



the fifth wheel

November 2023

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

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***Next Meeting: November 18, 2023
3rd Saturday of the month***

**America
ON WHEELS**
A MUSEUM OF
Education - Entertainment - Events

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.

Corvairs at Audrain Concours



Source: October 2023 issue of "Group Corvair Comments", the official newsletter of the Group Corvair chapter of CORSA.

A Corvair Takes the "American Post-War 1955 - 1980 Class" at Audrain Concours, by Byron LaMotte

First, what is the Audrain Concours? The Audrain Concours is a very high-end event organized by the Audrain Museum in Newport, Rhode Island. Jay Leno and his sidekick, Don Osborne (Audrian Group President and past executive at Cadillac) pioneered this concours to be the Pebble Beach of the east coast. Participation is by invitation only, subject to scrutiny by the selection committee. They have now completed four fabulous events and it promises to have a strong future.

This year's concours was a two-day event, starting with a tour on Saturday around the environs of Newport. While it was in the rain, that didn't discourage these car enthusiasts from driving their priceless vehicles and wowing the specta-

tors. Sunday broke as a beautiful sunny day and the show cars were on display on the lawns of the "Breakers" mansion with the Atlantic Ocean as our backdrop. Quite lovely!

How does a Corvair fit into this highfalutin group? I submitted my 1966 Sprint by Fitch in hopes that they might consider it since it has a good story and car people love a good story. This car was a high school graduation gift from my parents that went away then came back (long story for another time). The organizers appreciated the story and the uniqueness of my car as they are rarely seen with only very few survivors. I was thrilled to receive an invitation, so I made plans to attend. What's not to like about Newport?

So, what class do you put an odd-ball Corvair in? They decided on the American Post-War 1955-1980 class along with some pretty stiff competition including a 1956 Packard Caribbean, 1957 Ford Thunderbird, 1960 Nash Metropolitan, 1961 Studebaker Hawk, 1963 Ford Thunderbird, 1964 Corvair Monza sedan (excellent example), my 1966 Corvair Fitch Sprint, 1966 Lincoln limousine, 1967 Corvette coupe



big block, and a 1973 Buick Grand Sport. Many of these cars are owned by some very noted (and well-to-do) collectors!

But it was my Corvair Fitch Sprint that won the class – a major achievement to win Best in Class! I was told some of these cars were owned by noted collectors thus it was quite an achievement to win BEST IN CLASS.

The Best of Show was a gorgeous 1936 Delage D8-120 brought over from Switzerland by Fritz Burkard.

Interestingly, Jay Leno has a soft spot for Corvairs (with three that I know of in his stable) and likewise with Don Osborne since his first car was a Corvair.

I also had a chance to chat with Bill Warner, the founder of the wonderful Amelia Island Concours, and he too is fond of Corvairs and is currently restoring an early convertible turbo. While many fantastic cars have passed through Bill Warner's hands over the years, he loves his Corvair.

Nick Schorsch, a major figure in commercial real estate with a reputed net worth in excess of a billion dollars, is the financial sponsor behind the Audrain Museum. He's an avid car collector and his car collection is supposedly in the vicinity of 600 cars. That should make your wives feel better that you haven't gone completely nutty.

What is the impact of this win on our Corvairs? Considering that some of the more important guys in the car world have an affection for our marque, the visibility of my recent win may advance the chatter around the kitchen table about Corvairs and further boost the appeal of these unique and wonderful cars.

LVCC Meeting Minutes

Lehigh Valley Corvair Club
Membership Meeting
October 21, 2023
America On Wheels Museum
Allentown, PA

President Allan Lacki called the meeting to order at 10:05 am.

Upon motion duly made and seconded, the minutes of the September meeting were approved as published in the FIFTH WHEEL newsletter.

The Treasurer's Report reflected a current balance of \$1,889.60. Upon motion duly made and seconded, the Treasurer's Report was approved.

