



the fifth wheel

NOVEMBER 2022

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

ESTABLISHED 1976

Inside this issue

<i>A Modern Air-Cooled Engine, by Allan Lacki</i>	2
<i>Notes from LVCC's October Meeting</i>	2
<i>Honda iGX 800 Engine Photo Gallery</i>	3
<i>Call for Candidates A Reminder!</i>	4
<i>Member Updates. Cain & Peles Progress Reports</i>	4
<i>CORSA News. Conventions, Websites & More</i>	5
<i>Starter Solenoid Caution by Mike Dawson</i>	5
<i>1964 Corvair Plastic Model Kit by AMT</i>	6
<i>Classified Ads for Cars, Parts & Services</i>	8
<i>Calendar of Local Car Shows & Other Events</i>	9
<i>We Meet Here! American on Wheels</i>	10
<i>LVCC Officer Contact Information</i>	10



Next Meeting: 3rd Saturday of November



Date: November 19, 2022

Time: 10 AM

Place: America On Wheels
5 North Front Street
Allentown, PA

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.

A Modern Air-Cooled Engine, by Allan Lacki

Corvair guys go ga-ga over air-cooled engines! So let's take a look at one of the more modern ones.

Air Cooling is Alive! We're all aware that auto manufacturers abandoned the use of air-cooling in cars many years ago. But a surprising number of engine manufacturers continue to offer air-cooled engines for commercial use. For purposes this discussion, we're not going to talk about little one-cylinder weed-trimmer engines. Nor are we going to talk about air-cooled airplane engines, like those offered by Lycoming and the rest. Sure, they remain in production but they're ridiculously expensive.

Honda iGX Instead, we're going to focus on air-cooled engines that are middle of the pack and reasonably affordable. A good example is Honda's iGX series of twin-cylinder units, introduced to the market in 2019. They're an evolution of Honda's earlier GX series engines which have been on the market since 2010.

The biggest one is the iGXV800, which produces 24.9 horsepower and 42 foot-pounds of torque. It's a "real" engine with full pressure lubrication, oil cooler and oil filter. Honda advertises it as suitable for concrete saws, ride-on concrete trowels, vibratory rollers, generators, garden tractors and wood chippers.

Similarities to Automotive Practice. Although it's not an automobile engine, it has a lot of similarities. Perhaps one could be adapted to a micro-car, like a Fiat 600 from the 1950s or a modern-day Japanese Kei car. And because it was released just a few years ago, it's the "state-of-the-art" in air-cooled engine design, at least as far as production engines go.

So, how does it differ from our antique Corvair engines? Well aside from the obvious fact that it's a V-engine with only two cylinders, it's different in several ways. For example, the Honda engine has electronic fuel injection (EFI) and a capacitive discharge ignition system that features variable timing of the spark. Such advancements are to be expected, of course.

Integral Cylinder & Head. Perhaps the most interesting thing about the engine is that the cylinders and heads are integral, like the ones on the experimental Corvair engines that Chevrolet played with during the 1960s. For an air-cooled engine, this provides a big advantage in that there is no need for a head gasket, and thus more room for cooling fins where the need for heat rejection is high.

The experimental Chevy heads went a step further by integrating the push rod tubes into the castings, but in operation, this led to distortion of the cylinder walls due to uneven cooling, thus defeating a major advantage of the design. Honda wisely avoided this by sticking with separate push rod tubes, just like production Corvair engines have.

9.1 to 1 on Regular Gas. Speaking of cylinder heads, the ones on the Honda engine have hemispherical combustion chambers. This, along with fuel injection and sophisticated ignition system, made it possible to raise the compression ratio to 9.1 to 1 without the need for premium-grade gasoline.

Other notable features include a rather unusual combination of aluminum push rods (with steel tips) and forged steel connecting rods. One would think they'd be made of the same material, but maybe the engineers speci-

fied aluminum for the push rods to ensure their rate of expansion would be the same as the cylinder castings, which are also made of aluminum.

