



the fifth wheel

January 2023

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Inside this issue

<i>Thank You Dennis & Fred by Allan Lacki</i>	2
<i>Happy New Year, by Bob Marlow</i>	2
<i>Meeting Date Update (for February)</i>	3
<i>Remembering Ron Peles by Bob Marlow & Legacy.com</i>	3
<i>FC Shop Stuff by Mike Dawson</i>	3
<i>LVCC Events for 2023 Our Tentative List</i>	5
<i>LVCC Swap Meet at Egerton's Farm</i>	5
<i>Early Corvair Rear Axle Bearings, by Al Lacki</i>	6
<i>Calendar of Local Car Shows & Other Events</i>	7
<i>Classified Ads for Cars, Parts & Services</i>	8
<i>We Meet Here! American on Wheels</i>	10
<i>LVCC Officer Contact Information</i>	10



Next Meeting: 3rd Saturday of January 2023



Date: January 21, 2023

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.

Thank You Dennis & Fred!

Thank You Dennis & Fred! ***by Allan Lacki***

By now, many of you know that we've had a changing of the guard here at LVCC. At the end of 2022, Dennis Stamm and Fred Scherzer retired from their respective positions as President and Vice President of the club. Both served in those capacities since September 2013 and before that, Dennis had been Vice President. I sincerely thank Dennis and Fred for guiding us through the past decade and keeping LVCC alive and well, even through the COVID years.



During our October and November meetings, we grappled with the question, who would replace Dennis and Fred? Well, after much discussion, cajoling and lighthearted badgering, John Egerton and I stepped up and were elected by acclamation of the members present. John will be serving as VP and I will be serving as Prez. I'll also be hanging in there as your newsletter editor and Dick Weidner will remain our faithful Secretary / Treasurer.

The LVCC bylaws don't call for us to have an events coordinator, publicity director, expeditor or instigator of any kind. But Bob Marlow, who moved into LVCC territory last year, has volunteered to help us out in one or more of those capacities. You may have read the article he wrote in our December issue of the Fifth Wheel, and you'll find another one of his articles in this issue.

You'll be hearing more from your officers this year. It's our intent to offer our members more. More presentations at our meetings, more car events and more interaction with our neighboring CORSA chapters. On December 31 – New Year's Eve – John, Bob and I had an informal meeting to lay out some ideas and discuss how the club can make them happen. We won't be able to do it alone. We'll need some - if not all - of you to help.

Let's have some fun!



Happy New Year! ***by Bob Marlow***

As the calendar flips to 2023, we have some fun things ahead for LVCC. An All-Corvair Spring Swap Meet is confirmed for April 15 at John Egerton's farm in Bath, and plans are in the making for additional events in the coming months.

But, what events and/or activities might YOU want to see? It does us little good to put together events if those events are not appealing to the membership. Do you like meetings? Car shows? Swap meets? Driving tours? Tech sessions? Parties and picnics? Go-go bars? (No... wait... I'm kidding about that last one. Even if you DO like go-go bars, we're not going to do that as a club event.)

So tell us what you'd like. New and different ideas are encouraged. Drop me a note by email at vairteccorp@gmail.com, or give me a call at 201-444-1859.

Now, in a slightly embarrassing twist since last month, when I wrote about my disappointment with the club's recent lack of activity, a schedule conflict will prevent me from attending our January meeting at America On Wheels. Here I am, on the one hand encouraging more members to become actively involved, while on the other hand failing to attend this month's meeting. But I understand that all members, not just me, can't attend everything. I am asking only that you do what you can.

Our meeting this month happens to fall on the same weekend as the three-day "Automania" indoor swap meet in the Ag Hall at the Allentown Fairgrounds. While at this event very little Corvair-specific items are likely to be found, it's a good wintertime diversion for "car guys" of all types. I bought an Edsel there last year! Okay, it was an Edsel promo model, but it was identical to the one I got as a child when my father test-drove the then-new Edsel in the Fall of 1957.

The Philadelphia Corvair Association is planning to meet up at Automania on Friday evening (January 20) and I plan to be there that evening too. The Philly club is meeting inside at 5:30 PM, but stop by when you



can. The hours on Friday are Noon 'til 9 PM, and admission is ten bucks.

Anyway, c'mon out to our meeting on the 21st and offer your thoughts on (to very loosely paraphrase President Kennedy) what the club can do for you, and what you can do for the club.

Meeting Date Update!