Old Business:

It was reported that membership now stands at 35, with an additional six honorary/lifetime members.

New member Kenneth Cush joined at the meeting, and member Larry Asheuer renewed during the meeting, bringing the current membership total to 37 + 6.

New Business:

President Allan Lacki opened the floor for nominations for 2024 club officers. A motion was made and seconded to re-nominate the current slate of officers. No additional nominations were received.

[At this point Larry Asheuer arrived with Philly Pretzel Factory pretzels, and all business stopped briefly while pretzels were distributed.]

Allan Lacki announced that the club's Spring Swap Meet at the Egerton Farm has been scheduled for Saturday, April 13, 2024.

Allan Lacki announced that the club's November meeting at the America On Wheels museum will take place on Saturday, November 18.

It was noted also that the AOW Museum will be closed during January and February, and so it was agreed that the January meeting will take place at the Starlite Diner on Route 100, just south of I-78.

Upon motion duly made and seconded, it was approved to pay the club's \$20 annual dues to the Northeast Corvair Council.

The meeting was formally adjourned at 10:58 am. The AOW museum's "Air Cooled" exhibit, which includes four Corvairs as well as oddities such as a BMW Isetta, a Citroen, and a Trabant, had recently opened and members were invited to view it.

Respectfully submitted,
Bob Marlow, Secretary



LVCC Treasury Report ***by Joan Lacki***

Beginning Balance: September 30, 2023 **\$1,889.60**

Receipts:

10/25/23 Deposit: Memberships	\$110.00
Total Receipts	\$110.00

Expenses:

Newsletter Expense (Allan Lacki)	(\$8.06)
Total Expenses	(\$8.06)

Ending Balance: October 31, 2023 **\$1,991.54**

Breakout of Membership Income

Aliene Laws	\$20.00	one year
John Egerton	\$35.00	two years
Kenneth Cush	\$35.00	two years
Larry Asheuer	\$20.00	one year
	\$110.00	

Election of Officers!

Vote! Vote! Vote! It's election time at LVCC! Please see the ballot on Page 10.

In accordance with the bylaws, we've posted this year's ballot in the newsletter and votes will be counted at our November meeting. That's Saturday, November 18 at the America on Wheels Museum!

At our October meeting, the crowd opted to nominate all the incumbents, but it's not over 'til it's over! Yes, we can still accept nominations. You can either write them in on your ballot, email them to Secretary Bob Marlow, or present them at the meeting. Of course you can nominate yourself!



Spark Plugs for Your Corvair ***by Brian O'Neill***

A lot of our new owners and especially our long-term members are car guys. (Whoops, sorry Joan, I mean car people.) So changing spark plugs may not seem like such a big deal. But there are some things peculiar to Corvairs.

To start with let's take a look at what spark plugs should be used. The original AC plugs are long since out of production and those who are selling NOS ones are asking what I consider to be exorbitant prices. But there are some good alternatives out there.



I have had good luck using either Bosch or NGK plugs. The old Bosch numbers were W9AC for 80 up to 95 hp. For 140 hp engines the number is W8AC and for turbos it is W7AC. Bosch has changed its numbering system but these numbers still appear on their boxes along with the new numbering system. The NGK numbers are B4HS for the lowhorsepower engines up to 95 hp and B5HS for all high-performance engines. If you want a resistor plug to combat radio interference just add in R to both NGK numbers.

While you are at the parts store buying the plugs, ask if they have a spark plug hole thread chaser. This is a handy little device which you insert into each spark plug hole to remove any buildup carbon which could prevent you from fully seating your new plugs. Be sure to fill the flutes with some grease to catch the carbon flakes that you will dislodge.

What spark plug gap to use has long been a topic of debate among Corvair people. If you are running points and standard coil set up stick with the gap given in the shop manual. What? You say you don't have a shop manual? Well get one! Both the NGK and Bosch plugs will work just fine at that setting.