Honda's iGX800 engines also have full-pressure lubrication with a high-capacity oil pump and an 36 blade cooling blower that looks much like the blower on 1960 Corvair engines. Unlike the Corvair blower, the blower on the Honda engine is attached directly to the crankcase. It is not belt-driven.

Our October Meeting.

We met on Saturday October 15 at the America on Wheels Museum. Rich Green, Allan Lacki, Bob Marlow, Scott Oberholtzer and Dick Weidner attended. We don't know what happened to everybody else, but it was a beautiful day, so maybe the rest of the gang was out and about doing other things with their Corvairs!

Dick Weidner began the meeting by reading the minutes from our September meeting and giving a quick overview of the club's finances. We have approximately \$1,200 in our checking account.

There was quite a bit of talk about the ages of people who get involved in car events. Bob Marlow said he was a vendor at Hershey and noticed that 90% of the folks were older, but 10% were very young. There is a good possibility that car clubs like ours will live long and prosper if we can snag this younger generation.

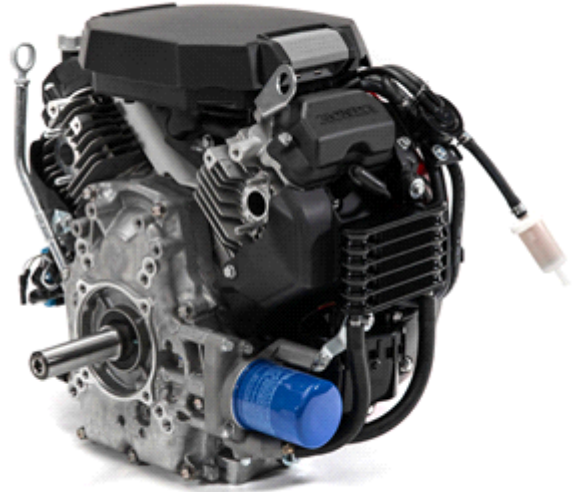
Bob also said LVCC, with its roots in the Lehigh Valley, is in a good location to attract a wider number of Cor-

(Continued on page 4)

Honda iGX 800 Engine Photos

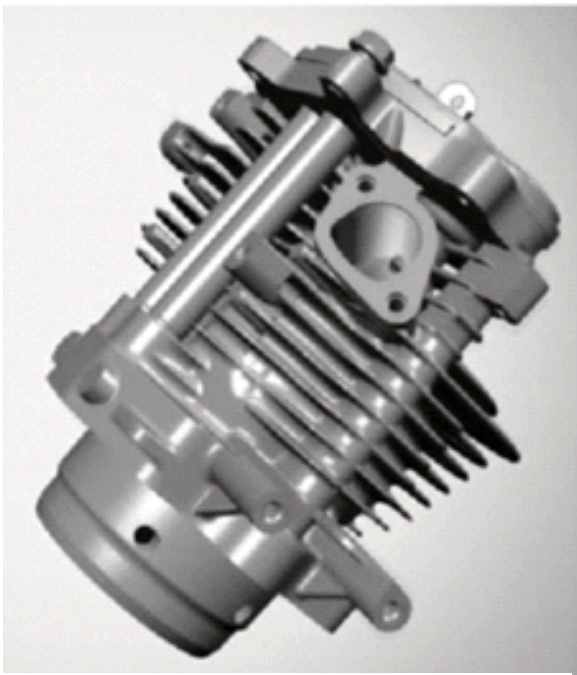


Honda iGX 800 air-cooled twin cylinder engine, front view. 36-blade cooling blower is driven directly from the crankshaft.