This month's meeting will be held on the usual 3rd Saturday of the month at the usual place and usual time.

But the meeting after that, our February meeting, will be held on the 2nd Saturday of the month. Be sure to note the change on your calendar!

Why? So all of you can go to the ever popular NJACE Corvair Parts Auction scheduled for the 3rd Saturday of February.

Refer to our Calendar of Events for the location, and for full details, visit <https://tinyurl.com/NJACE-Newsletter-January-2023>

Remembering Ron Peles

The following is a compilation of information conveyed to your editor by Bob Marlow and Legacy.com,

We are saddened to report the passing of Ron Peles on Tuesday January 3, 2023. He waged a relentless battle with cancer, but regrettably cancer still wins far too often. He leaves behind Gloria, his wife of 39 years and many relatives and friends.

Ron, a regular at Das Awkscht Fescht, joined LVCC several years ago and remained one of our members right up to the end. But his involvement with Corvairs went far beyond that.



Ronald Paul Peles 1957 –2023

He was active in the Corvair hobby for almost his entire adult life. He joined the New Jersey Association of Corvair Enthusiasts (NJACE) – the nearest CORSA chapter - while still a student at Rutgers.

Through the years Ron served in several capacities within NJACE, including as an officer, as an organizer of many NJACE Corvair shows and one of the key people who arranged the Corvair 50th Anniversary celebration in Cape May. He entered his red '65 Corvair convertible in many of the annual time trials sponsored by the Northeast Corvair Council at Lime Rock Park and won the John Fitch Award for best time and concours score more than once. In addition, Ron served on the Board of Directors of CORSA.

In addition to his involvement with Corvairs, he was a member of the Antique Automobile Club of America, Avanti Owners Association International, Studebaker Driver's Club and the Garden State Crew-zers, a PT Cruiser owner's club. He was a car guy, through and through.

But he wasn't just that. Ron was a member of the New Jersey State Bar Association. He was also Municipal Prosecutor for Greenwich, Pohatcong, Phillipsburg and Belvidere Townships as well as Attorney for Greenwich. His private practice areas were real estate, personal injury, municipal court, business law, civil litigation and estate matters. He was also a devout Roman Catholic who held several positions with the Knights of Columbus.

Ron's mortal remains were interred at St. Mary Cemetery in Alpha, NJ on January 8. In lieu of flowers, donations may be made to St. Mary Catholic Church, 830 5th Avenue, Alpha, NJ 08865.

FC Shop Stuff By Mike Dawson

This article was taken from the Central Oklahoma Corvair Association's website at <http://www.cokcca.org/index.php/tech-tips>. There, you can find 74 tech tip articles authored by Mr. Dawson and covering a wide range of Corvair maintenance topics. He is a prolific author and we are privileged to bring his articles to your attention, here in the Fifth Wheel.

Below are topics that I have kept in an FC reference file when I ran across them in my garage. Although some have previously appeared in various publications, others may be new for FC owners.

Shock Absorbers: Because of the short wheelbase, the FC models originally had super duty shocks on the front with a 2 1/4" diameter body. Replacement with anything less causes a really choppy ride. I installed the Monroe Magnum 34750

with excellent results. Installation does require a minor adjustment: removal of about 1/8" from both the lower mounting slots. That shock is listed for the front of a big Dodge pickup and if you check auto supplier websites such as O'Reilly, you will find the specs are very close to the original Corvair shock. For the rear I use a less expensive gas shock from NAPA: 94002.

Steering Box Pitman Arm Nut: The large nut on the steering box pitman shaft may be loose, apparently from the factory since it does have a lock washer. I doubt that the arm could ever come off due to the fit and age but the nut can block a clutch pedal if it backs off very much. Check yours since several FC's have shown up with that problem over the years.

Steering Column Noise: Both of my Greenbriers (1962) and others began making creaking noises when the steering shaft was under a load. The problem is lack of reinforcement under the floor. Looking up from the ground, a triangular plate that supports the steering box and floor is 3/8" short of reaching the floor towards the rear. It needs to be welded on two sides to prevent flexing, noise and possible breaking.

Greenbrier Air Intakes: As part of noise abatement, insulation was glued to the inside of the paneling along the engine air intakes. This insulation comes off (looks like a rolled-up tube) and will partially block the holes at the rear of the intake plenum. GM issued a TSB, so the problem must have begun occurring early. Not an easy job to correct, but necessary for proper engine cooling. You will have to remove the screws on the inner panel, pull the panel out and use a tool to reach in and pull the insulation out. Not used on trucks.

