



the fifth wheel

September 2023

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

ESTABLISHED 1976

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Next Meeting: September 23, 2023
4th Saturday of this month!

America
ON WHEELS
 A MUSEUM OF
 Education - Entertainment - Events

Yes! September 23, 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.

September Meeting Date Now Hear This!

Our next meeting will take place on Saturday, September 23 - that's the 4th Saturday of the month.

We usually meet on the 3rd Saturday of the month, which in this case, would be September 16th. Why the change?

It's because a number of us are going to the Central Pennsylvania Corvair Club's "Corvair Day" event at the Eastern Museum of Motor Racing. And in our newsletter, it's marked as an LVCC Sanctioned Event!

If you've never been to the Eastern Museum of Motor Racing, you're in for a treat. The museum includes all kinds of dirt track and circle track race cars from the first half of the 20th century going all the way back to the 1910 era.

Here's another alternative. Consider driving up to Shelburne Falls, Massachusetts for the Clark's Corvair Show. Corvairs from all over the Northeast will be there and the folks at Clark's conduct tours of their entire facility where they rebuild all kinds of Corvair parts and make their famous Corvair upholstery kits,

Adventures with LVCC? by Allan Lacki

Lehigh County and surrounding counties have a number of attractions that would make for interesting club excursions. Here is a list of just a few. Each offers guided tours - perfect for a lazy day hanging out with your friends at LVCC and all are within easy driving distance with your Corvair.

Typically, when car clubs visit local attractions, they combine it with a get-together at a nearby eatery, be it breakfast, lunch or dinner. 'Sounds like fun. Bring the kids!

Interested? If so, why not volunteer to call one of these places and make arrangements for us to make a visit. Let me know how it goes and I'll help by advertising the event and keeping track of folks who sign up.

It is a fact that some people never get around to visiting attractions in and around the area where they live. This would be a great chance to see 'em.

Old Spokes Museum, Kutztown, PA. It's the world's largest collection of Hudson automobiles and consists of over 60 antique vehicles from the 1900's - 1960's like Maxwell, Plymouth, Chrysler, and of course, Hudson, Essex, and Terraplane. In addition to the impressive car collection, Old