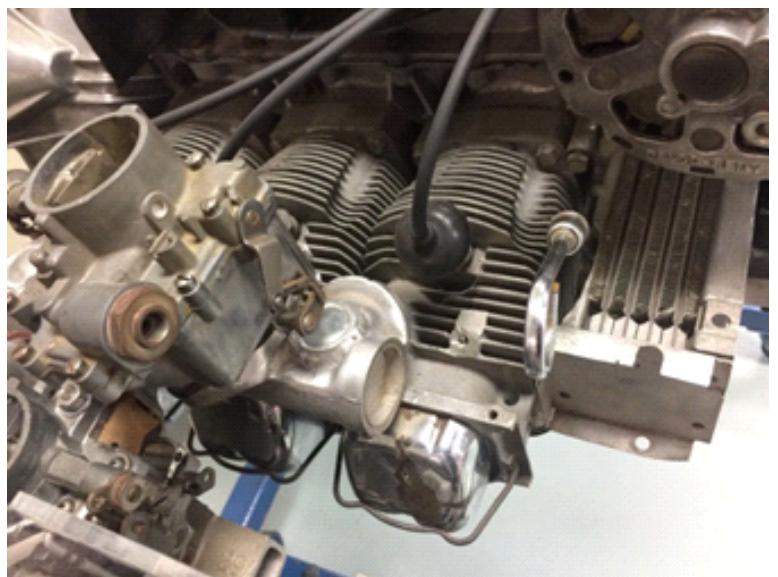


Rear view. Note the output shaft, oil cooler & filter. The oil filter is the same as used on Honda Civic car engines.

With the exception of the Corvair engine pictured below, all information for this article was obtained from web pages and images maintained by American Honda Motor Co., Inc.



iGX 800 integral cylinder & head. Exhaust port and push rod tubes are clearly visible. Rocker arms, not shown, would be on top capped by a valve cover.



For comparison: Stillborn Corvair engine with integral cylinder & head.

vair enthusiasts to join us. But, he added, we need to do more activities. It's not necessary to host an event every month; three or four per year should be sufficient. Dick Weidner added to Bob's comment, noting that we have members who are very much willing to share their knowledge with people who are new to the Corvair hobby. Many of them don't know how to work on their cars.

To make his point, Bob mentioned two clubs that actively assist new Corvair owners. For example, the Detroit Area Corvair Club has a "garage squad". And recently, the New Jersey Association of Corvair Enthusiasts reactivated it's band of "roving wrenches". They hold tech sessions much like the one we held at John Egerton's garage, where a number of us worked on Bill Geary's Corvair Corsa.

We also talked about club leadership. Al Lacki said he received a phone call from Dennis Stamm in which Dennis told Al that he needs to retire as President. So, Dennis is not in the running for the current election cycle.

Scott Oberholzer said, if Fred is retiring too, he'd be willing to serve as Vice President. (Thank you Scott). We wait in anticipation of a volunteer to assume the Presidency....

After that, we discussed two recent books that focused on Ralph Nader and Corvairs: "Engines of Change" by Paul Ingrassia and "The Sack of Detroit" by Kenneth Whyte.

Rich Greene talked about the museum's exhibits. They are rotated on a seasonal basis. The "Making Life an Adventure: Outdoors is Always More Fun" exhibit is being replaced and so, the Corphibian and Tim Schwartz's camper-equipped Greenbrier are going back home. The next big exhibit will consist of unrestored cars from the 20th century.

Call for Candidates (Reminder!)

As noted in our October meeting notes, we are in dire need for a candidate to run for the office of President! And of course, the Vice Presidency and Secretary/Treasure positions are up for election, too (as they are every year).

Interested in running for office? Then submit your intention to our newsletter editor, Allan Lacki at red-bat01@verizon.net. You can also reach Al by sending a note to him at 102 Atlantic Avenue, Sinking Spring, PA 19608. Due date: November 19, 2022. That's the date of our next meeting, so this will certainly be an agenda topic!