Vent and Antenna Work: You can quickly and easily remove the headlight buckets if you need to work on the antenna, vent doors or cables – makes vent cable attachment easy.

Resistor By-Pass Wire: The wire from the starter solenoid

that provides 12V to the coil during starter operation was omitted from some early FC models. My '62 was missing its wire and I have found several other FC vehicles with the same problem. The small yellow wire in the two-wire connector at the forward left side of the engine compartment will be present at the connector but dead ends in the harness....

So... Check Your Coil: If the + side has only one wire with an asbestos wrap then your resistor by-pass wire is missing. Either install one from the two-wire connector or track it down in the harness. The function is to provide a hotter spark during cranking which could come in handy in cold, wet weather.

Winter Helper: The '64 FC models had a door (GM called it a valve) added behind the front grill that could be shut for winter operation; this was necessitated by persistent air leaks from numerous areas in the front panel around grommets. For pre-'64 owners you can take off the front grill, disassemble, and cover the back with wide black electrical tape; it makes a big difference in winter highway driving.

Door Latch: The driver's door latch spring can break (available now from Clark's Corvair Parts) and will not latch because the teeth have rotated downward. The immediate fix is to pull back the handle or push in the button and rotate the teeth upward (counter-clock wise) until they stop. It will latch again until the next time you shut it wrong.

Truck Bed Drain Holes: Thanks to Smitty Smith for this one. The two bed drain holes on the passenger side drain in to the underbody paneling before reaching the ground. Mud builds up and the water does not drain out. Smitty drilled two 9/16 holes clear through to the ground, cut 1/2" steel conduit to fit and welded at the top. The water would then drain to the ground as does the driver's side holes.

Transaxle Cover: If you want to be able to regularly remove the cover over the transaxle to have instant access to starter, differential vent and filler or just want to watch your axles turn, you will first need to remove the two nuts holding the heater plenum – the plenum is secured to studs protruding from the cover downward. Not really easy, but you can remove the nuts, remove the cover and fabricate a support for the heater before re-installing the cover.

Heating & Defrost: FC air flow can be helped significantly by adding a high-speed blower, separate ground to the heater box to keep the voltage up, and a relay that directs battery current straight to the blower motor during high-speed operation (eliminating voltage drops through all the wire runs, connectors and the switch). See the CORSA tech guide for details, Electrical page 20. Thanks to Larry Claypool decades ago.

(Continued on page 5)



Seat Adjuster: The seat adjuster may become very difficult to utilize, but the solution in most cases is very simple: lubrication. You may think the latch is bad, wire is stretched etc., when all you need is a can of spray grease and about two minutes. A little lube and a few trips back and forth it should be like new.

Rusted Brake Lines: Although all steel lines are subject to failure, the two places that I have seen fail the most frequent here in the Midwest are at the ninety-degree bend under the cargo area, forward on the left side, and anywhere the steel lines are snapped into clips. As with all aging vehicles, if it is old stuff, perform the stomp test in your driveway periodically.

Manual Transmission Popping Out Of Gear: Due to the long involved shifter and the movement of the engine/transaxle on the mounts, early manual transmission FC vehicles would pop out of gear, usually fourth, but sometimes other gears. GM added a bracket with a bolt & nut just to the rear and above the shift coupler on the cross mount that limits the movement (to the front) of the powertrain. I have seen more than one design, and some may have been fabricated in the field. You may also find two, on either side lined up with the transmission mounts.

Cracks in Rear Suspension Spring Seats: Although I have never seen an actual major failure, I have found large cracks in the rear spring seats on Rampsides (other FC vehicles may have them but I have not found any so far). With the spring removed there is room to weld the cracks successfully without further issues.

Brake Hoses Rubbing on Front Tires: Anytime you do a front brake job (which should include replacing original hoses) be sure and check the hoses when the vehicle is on the ground and turned from lock to lock. You may find that a hose needs to have a twist added by loosening the top fitting and rotating it to prevent interference with the tire. I have found an occasional spring has been added to prevent rubbing but you should be able to correct a problem by adding the correct twist.

LVCC Events for 2023

As mentioned earlier in this issue of the Fanbelt, your officers got together to discuss potential LVCC activities for the new year. And here is their list.

