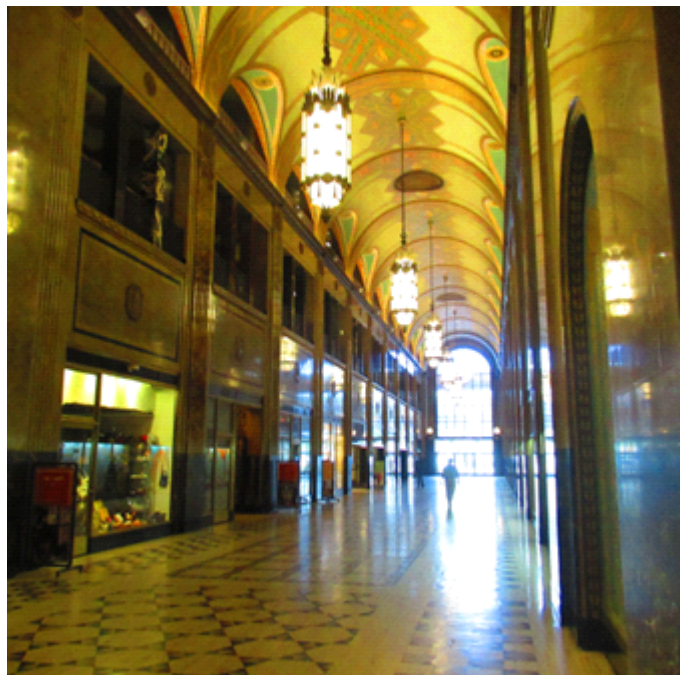
## ***Visiting Detroit, by Allan Lacki***

During the last week of August, Joan and I went to Detroit for a vacation. Why Detroit? It's a fascinating place for motorists like me.

As cities go, it was a flash in the pan, rising to stupendous heights of wealth beginning around 1900 and falling with a hard crash at the onset of the Great Depression. The wealth of that period was largely the result of the booming economy brought on by the automobile industry. That's why it was called The Motor City.

Parts of the city are coming back and none more so than the city's center. There are a number of new buildings being erected, but we didn't go to Detroit to see the new stuff. We went to see the classic office towers built when Detroit was riding high. The amount of money generated by the auto industry was incredible during those days.

Take for example the Fisher Building. Built by the Fisher brothers of "Body by Fisher" fame, this office tower opened in September 1928 at Second Avenue and Grand Boulevard. Its 441-foot tower is decked to the nines in fancy marbles, mosaics, soaring, painted ceilings and a whole lot of brass and bronze. The entire mansard spire on top of the tower was decorated in gold leaf when built. Unfortunately, the gold was covered with an asphalt coating in World War II to prevent it from being a target from bombing attacks.



*One wing of the lobby of the Fisher Building*

*(Continued on page 6)*



Like so much of Detroit's history, the Fisher Building is tied to the automobile industry. The Fisher brothers — Frederick J., Charles T., William A., Lawrence P., Edward F., Alfred J. and Howard A. — made a fortune making auto bodies for Detroit's booming car industry. They had started the business with \$50,000 (about \$1.2 million today), and GM bought them out just 18 years later, in 1926, for \$208 million (a staggering \$2.5 billion today). The construction of the Fisher Building is just one example of how they invested that money.



*Corvair owners are sure to recognize the emblem on this door in the Fisher Building.*

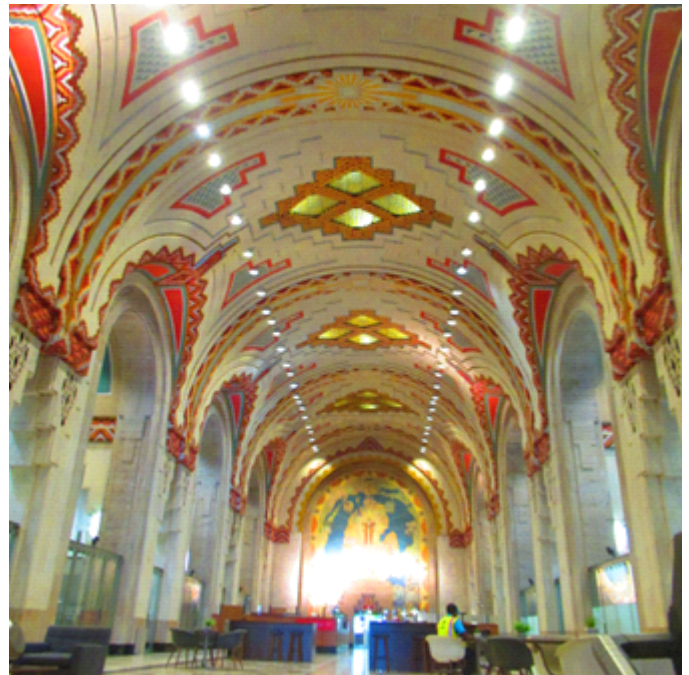
Speaking of General Motors, their former headquarters building, now known as "Cadillac Place", is located right across the street from the Fisher. Built in 1922, it is fifteen stories tall and has over 1.4 million square feet of floor space. You may think fifteen stories isn't much, but when it was built, it was the world's second largest office building.