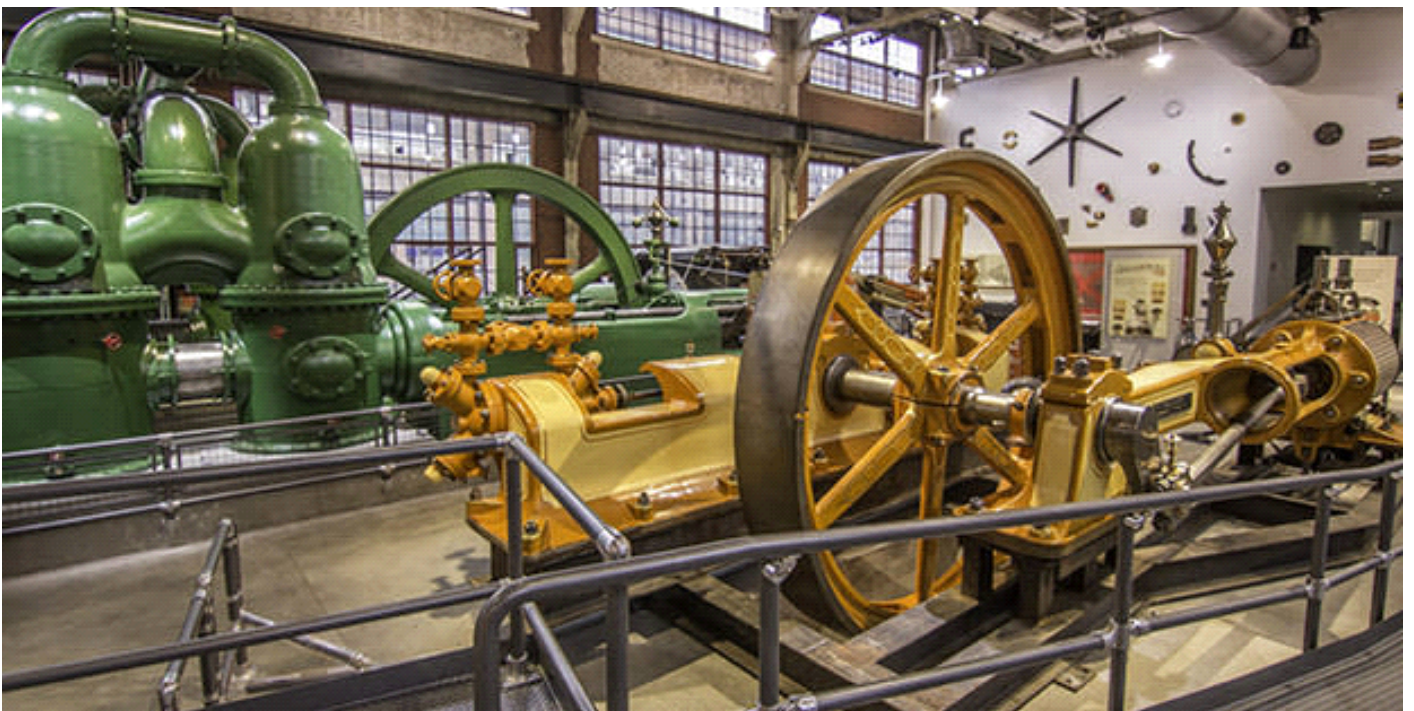
Spokes Car Museum also showcases an extensive collection of car memorabilia displayed throughout a fully-restored 1830's farm property, a 1930's Ford dealership, and 1930's Maxwell car warehouse with original café. In addition to the impressive car collection, Old Spokes Car Museum also showcases an extensive collection of car memorabilia displayed throughout a fully-restored 1830's farm property, a 1930's Ford dealership, and 1930's Maxwell car warehouse with original café. Guided tours are available by appointment only. Tours are approximately 1.5 - 2 hours and \$15 per person, cash only.

Mack Trucks Historical Museum, Allentown, PA. Featuring a full collection of Mack trucks going all the way back to 1903 plus other Mack-related exhibits. Scheduled tours are on Mondays, Wednesdays, and Fridays. Tour start hours are 9:00am, 10:30am, 1:00pm, and 2:30pm. Each tour lasts approximately one hour. Reservations are made through the Tours tab of the museum's website at <https://www.macktruckshistoricalmuseum.org/>

National Museum of Industrial History (NMIH), Bethlehem, PA. The main gallery of this museum tells the story of American industrial power on display at the 1876 Centennial in Philadelphia. It introduces the Museum's main themes—innovation, transformation, and scale. The exhibit tells the story of moving from foot-powered woodworking machinery to larger, steam-powered metal machining tools and includes 19 artifacts on loan from Smithsonian's National Museum of American History. The most significant artifact is a massive 115-ton Corliss steam engine, currently being restored to operating condition. Guided tours are available for a \$15 flat fee for a group of up to 20 people. Guided tours must be reserved ahead of time.

Crystal Cave, Kutztown, PA. Trained guides lead you through an array of spectacular milky white stalactites, stalagmites, pillar and dripstone formations enhanced by indirect lighting. Concrete walks and steel railings ensure your safety through your descent 125 feet underground, where the temperature is a constant and comfortable 54 degrees. Admission is a hefty \$19 per adult but the experience is unique.

No. 9 Coal Mine and Museum, Lansford, PA. The No. 9 Mine operated from 1855 until June 22, 1972, making it the longest continuously operated deep Anthracite coal mine in the world. The No. 9 Mine was left abandoned until a local group, committed to preserving the region's coal mining heritage, took control of the property in 1992. Visitors to the mine ride by rail 1,600 feet into the mountain before embarking on a 600 foot guided walking tour. The museum also houses the largest collection of mining artifacts in the area. The many items on display include tools, blasting equipment, household goods, and more that belonged to the miners who worked the No. 9 Mine.