- Saturday February 18 – NJACE Parts Auction
- Saturday April 15 – LVCC Swap Meet at Egerton's Farm

- Sunday June 4 – GM on Display w/ Corvair Class – Macungie
- Saturday June 24 – Shankweiler's Drive-In Movie Night
- Sunday August 6 – Corvair Row at Das Awkscht Fescht
- Sunday September 2 - Duryea Days Car Show - Corvairs Under the Trees with PCA
- Visit to the Eastern Historic Motor Racing Association Museum – Date TBD

We can add or subtract from this list, of course, and we'd like to hear your suggestions. But all this raises the question, what makes an event an "official" LVCC event?

Obviously, those events we arrange ourselves qualify. Corvair Row at Das Awkscht Fescht is a good example. The swap meet we are planning for April is another example.

But as you can see, other events on our list are hosted by other clubs and organizations? How do they qualify as "LVCC" events?

Is it enough that we simply call them out as official LVCC events? Encourage our members to participate? Give awards to LVCC members who come out to them? Arrange a caravan of our Corvairs so we can enter the gate as a single club?

In my opinion, we can do any or all of these things. Let's talk about it!

LVCC Swap Meet at Egerton's Farm

We're planning to host a Corvair parts swap meet at John Egerton's Farm on April 15. It's not too early to start planning. It's been a while since our club arranged something like this.

We're thinking that the vendors will bring their own tables and tarps to display their wares. But LVCC will need other items to make it happen. Here is a rough list. Can you lend a hand?

1. Coffee, coffee maker, cups and stirring sticks,
2. Bagels and/or donuts,
3. Burgers, hot dogs, plates, forks, condiments,
4. Two grills & propane bottles,
5. One or two EZ-Up's,
6. A couple of volunteers to cook,
7. A volunteer to assist with car parking,
8. A volunteer to assist vendors with spaces and setups,
9. A cashier.

Early Rear Axle Bearings.

Those of you who own a 1960 to 1964 Corvair may already know this. Rear wheel bearings are mighty expensive on early Corvairs! Clark's Corvair Parts is now offering repros for around \$200 apiece and it's not uncommon to see NOS bearings listed for \$300 or more on eBay.

How come? It's because they're spherical bearings. Think of a common rod end with a freely-rotating axle running through it. The axle not only rotates - as axles always do - but also swivels. This is hard to describe in English, so take a look at the accompanying photo to see what I mean. >>>

A typical rod end would not make a good spherical bearing for locating the rear axle of a car of course. Rod ends aren't made for handling the loads imposed by high-speed axles because the inner race has no rollers or balls to reduce friction.

But the rear axle bearings on early-series Corvairs do have rollers. They're lubricated and have seals to keep out dirt and moisture. And that's what makes them expensive to manufacture.

So, why do early Corvairs need such sophisticated - and expensive - rear wheel bearings? It's because the rear suspension is not a true swing arm suspension. It's a hybrid comprised of semi trailing arms and single-jointed axles.

As the trailing arms go through their motions, the trailing arm face, where the bearings are mounted, become misaligned with respect to the axle shafts. The spherical nature of the bearings make up for this misalignment.

But they are known to fail. In an effort to cajole owners of early Corvair owners to pay attention to their condition, the Clark's Corvair Parts catalog has this unusual warning:

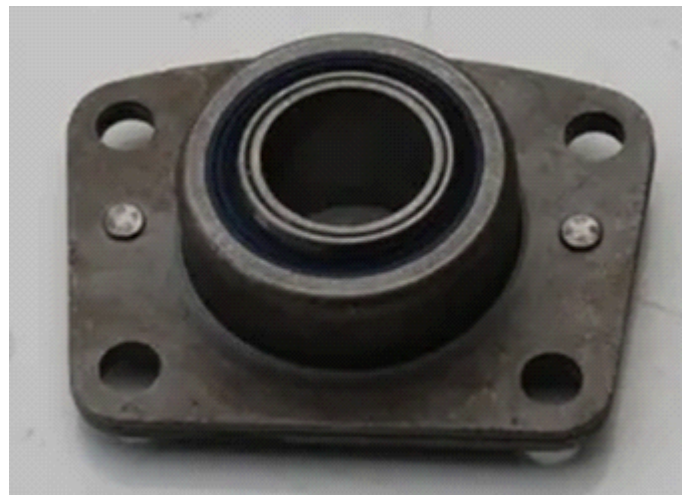
REAR AXLE (WHEEL) BEARINGS 1960-64 CARS & 1961-65 VANS

The rear axle bearings are probably the most dangerous part of the whole car. It is not uncommon for the axle shaft to pull right out. In some case the axle shaft just worked out and in others the bearing has failed. The 1965-69 style fixed this but people with the earlier style should not ignore any possible bearing noises!