*Cadillac Place. The former General Motors World Headquarters looks like four buildings but it's one.*

According to Wikipedia, "The scale of the building, even now, is impressive: 15,000 tons of steel, 4 miles of corridors, 3,500 offices, 5,148 windows containing more than 7 acres of glass and 30 acres of floor space. General Motors founder William C. Durant approved the construction and planned to have the building named after himself, but when the GM board of directors fired him, he lost the naming rights."

Another great example of wealth generated by the auto industry during the Roaring Twenties is the Guardian Building. It was built for the Union Trust Co. It is forty stories tall and its entire exterior is made of 1.8 million orange bricks. But even more impressive is the lobby of building, which is three stories tall inside. The total cost of construction was \$12 million; a lot of money those days.



*Lobby of the Guardian Building at 500 Griswold Street.*

There is plenty of evidence of Motor City wealth outside the city, too. Henry & Clara Ford's estate in Dearborn is one example. Another is the Edsel & Eleanor estate in Grosse Pointe. Perhaps the most spectacular is Meadow Brook Hall in Rochester Hills, built for the Matilda Dodge Wilson, the widow of John Dodge of Dodge Brother fame.



# Vairy Nice Puzzle!



D	E	A	L	I	R	S	A	C	C	F	C	C	R
E	R	I	O	U	Y	M	E	C	C	R	L	C	A
L	C	O	R	V	A	I	R	O	E	B	L	D	G
D	O	A	M	L	N	E	E	N	R	S	A	R	R
A	O	I	O	E	K	D	E	V	A	O	K	I	E
Z	E	R	N	L	O	R	C	E	M	O	E	C	E
E	F	C	Z	O	E	I	O	R	P	B	W	H	N
H	E	O	A	T	C	N	R	T	S	R	O	E	B
O	A	O	A	C	L	A	S	I	I	U	O	V	R
L	R	L	O	A	A	D	A	B	D	T	D	R	I
D	L	E	L	I	R	E	D	L	E	T	O	O	E
E	Y	D	P	R	K	R	A	E	E	A	E	L	R
N	K	C	N	E	S	E	B	C	O	L	E	E	W
D	M	B	O	W	T	I	E	T	E	B	E	T	T

- CORSA
- NADER
- RAMPIDE
- GREENBRIER
- COLE
- BOWTIE
- EARLY
- MONZA
- CFCC
- TURBO
- CHEVROLET
- YANKO
- LAKESIDE
- CORVAIR
- HOLDEN
- AIRCOOLED
- CLARKS
- LATE
- CONVERTIBLE

**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).

## 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.com](mailto:clarks@corvair.com)





## Calendar of Events

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

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

**Saturday 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 36<sup>th</sup> 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](http://www.araaca.com)

**Saturday September 24, 2022. 17th Annual Country Car, Truck & Motorcycle Show.** Location: Salem-Bern UMC, 292 Salem Church Road, Hamburg, PA 19526. Time: 10 AM to 4 PM. Day of Show Price: \$15 per show car. Rain or shine. Show lot consists of paved lot and - if you're early, parking in the grass under trees. Judging & awards but no Corvair class. Homemade food, soup and baked goods for sale. Food drive to benefit Greater Berks Food Bank. Appalachian Pet Farm and other activities for the kids! Contact Sue Carvin at (610) 562-5867 or [sbumccarshow@gmail.com](mailto:sbumccarshow@gmail.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 automotive 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](mailto:redbat01@verizon.net) Website: [www.neccmotorsports.com](http://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](mailto:robscha@comcast.net)

**Sunday October 2, 2022: 23rd Annual Auto Show and Flea Market.** Location: Rajah Shrine Complex (221 Orchard Rd, Blandon, PA 19605. Hint: Route 73 between Routes 222 and 61 across from Lake Ontelaunee. Time: 10 AM to 3 PM. Rain or

(Continued on page 9)



## Calendar of Events (cont'd)



shine. Day of show price: \$20. Hard surface. No mud. Open to classics, antiques, muscle cars, trucks, etc. Questions? Call Allan Waer at (610) 301-4520.