August Meeting Minutes

There aren't any! At least, there aren't any *formal* minutes. That's because we all met at Das Awkscht Fescht instead of our usual meeting location in Allentown. But that's not to say we have no record of that get-together. If you haven't already, read all about our Das Awkscht Fescht event in the August issue of The Fifth Wheel.

Treasury Report by Joan Lacki

Beginning Balance: July 31, 2023		\$ 1,032.76
Receipts:		
8/8/23 Deposit: Memberships	\$ 450.00	
8/8/23 Deposit: Merchandise	\$ 8.00	
8/8/23 Deposit: Past Receipts	\$ 360.00	
Total Receipts		\$ 818.00
Expenses:		
None		
Total Expenses		\$ -
Ending Balance: August 31, 2023		\$ 1,850.76

Notes: There were no expenses this month because our newsletter editor didn't submit an expense report for the August newsletter. Reports are based on the calendar month in order to match the bank statements.

PINKY Corvair by Eva McGuire

Source: The September 2023 issue of "The Flat Six", the official monthly newsletter of the Prairie Capital Corvair Association.

Pink Corvair inspired by the Barbie doll? Maybe/maybe not. but who knows? With the new Barbie Movie being released last month, I thought it would be fun to get in on the latest craze for all things "pink" but with a historical twist.

The Barbie doll originally came out in March of 1959 and might have inspired the creation of this custom made pink 1960 Corvair convertible. Meet "Pinky" – created for Harley Earl's wife, Sue, who wanted a Vairy special car.

Harley Earl was the founder of GM Styling and was involved

in the Corvair project before he retired from General Motors in late 1958. As GM's Vice President for Styling, Bill Mitchell would take over for the Corvair project after Earl's retirement. Pinky was created in the Chevrolet Interior Studio by a very talented designer by the name of Blaine Jenkins. I'm sure this one-of-a-kind pink convertible made a big splash when folks first saw it on the road, and it sure looks good parked at Barbie's Dreamhouse today (virtually, speaking).

Outside of the uniqueness of being Corvair's first hand made convertible (as Corvair didn't introduce its production convertible until the 1962 model year); Pinky was equipped with power seats and windows, air conditioning, and a pink carpeted trunk. Mrs. Earl approved the drawings, paint, and fabric that went into making her special Corvair.

The color is a pale pink, but a pearlescent pink with matching leather interior and top boot. It also had a customized hand made top assembly equipped with a rain sensor! The windshield frame was cast bronze. Pinky was fitted with a three speed Hydramatic experimental transmission and turbo-charged engine (a one off turbo 350 automatic prototype that was being considered for the production Corvairs at the time).

During the time Sue Earl owned Pinky, it went back to GM Styling several times for some cosmetic updates to make the car look like the newer Corvair models. Some of the changes included receiving a 1962 nose panel and Corvair wire wheels. I can about imagine how that car must have stood out going down the streets in the early 1960's and the fact that Corvair didn't introduce its production convertibles until the 1962 model year. Then again, cars of that era were quite flashy and colorful.

After the Earl family had their fun with Pinky, it is reported that a GM employee bought the car for his daughter and drove it for the next ten years (including the wintertime). This ultimately destroyed the car with rust. Apparently this car changed owner's hands a few times, and; by the time the last owner had it, they didn't even know that Pinky was a special Corvair as it just looked like a rusted out car that was only good for parts. It's too bad as this special Corvair should have been saved and restored.

Fun facts: Blaine Jenkins worked for GM for over 40 years in different studios including Chevrolet, Oldsmobile, and Pontiac. He ran the color studio at GM Styling for four years and was the chief interior designer for Oldsmobile, Pontiac, and Chevrolet. He was assigned to the Chevrolet Interior Studio in 1959 where his first project was the new 1959 Chevrolet.

His specialty was interiors including instrument clusters, steering wheels, seats, and trim panels of cars. He frequently

worked on interiors of one-off cars made for the GM top executive wives and daughters. How nice!