Why the engineers at Chevrolet didn't simply add another universal joint at the outboard end of the axle is a mystery for the ages, for they were 90 percent of the way toward equipping early Corvairs with double-jointed axle shafts and stub axles, like late Corvairs. They could have used a much less expensive wheel bearing. And with the semi trailing arms already in place, the rear suspension would have resembled the one introduced in 1957 on the BMW 600 sedan.



Industrial spherical bearing showing range of motion.



Spherical rear wheel bearing . All Corvairs for 1960-62.



Spherical rear wheel bearing. Corvair cars for 1963-64 and FCs through 1965.



Calendar of Local Car Events

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

Friday, January 20, 2023 Auto Mania Indoor Collector Car Flea Market & Corral
Location: The Allentown Fairgrounds, 302 N 17th Street, Allentown, PA 18104. Friday: 12 PM- 9 PM. Saturday: 9 AM- 6 PM. Sunday: 9 AM- 3 PM. Price: \$10 per person. Kids under 12 free. Contact: <https://carlisleevents.com/events/events-detail/index?id=auto+mania>

Saturday January 14, 2023 Quakertown Slot Car Show
Location: Quakertown Farmers Market, 201 Station Rd, Quakertown, PA. Time: 9 AM to 1 PM. Admission fee not listed. The event room will be filled with vendors selling slot cars, accessories, collector guides, and more. Go to Event Room #201.

Thursday thru Sunday, January 26 thru 29, 2023. Pennsylvania Auto Show.
Location: Pennsylvania Farm Show Complex & Expo Center, 2300 North Cameron Street, Harrisburg, Pennsylvania 17110. Thursday 1 PM to 9 PM. Friday 10 AM to 9 PM. Saturday 10 AM to 9 PM. Sunday 10 AM to 5 PM. Admission price: not listed. Hundreds of new cars, trucks, SUVs, motorcycles, and so much more. Last year, this event was cancelled due to COVID, so before attending, check the event website to make sure the event is on. <https://www.autoshowharrisburg.com/>

Saturday, February 18, 2023 NJACE Parts Auction
Location: Indoors at the Pompton Lakes Elks Lodge located at 1 Perrin Ave, Pompton Lakes, NJ 07442. Time: 9 AM to 3 PM. Admission: Free. Commission on sales: 10%. The Parts Auction dates back to 1982, and now stands as one of NJACE's longest-running and most popular events. Contact: <https://www.corvair.org/chapters/njace/auctions.html>

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

Saturday, March 11, 2023 Corvair Performance Workshop
Location: Dernoshek Racing & Restoration, 5645 Ashland Road, Kannapolis, NC 28083. Begins at 8 AM. The event will consist of a full day of speakers, dyno testing, bench racing, tech talk and vending. Refer to "Dernoshek Racing" on Facebook and click on "More" and then "Events".

Saturday April 15, 2023. LVCC Corvair Parts Swap Meet. Location: Egerton's Farm, 2510 Community Drive, Summit Station (Bath), PA 18014 Mark your calendar. Admission: Free. Price per table, if any, to follow. Contact John Egerton email address: jegerton@ptd.net

Wednesday thru Saturday, 4/19/2023 thru 4/23/2023 Spring Carlisle Swap Meet
Location: Carlisle Fairgrounds, 1000 Bryn Mawr Rd., Carlisle, PA 17013. Time: Wednesday through Saturday 7 AM to 6 PM; Sunday 7 AM to 12 PM. Admission price varies by day. While exploring the grounds and 8,100 vending spaces, you will marvel at one of the largest automotive swap meets in the world. Carlisle is the place to purchase any of the 2,000 vehicles at the car corral where you can slip behind the wheel and get a feel for the vehicle. <https://carlislefairgrounds.com/project/spring-carlisle/>

Sunday June 4, 2023 - GM on Display Car Show. Includes Corvair Class.
Location: Macungie Memorial Park, 50 N. Poplar Street, Macungie, PA 18062. For details, email macungiepark@gmail.com or call (610) 966-4289

(Continued on page 8)



Calendar of Local Car Events

(Continued from page 7)