**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 3, 2022. 46th Annual Old Car Show & Flea Market.** Location: Phifer's Ice Dams, 880 Main Road, Lehigh-ton, 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.

**Tuesday, Oct 04 to Friday, Oct 07, 2022 AACA Hershey Fall Meet.** Location: Hershey Park Stadium at Hershey Park, 170 West Hersheypark Drive, Hershey, PA 17033. Since 1957, this is one of the largest antique car shows and flea markets in the world, with 10,400 spaces. If you walked the entire show, it would be 29.5 miles to cover. There are cars and vendors from over 23 countries. It consists of over 9,000 flea market spaces, over 1,000 car corral spaces, and approximately 1,500 show cars. Phone: (717) 566-7720. Website: <http://hershey.aaca.com/>

**Sunday October 30, 2022. 46th Annual Old Car Show & Flea Market.** Location: Phifer's Ice Dams, 880 Main Road, Lehigh-ton, 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](mailto: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](mailto: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.



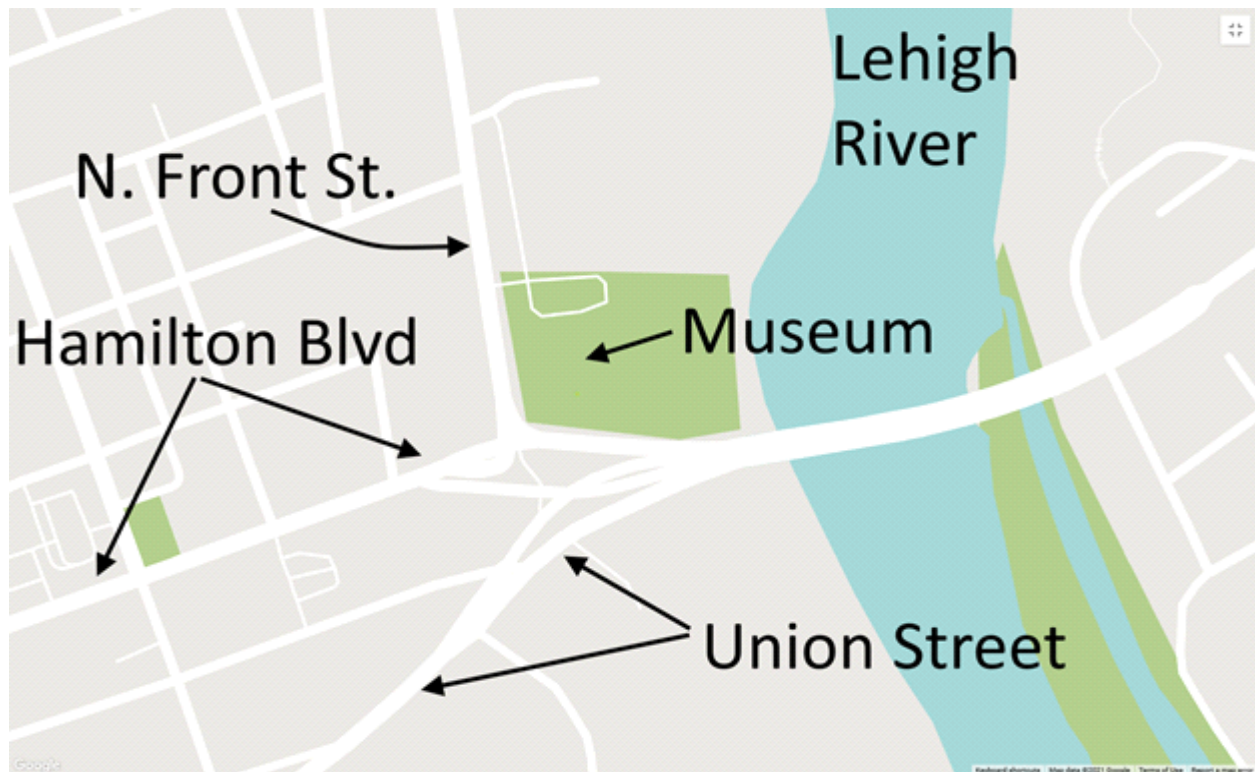
Date: **Saturday** September 17, 2022

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

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

Vice Pres: Fred Scherzer Phone: (484) 948-5142 Email: jukeboxman44@gmail.com

Secretary / Treasurer: Richard Weidner. Phone: (610) 502-1414

Newsletter & Website Editor: Allan Lacki. Phone: (610) 927-1583 Email: redbat01@verizon.net