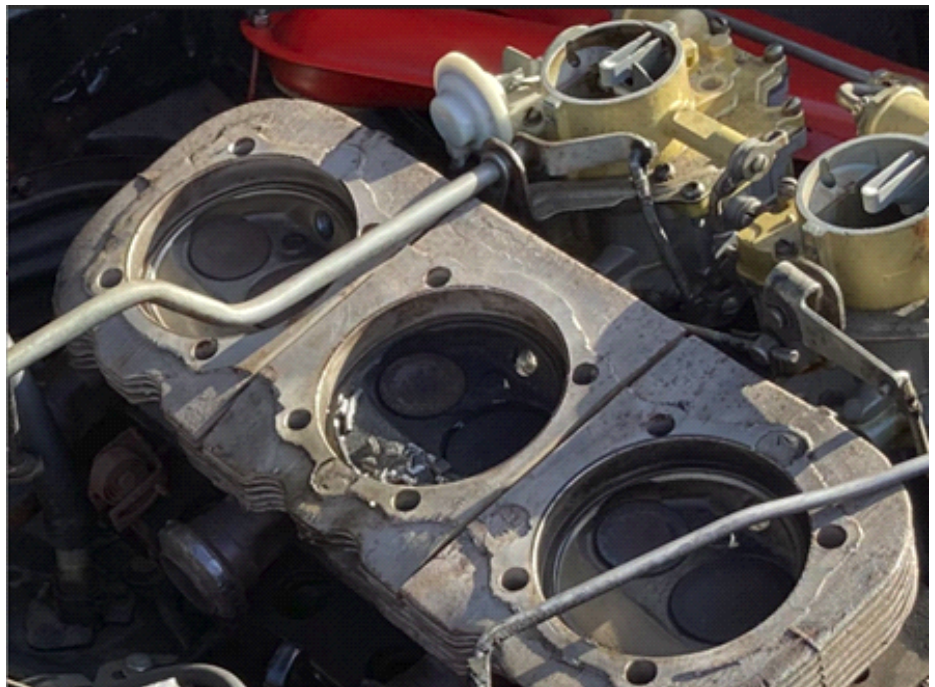
Member Updates

Those of you who use email probably read about Greg Cain's Corvair. Greg

is a relatively new member of the Lehigh Valley Corvair Club. Over the summer, he bought a '66 Corsa. It's in very nice condition. Only one problem: The engine apparently blew itself to smithereens a few weeks ago while Greg was driving it to the Corvair Ranch for some minor tune-up work.

He seriously thought about getting rid of the car, blown engine and all, but after reconsidering the situation, he has opted to replace the engine with a used 140 purchased from Dave Ziegler of Delaware.

Meanwhile, Ron Peles's Corvair Corsa is laid up at John Egerton's garage. It's there for replacement of the front main seal and clutch plate. Ron is a member of LVCC and NJACE. He's been with NJACE for decades, so the guys from NJACE are doing the work on Ron's car. By the time you read this, it may be back home, safe and sound.



Right-side cylinder head from Greg Cain's engine. It looks the #3 cylinder dropped a valve seat. If so, the shrapnel took out the rest of the engine.

CORSA News

Cheap Dues. CORSA is running a special deal on membership. For \$25, you get to be a CORSA “eMember” for twelve months. You get all the benefits of CORSA membership except the club’s monthly magazine is provided to you electronically rather than on paper. This offer expires at the end of the year, so if you’re interested, shake a leg! Check it out at www.corvair.org.

Conventions. Arrangements are being finalized for the 2023 CORSA convention at Wisconsin Dells. We wish we could say the same for 2024 and 2025.



Time is running out for planning the 2024 convention which would ordinarily be hosted by a Western Division chapter. You may recall that a group of Western Division chapters were deeply in the planning stages for the 2021 Convention until it was blown out by COVID. It typically takes two or three years to put a convention together.

For 2025, the convention returns to the Eastern Division. An informal group plans to hold a Zoom meeting on November 30th to discuss the possibility of holding the 2025 convention in Gettysburg. Will LVCC be part of this?