Monday thru Friday, 6/12/2023 thru 6/16/2023 CORSA International Convention

Location: Chula Vista Resort, 1000 Chula Vista Parkway, Wisconsin Dells, WI 53965. Dates: June 19th, 2023 12:00 AM through June 24th, 2023 12:00 AM. Booking Information for hotel rooms: Booking Code: i79431. Toll Free #: (844) 240-4922. Event registration to open soon (typically early April). www.corvair.org

Saturday June 24, 2023 – Drive-in Movie at Shankweilers

Location: Shankweiler's Drive In Theatre, 4540 Shankweiler Rd, Orefield, PA 18069. Rain date: 6/25/22. Time to be announced. Price will be standard admission price for the theater. Contact Larry Asheuer at a-lcorvair@msn.com or (267) 994-1569.

Friday and Saturday, 6/23/2023 and 6/24/2023 GM at Carlisle Car Show & Swap Meet

Location: Carlisle Fairgrounds, 1000 Bryn Mawr Rd., Carlisle, PA 17013. Time: 7 AM to 6 PM. Bring your vehicle and join over 1,000 other participants at the Carlisle GM Nationals. All General Motors vehicles are welcome. \$50 registration fee includes weekend admission for the car, driver and passenger. To have your entry window sticker mailed to you, please register no later than May 9, 2023. <https://carlisleevents.com/events/events-detail/index?id=gm+nationals>

Friday thru Sunday, 8/4/2023 – 8/6/2023 Das Awkscht Fescht

Location: Macungie Memorial Park, 50 N. Poplar Street, Macungie, PA 18062. Gates for cars open from 8 AM to 12 PM each day. All vehicles welcome on Friday. Factory stock cars on Saturday. Car club on Sunday. To show your car, you must pre-register no later than July 1. Price: \$20 per car per day. Sunday is Club Day and LVCC will be there. Meet us in Corvair Row! For registration forms visit <https://awkscht.com/registration/>

Saturday August 12, 2023 1st State (Delaware) Corvair Car Show

Details to follow.

Sunday September 2, 2023 Duryea Days Car Show & Museum Visit

Boyertown Museum's 57th Annual Duryea Days Car Show. Location: Time: Price: Contact: <https://boyertownmuseum.org/duryea-day/>

Saturday September 16, 2023 Central PA Corvair Club's Corvair Day

Location: EMMR - 100 Baltimore Rd (US 15) York Springs, PA. Time: 9 AM to 3 PM. Mark your calendars for this day as Corvair enthusiasts throughout the region converge at the Eastern Museum of Motor Racing (EMMR). The day is filled with lots of fun, food, friends, and prizes! Additional details will be posted at a later date. Contact: www.centralpacorvairclub.org



Here's a photo from LVCC's June 27, 2013 meeting at the LANTA Bus Terminal. Left to right: Fred Scherzer, Dale Parkhurst(?), Dick Weidner, Jerry Moyer and Larry Lewis.

Jerry displays his collection of tin-type Corvairs while Dick prepares for an on-screen presentation of photos.





LVCC Classified Ads

For Sale: 1965 1966 NOS Corvette / Corvair Telescoping Steering Adjusting Ring. GM# 3863913. These are going for \$100 on the internet in used condition, but this is new and never used. Will take best offer. Mohnton, PA. Contact Carl Moore. moo568@ptd.net (610) 856-7630



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: alcorvair@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 50th Anniversary - 2023



Thanks to the support of 1,000's of Corvair owners over the last 50 years we continue to grow and reproduce more parts every year. Have a great year and enjoy our monthly sales and specials all year—Joan & Cal Clark

SPECIAL SALES EVERY MONTH- each month we'll send an email (if you have signed up) and list in a sale section on our Home page www.corvair.com

FREE 50th MEMENTO gifts with your first order in 2023

LIST YOUR CORVAIR FOR SALE- Sell your Corvair or a spare you just don't have time for! For all of 2023, we will list it on our website at **NO CHARGE-** check website (Corvairs For Sale)

CLARK CAR SHOW & PARTS SALES- September 16, 2023 - Rain or shine. See our 2023 supplement or website for more details. We expect around 130 cars, and will offer tours of our buildings

2023 SUPPLEMENT- On our website or as a hard copy -many new repros & updates.

Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370 (413) 625-9776 www.corvair.com email: clarks@corvair.com **CATALOG-** over 450 pages, free with an order, \$8 postpaid in USA

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** January 21, 2023 (Weather Permitting)

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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