Mr. Jenkins made many contributions to Chevrolet including the interior for the 1961 Corvette Mako Shark, and he created designs for all the Corvairs from 1960 to 1969. His specialty Corvairs included "Pinky", the special two 1960 Monzas (Feminine/Masculine) show cars (one had cloth interior; one had leather); and the 1960 "Super Monza" Corvair for sixteen year old Lynn Mitchell (Bill Mitchell's daughter) which helped to bolster the successful Corvair Monza production.

The "Super Monza" still exists and is owned by the Corvair Preservation Foundation. It sits proudly on display at the National Corvair Museum located at 10041 Palm Rd., Glenarm, Illinois. Cool, huh?!

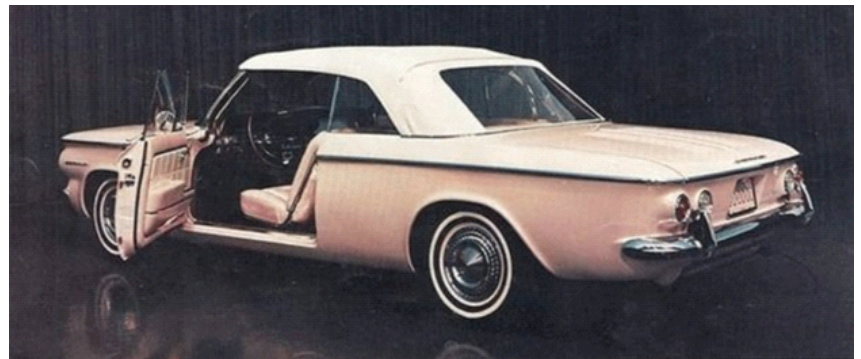
Theft Protection **By Mike Dawson**

Source: Last month, Mike Dawson taught us how to get into a locked Corvair and start the engine without a key. In this issue, Mike teaches us how to prevent the criminal element from doing just that! This particular article appears in the September 2023 issue of VairCor, the official newsletter of the Heart of America Corvair Association. We are always thankful for Mike's great tech articles and for the HOACC for making them available on the internet.

Last month's article covered how to provide access to a locked Corvair and how to operate it without a key. This month covers one way to prevent that.

Most attempted thefts occur by accessing the back of the ignition switch, cutting into the wiring harness behind the dash or using a puller to remove the lock tumblers. And, of course someone could use all of the tips from last month to drive off with your baby.

There are several choices to deter theft, including steering wheel locks (The Club) and alarm systems. The following is one method of adding some protection with little cost and is a quick on/off as you leave and return to



your car. My feeling is that if a thief cannot get a car on the road in the first couple of minutes the odds are that he will make a hasty retreat.

A cranking car that will not start attracts far too much attention, thus my suggestion: Install a hidden switch under the dash, grounded on one side and

(Continued on page 6)

connected on the other side to the negative side of the coil. You are simply grounding the coil when you close the switch.

Use a wire that looks original, combining it with the regular harness, and it will look identical to a tachometer wire. If you have a tachometer in your car, wire the switch into that wire in your dash harness.

It will take a technically inclined person with some time on their hands to determine what you have done. This works for points systems as well as Pertronix and will not harm the system. Every Corvair that I have worked on in my career after they were stolen and recovered had been started and run by jumping the wires under the dash.

Getting access to Corvair wiring is easy but you are still safe with a grounded coil. If you do have an attempted theft, repairing dash wiring is better than waiting in vain for your car to return in one piece.

6 Tips for Using Jack Stands *by Kyle Smith*

Source: September 2023 issue of "The Aircooler", the official newsletter of the Detroit Area Corvair Club.

Working on cars requires a whole slew of relatively specialized tools. Often times we don't even realize how unique those tools and practices are until we talk to someone new to the hobby. Or someone who is on the outside looking in.

Just one example: How casually we discuss (and practice) the act of lifting our multi thousand-pound vehicles into the air and then supporting them with separate load-bearing apparatuses that allow us to work on, disassemble, or reach under the vehicles. It's dangerous when done right, and deadly when done wrong.