CORSA Website. You’ve probably heard that CORSA moved its main website to a cloud-based commercial server several months ago. This should make the website more secure from malware attacks and physical damage to the physical server where the website files reside. But this was just one step along the way. It’s no secret that the current CORSA website, which is more than ten years old, is hard to navigate when viewed on a smart phone. This is critical. And so, a Tech Committee has been formed to see what we can do.

This is no easy task, for the CORSA website is part of an overall “content management system” that has a number of plug-ins for managing membership records, payment processing, merchandise transactions, photo galleries, registry records and much more. Some of the plug-ins are not compatible with new templates that would govern the layout of any replacement website

So, with the approval of the CORSA Board of Directors, the Tech Committee has been trading lists, diagrams and notes with an I/T consulting agency that’s already familiar with our system. The agency is Joseph Murray & Associates Consulting Ltd (better known as “JMA Consulting”) which has been helping CORSA manage its existing content management system for several years.

Also in the News: Chapter Websites.

CORSA provides website hosting for its chapters for free. Basically, any chapter can request space on the CORSA server for its own website. Upon approval, the chapter webmaster can then upload website files from his or her own personal computer to the CORSA server using standard file transfer protocol (FTP) software. At that point, the chapter website becomes operational and available to the public for viewing.

Last month, the CORSA Tech Committee worked with JMA Consulting to transfer chapter website files to a new

commercial server that has cloud backup, just like we did with the main CORSA website.

It’s interesting to note that, at one time, 77 CORSA chapters took advantage of this free offer, but over the past decade, many have moved their websites to other fee-paid “platforms”, such as GoDaddy, Wix, SquareSpace and others.

Why? Because those alternate platforms provide online tools for creating and maintaining truly attractive websites without having to write computer code. The Tech Committee found that of the original 77, only 31 chapters still maintain their websites on the CORSA server. The rest have moved on, even though it costs them money.

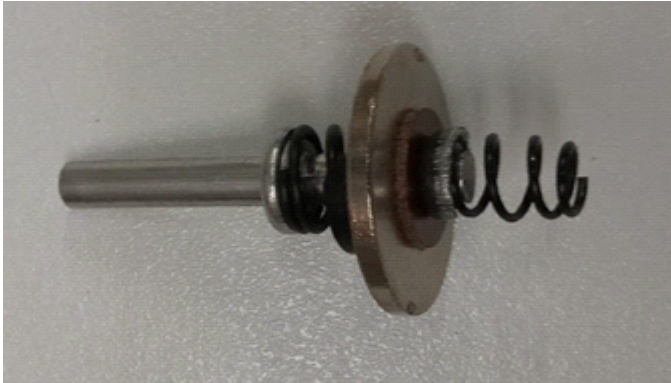
Our website is one of those that remain with CORSA, so we don’t have to pay anybody. Al Lacki maintains the LVCC website as well as the websites for several other CORSA chapters.

Starter Solenoid Caution, by Mike Dawson.

Source: The November 2022 issue of “VairCor”, the official newsletter of the Heart of America Corvair Owners Association. This article is one of the several in Mike’s “Preventive Maintenance” series.

Inspired by actual events, this is another irritating example of replacement parts offered for Corvairs that either don’t work or fail early.

I have a complete engine sitting on the floor of my garage with a differential case attached to it for the purpose of testing reconditioned starters. I had completed a batch of standard Corvair starters and lined them up for checking voltage drop and amperage draw with a complete car wiring harness attached. All went well except the last three



This is the plunger rod that is shorter. It is aluminum and too small for my welder or I would have attached a bead to it and dressed it up. The case is also slightly longer.



This is a view of the end of the plunger rod.



The terminal on the left is the resistor by-pass and should show battery voltage anytime the key is turned to start.

starters would make a loud click as the drive engaged the ring gear, however the starter motor itself only ran occasionally. Attaching a voltmeter to the starter motor tab or the “R” terminal showed no voltage when the clicking occurred. The solenoid was pulling the drive into the ring gear but not transferring anything to the motor. I also attached the voltmeter to the “R” terminal on the solenoid and again found nothing where there should have been battery voltage.

All three of the defective starters had newly purchased Standard Motor Products solenoids while the others did not. I transferred one of the solenoids that had worked perfectly on a previously tested starter and installed it. Now the starter performed normally – the solenoid was the problem.

The issue turned out to be the plunger rod length plus a small change in the solenoid case of the three new solenoids I had recently acquired. The combination caused the contact disc in the solenoid to stop short of transferring power from the battery to the motor and the resistor bypass.

I measured the distance from the mounting surface to the top of the rod and found a 0.080 difference in comparison to an original Delco solenoid. It is enough to cause intermittent clicking and would surely get worse as the contacts wore down. The solenoids were all made in China while previous units had been made in Mexico. I think I can assume that any future Standard Products will have the same issue.

I did add a small screw to the lathe hole in the plunger to confirm the issue and with the screw effectively reducing the travel needed, the starter worked perfectly.

Shown at the left is the plunger rod that is shorter. It is aluminum and too small for my welder or I would have attached a bead to it and dressed it up. The case is also slightly longer.

Corvair Plastic Model Kit by AMT

Shown on the next page is the instruction sheet from AMT’s 1/25th scale 1964 Corvair Spyder kit. Every year from 1960 to 1969, AMT updated the kit so to keep pace with changes made by Chevrolet to real full-size Corvairs. So, this 1964 model is just one of the many Corvair kits offered over the years by AMT.

Molded in polystyrene plastic, the parts were meant to be glued together with an acetone-based glue that came in little squeeze tubes. During the 1960s, bad boys sniffed the glue to get high!

As shown by the instruction sheet, kits covering early-series Corvairs were very simple. But beginning with the 1965 version, the kits had separate detailed power trains which made them much more interesting to build.