That sounds scary, and to a point it should be. Being cautious when the risks are this high is not a bad thing. That's why we created a quick list of tips for using jack stands: good for newbies, but it's also a refresher for those experienced enough to have lifted up a vehicle many times, in many ways over the years.

Buy Once, Cry Never

There are many factors in selecting jack stands, and price is one that many of us are forced to consider. While tools can and will be shopped based on price point, jack stands should not be one of them. These are critical safety items that should come from reputable and trustworthy sources. The Harbor Freight jack stand debacle of 2020 should be burned in our collective memory for a long time, as being crushed by your car is not the way to go. Cheaping out with jack stands is a fast track to a mere feeling of safety, rather than possessing actual safety.

Jack stands should be sturdy with a good wide base. A secondary method of locking them at the desired height is also a plus. Do not modify jack stands or otherwise compromise safety features in the name of convenience. Doing so is only making it easier to get hurt.

Size Appropriately

Jack stands produced after 2015 are rated as a pair. Which means if you find some at the local parts store that say they are "three-ton" jack stands, the ability to support the claimed 6000 pounds requires both stands. In reality, three-ton jack stands should be the smallest used in most home shops, as it gives a good safety margin when working on smaller cars, yet a set of four does have enough capability to hold a medium-sized truck or SUV in a pinch.

Next

Remember that storing jack stands can be a hassle, so having one set that covers anything you'll work on is the best way to go. That said, a small and large set of them is a nice luxury if you have the space. Inevitably something gets "stranded" on your one set of stands...and you'll need another set shortly thereafter.

Trace the Load Path

Jack stand placement is as critical (if not more critical!) than proper sizing. The biggest jack stand in the world is useless if you place it in the wrong spot, letting the car fall down anyway. The service manual is the best place to look for jack points and jack stand placements. Even the owner's manual in the glove box, a book that's been shrinking over time and

(Continued on page 7)

loaded with “please see dealer” language, likely still outlines the jack points for safe lifting. A quick internet search will likely reveal appropriate information too.

But sometimes that doesn’t work, or what you are doing is something the original engineer from decades past could have never imagined. That’s when a little bit of critical thinking goes a long way.

Look under the car and locate a place that looks sturdy enough to place a jack stand, then follow what that is connected to. From there, imagine how it would support the load being placed on it. Using a bumper or frame brace that doesn’t support and wasn’t designed for that load is a bad place to put a stand. If unsure, consult professionals.



Do the Shake Test

Now that your project is up in the air and supported by jack stands, there is one last step before you roll underneath: You gotta shake it. No, not the latest TikTok dance. Shake the car. Go to one of the corners and give it a good push and pull to make sure the car is stable and the stands are not going to move or shift while you are underneath. This is the same thing that mechanics in shops do when putting a car on a two-post lift. After all, now is the time to find that the ground isn’t really flat or the stands aren’t fully seated on their safety catch. Only after a good shake can you roll under the car with confidence that it will not be coming down on top of you.

Buddy System

It feels strange to do when performing an innocuous task like adjusting a transmission shift cable or removing a driveshaft, but telling someone that you are working underneath a car with jack stands is a good practice. A text or call to a friend just to say “hey, I’m working on my project and am under the

car for a bit” is enough of a heads up: if they don’t hear from you in a while they know to check on your well-being. Being pinned or injured under a car with no means to get help should be horrifying to you, and encourage you to whatever is necessary to prevent it.

Keeping a phone on your person is one option, as is using smart speakers or other items that require nothing more than yelling at them to activate them. I personally have a Google Home Mini above my workbench, which allows me to broadcast a message to another speaker inside my house by just yelling at it. This lets me feel safe-ish when I am working on projects while my wife is inside. (Presumably enjoying her time without me.) This practice isn’t for everyone, but it works for me. Find a system that works for you and use it.

Cribbing Away That Sinking Feeling

Motorcyclists are familiar with the peril of asphalt: Ride somewhere on a warm day, set the bike on the kickstand, stop for a coffee, and the bike is laying on its side by the time you get back. Vandals? Inattentive drivers parking too-big SUVs?