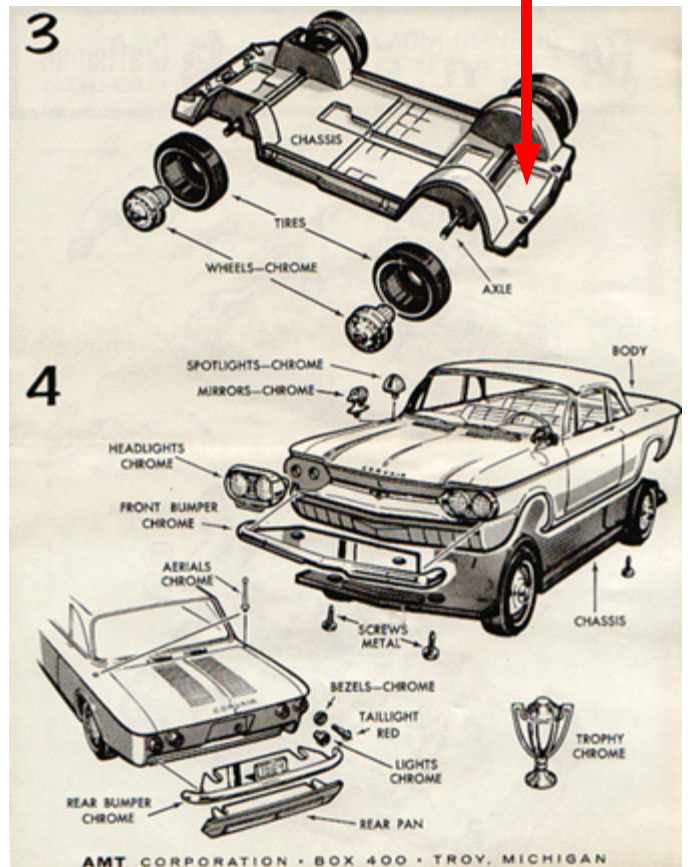
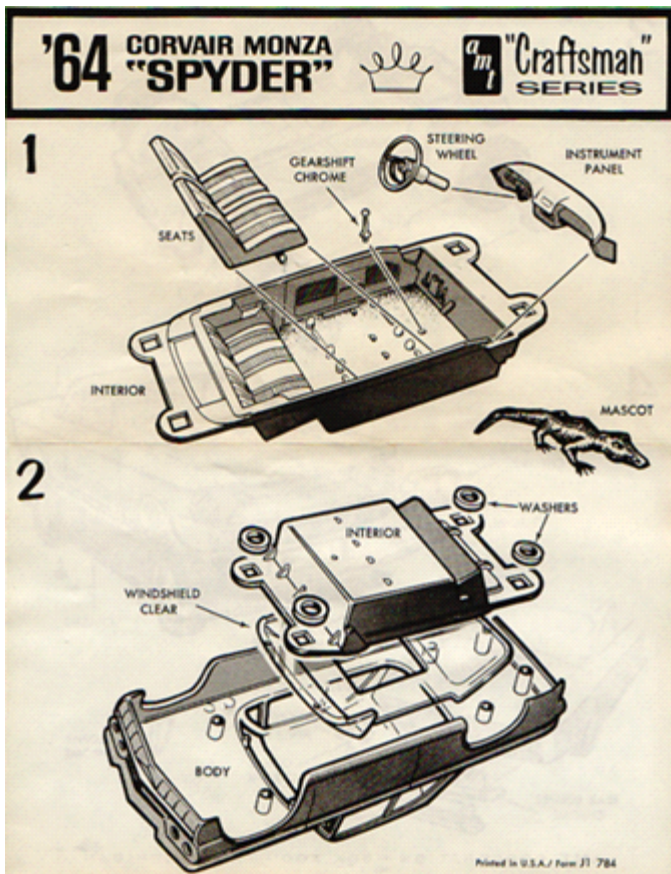


Left: Here's the box top from the Corvaair Spyder kit.

Check out the price. Just 88 cents!

Below: The engine is simply molded into the chassis panel.

AMT recommended you should buy their Corvaair engine kit, available separately if you wanted more detail.



AMT CORPORATION • BOX 400 • TROY, MICHIGAN



LVCC Classified Ads

For Sale: 1966 Corsa. *Your editor says...* As noted in the Member News section of this newsletter, Greg Cain has decided to replace the blown engine in his Corvair. Initially, when the engine blew, he intended to sell it as-is, blown engine and all, but he changed his mind. Nevertheless, for the right money, Gteg may still be interested in a sale. So here is the classified ad he drafted shortly after the mishap:

Bought from Lehigh Valley man earlier this year who is a retired body guy, body and interior (replaced with mid-90's cloth Pontiac interior) are in great shape. Unfortunately the 140 consumed itself and needs to be replaced. 4 speed manual transmission. Radio doesn't work. Reasonable offers considered. gregorycain@hotmail.com, 302 290 5857



For Sale: 1964 Spyder Coupe. Very solid body. All glass good. Factory sport steering wheel. 14" aluminum slot wheels. Drive train 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

Jeff Marvill's 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, Perkasié, PA

A&L Corvair Parts: 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

Sky King Automotive Services: 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.

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:

Car show season is nearly over, so this month, we're including other kinds of events that are likely to be of interest to us gear heads!