Nope. The asphalt did that. Asphalt comes in a variety of flavors and mixtures, some of which isn’t nearly as solid as it feels under your feet. A heavy load concentrated on a small point can sink into asphalt. And the weight of that motorcycle leaning on the kickstand’s relatively small area can punch a hole into asphalt. Lo and behold, the kickstand sinks down enough that the motorcycle tilts and falls over. Bad news, but it points to a bigger problem.

Grace Period Is Over. Pay Your Dues!

LVCC Membership dues were due early August and now it’s mid-September. At the end of October, we’ll be clearing the decks, meaning that, if you haven’t paid your dues by then, we’ll be taking you off the LVCC membership list. No more issues of this fabulous newsletter unless you rejoin!

Don’t let this happen to you! If you haven’t already done so, fill out the renewal form on page 10 and mail it with your check to Lehigh Valley Corvair Club, PO Box 33, Orefield, PA 18069! Or you can save a postage stamp by handing it over at our next meeting, on September 23rd.

For those of you who have already paid, bless you! We thank you immensely! Your President, Big Al Lacki





Calendar of Events

LVCC-Sanctioned Events denoted with a check mark like this: ✓

✓ 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

Saturday September 16, 2023 Clark's Corvair Show.

Location Clark's Corvair Parts, 400 Mohawk Trail, Shelburne Falls, MA. Time: 9 AM to 3 PM. Rain or shine. Entry Fee: Not listed. Help celebrate our 50th year! Tours, door prizes and presentations. We will also be offering a 10% discount for cash orders and a 5% discount for Credit card orders- Clark's will cover all sales tax for orders placed at the show. For upholstery orders we ask that you order 2-3 weeks ahead as each order is custom made! We will have a food truck on site.

Saturday September 16, 2023. Twin Cities Car Show

Location: 106 N. Susquehanna Avenue, Shickshinny, PA 18655. Time: 12 PM – 5 PM. Rain date Sunday September 17. Day of Show Price: \$15 per show car. Spectators free. Trophies, music, dash plaques, food, 50/50, vendors, raffle baskets. Benefiting the Mocanaqua Volunteer Fire Company of Shickshinny-Mocanaqua. Contact (870) 447-8556.

Sunday September 17, 2023. 37th Annual Anthracite Region AACA Show

Location: Tri-County Little League Field, Corner of Grove & Hancock Streets, McAdoo, PA. Time: 8 AM to 3 PM. Rain or shine. Day of Show Price: \$15 per show car. Judged show. No Corvair class. For info, call Joe Forish (570) 929-2017 or visit www.araaca.com

Sunday October 1, 2023. 48th Annual Fall Meet of GM Cars

Location: Padre Pio Shrine, 111 Barto Road, Barto, PA 19504. Time: 8:30 AM to 4 PM. Day of Show Price: \$20 per show car. Rain or shine. Food, music, trophies, 50/50, door prizes, flea market. Portion of proceeds go to the American Cancer Society. Flea market space: \$20. For info, call Tom Wright (610) 587-3468 tommyjw22@yahoo.com or Sandy Kemp (610) 367-6664.

Saturday October 14, 2023 Slate Belt Rotary Car Show

Location: Wind Gap Borough Park, 334 S. Lehigh Avenue, Wind Gap PA 18901. Time: 9 AM to 2 PM. Rain date: October 15. Day of show price: \$20 per show car. Complimentary coffee & donuts while supplies last. Food. Old-fashioned cake walk. Trophies. Judging. 15 classes (No Corvair class). Contact: Greg Dittrich gdittrich1@gmail.com <https://slatebeltrotary.org/>

LVCC Classified Ads

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 kcovair@ptd.net or text/call to 610-442-2873.

We Meet Here!



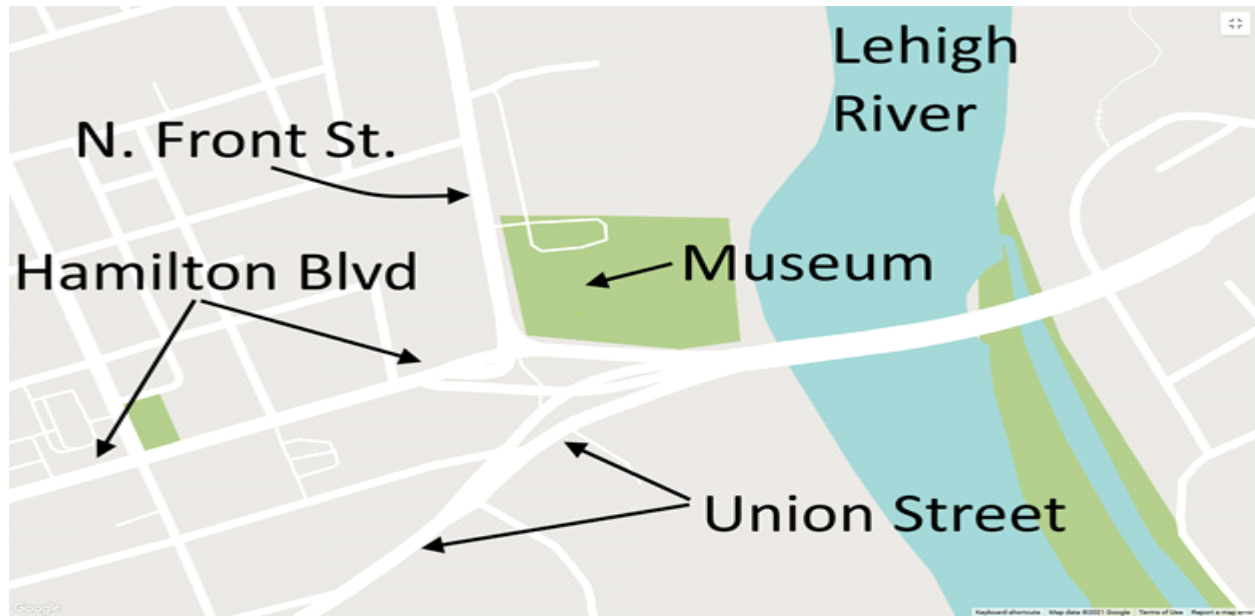
Next Meeting Date: **Saturday September 23, 2023**

Start Time: 10 AM

Place: America On Wheels Museum

5 North Front Street

Allentown, PA 18102



Clark's Corvair Parts® **Our 50th Anniversary - 2023**



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**

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LVCC Officers

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Lehigh Valley Corvair Club

c/o Joan Lacki, Treasurer

PO Box 33

Orefield, PA 18069

☐ New Membership or ☐ Renewal

☐ Individual or ☐ Family*

**Family Membership includes two adults and all children under age 21 living at a single address.*

Date _____

Last Name _____ First Name _____

Name of 2nd Adult Family Member _____

Mailing Address _____

City _____ State _____

Zip _____

Phone (_____) _____

Email _____

Our monthly newsletter and other updates are delivered via e-mail. Printed materials are mailed periodically, as needed. We do not share our mailing lists with others.

LVCC membership dues are payable as follows:

☐ One Year Membership, New or Renewal..... \$20.00

☐ Two Year Membership, New or Renewal..... \$35.00

Membership expires on July 31st

Total Remitted: \$ _____

Please make your check or money order payable to LVCC Inc. and mail this completed form and payment to the address above or deliver it to the Treasurer at any club event. You should receive your first newsletter within four weeks of our receiving your application.

LVCC encourages all members to join CORSA, the Corvair Society of America, P.O. Box 68, Maple Plain, Minnesota 55359 USA. Email: messages@corvair.org. Phone: (630) 403-5010

Tell us about yourself and your Corvairs

Your Corvairs (year, model, color, equipment, condition etc.) _____

Your other cars and trucks _____

Your other hobbies and interests _____

When and why did you first buy a Corvair? _____

Anything else you'd like to tell us _____

<http://www.corvair.org/chapters/lvcc>