Saturday November 12, 2022. Allentown Lehigh Valley Slot and Toy Car Show. Location: Charles Chrin Community Center, 4100 Green Pond Road, Palmer, PA 18045. Time: 10 AM to 2 PM. General admission: \$5. Early buyers admission (8 AM to 10 AM) \$10. Die Cast, Hot Wheels, Matchbox Models, Dinky, Matchbox, Winross, Nascar, Models Decals Supplies, Racing Memorabilia, Redlines, Corgi, Johnny Lightning, M2, Diecast, AMT, Majorette, Mattel, Franklin Mint, Muscle Machines and Radio Control. Promos, Buy, Sell, Trade, Everything Slot Car and Tiny Car Related. 1000's of items with dealers from 5 states.. Phone: 610-573-3695. Email: mosttrains@yahoo.com

Saturday November 12, 2022. Neffsville Car Show. Location: Neffsville Nursing and Rehab, 2829 Lititz Pike, Lancaster, PA Phone: (717) 569-3211. Time: 9 AM to 2 PM. Indoor Restrooms - Masks Required Indoors. The Neffsville Car Show is returning to our beautiful lot! If you are interested in volunteering, have questions, or want to know more about having your car in the show, contact Annette (717)569-3211 x 248 or admissions@neffsvillerehab.com Website: neffsvillerehab.com

Sunday November 13, 2022. Parsippany Slot Car, Model Car & Diecast Show. Location: Parsippany PAL Building, 33 Baldwin Road, Parsippany NJ. Time: 9 AM to 1 PM. Admission: \$5. Kids under 12 free. Contact Paul Serran. Phone (973) 299-1040. Email: pserran@aol.com

Sunday November 13 & December 11, 2022. Saint Peters Village Cars and Coffee. Location: Saint Peters Inn, 3441 Saint Peters Road, Saint Peters, PA 19470. Time: 8 AM to 11 AM In these next few winter months, as long as there is no snow or ice the show will go on! The Saint Peters Inn will be selling breakfast and coffee for anyone who is interested and their patio will be open for seating during the event. The corporation who owns the village unfortunately still asks for any cars that are on display to be parked in the stone lot. We can still park in all the lots in the village, but if you plan to pop your hood, it has to be in the stone lot per request of the Piazza corporation. People and signs will be around to help guide you to a parking spot.

Saturday January 21, 2023. Blue Mountain Antique Gas and Steam Engine Get Together. Location: Jacktown Grove, 1279 Richmond Rd, Bangor, PA 18013. Time: 9 am - 4 pm. Snow or Shine! Dress appropriately! Admission price: Free. Parking price: Free. Sponsored by Blue Mountain Antique Gas and Steam Engine Association. Contact: Tom Buist Jr. Phone: (610) 588-7360. Email: bluemountainassociation@gmail.com

January 26 – 29, 2023. Pennsylvania Auto Show. Location: Pennsylvania Farm Show Complex & Expo Center, 2300 North Cameron Street, Harrisburg, Pennsylvania 17110. Thursday, January 26, 2023 1 PM - 9 PM. Friday, January 27, 2023 10 AM – 9 PM. Saturday, January 28, 2023 10 AM – 9PM. Sunday, January 29, 2023 10 AM – 5 PM. Admission price: not listed. Hundreds of new cars, trucks, SUVs, motorcycles, and so much more. Hop into the driver's seat and enjoy a full day of family fun. Car lovers are encouraged to pop the hood, check out the engine, and quiz the experts on the finer points of torque, horsepower, and fuel injectors. Last year, this event was cancelled due to COVID, so before attending, check the event website to make sure the event is still taking place. <https://www.autoshowharrisburg.com/>

Sunday March 5, 2023. 56th Annual Hamburg Swap Meet & Car Corral. Location: Hamburg Fire Co. Field House, 127 South 4th Street - Rear (Pine St.), Hamburg, PA 19536. Time: 7 AM to 2 PM. Rain or shine. Admission:\$3 per adult. Children under 12 free. Inside vendor spaces 10' x 8' \$25 each. Tables (8' x 30") \$2.00 each. Outdoor vendor spaces 25' x 17' \$15 each. Car corral \$5 each car. Free paved parking. Over 100 indoor spaces with unlimited outdoor spaces and car corral. Handicap friendly. Vendor spaces available. For information call 610-823-4656 or email Lhedgehog1@aol.com

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** November 19, 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