If you are using one of the popular electronic set ups with a high output coil, you can increase the setting to 35 thousands. This causes a slight delay in the actual firing of the plug but also results in a hotter spark because there is more time for it to build up.

Once you have the plugs correctly gapped you can start to install them. The threads on the spark plug holes should be nice and clean so you can start the plugs by hand. If you cannot thread the plug almost all the way down by hand do not force them. You will end up with a stripped spark plug hole which is another topic. Once you have all your spark plugs installed use torque wrench and carefully torque each plug down to 20 to 25 foot-pounds.

Next comes the spark plug wires. If you have not already thrown out those cheap flimsy 7mm wires, buy a good 8mm set from our Clark's in Massachusetts or from Silicone Wire Systems in California. They will have the correct boots on and they will easily snap on to the spark plug. Hopefully all this helps and gives you a little more confidence to attempt to change your own spark plugs rather than pay some exorbitant fee to the local repair shop.

Spark Plug Thread Chaser



Lesser Known Distinctions An article by Mike Dawson

Source: November 2023 issue of The Flat Six, the official newsletter of the Prairie Capital Corvair Association. Another great Article by Mike Dawson. It is one of Mike's Preventive Maintenance Series articles.

The following is a collection of items that might raise questions during various maintenance or rebuild efforts, the kinds of things that may be unclear or missing from shop manuals. I wrote this several years ago but some items needed updating and I was inspired by recent actual events to reprint an

edited version.

Spark Plug Gaskets: Most later design plug gaskets are an "S" shaped sandwich gasket that is designed to crush for better sealing. One side can be slightly wider than the other and the wider side should be placed towards the aluminum head, which is softer than the steel spark plug.

Head Gaskets: The stainless head gaskets are also a sandwich gasket designed to crush and provide a better seal. Again, one side is wider than the other and should be placed towards the aluminum head.

Cylinder Base Gaskets: The early design gaskets were copper and they disintegrated over time. They were replaced with steel gaskets with a dimple. I have not found a written bulletin on them but mid '64 is likely and after inspecting original '65 and later engines I am pretty certain that the raised dimple was installed towards the aluminum case at the factory.

Pressure Plate Bolts: These are a special shouldered bolt designed to center the pressure plate perfectly on the flywheel and thus maintain the necessary balance. Use the correct bolt (3/4") and a lock washer. And do not use a longer bolt as it can interfere with the clutch housing behind the flywheel.

Flywheel and Flex Plate Bolts: These special thread bolts are two different lengths. The longer bolt (1") is used with a reinforcing ring on the manual flywheel and the shorter one (3/4") is used with the flex plate on a Powerglide. Using the longer bolt on a flex plate will break the teeth on the aluminum cam gear which is located at the exit of the threaded holes. The same goes for omitting the reinforcing ring. Use a thread sealer on the bolts.

U-joint Strap Bolts on '65 Models: The original 1/4 - 20 bolts had a standard head and used a lock washer. Bolt heads would rust and have dirt built up around them. Combine that with odd angles for sockets and the heads would round off. After service complaints, a re-designed bolt was issued for dealer installation that had a taller head, but not many of these made it into actual service. The caution is to be sure and use new grade 8 bolts with lock washers to make the next removal easier. This issue was resolved in '66 with a redesigned strap and bolt.

Early Model Turn Signal Switch Screws: The two screws holding the early turn signal switch at bottom of the column are a special length machine screw and sometimes hard to get started back in the hole. Periodically folks will opt for a pointed sheet metal screw which is much easier to get started but it will be long enough to contact the steering shaft. You would get several strange noises on turns depending on how much the shaft is out of true.

Special Thread Studs: The studs used for cylinder head mounting, carburetor mounting, lower studs on the oil pump housing and exhaust manifold clamps are a special cut thread. You cannot use a thread chaser; they are designed to stay in place while you remove the nuts. If you do change them, replace them with a like stud, clean the threads as much as possible and be sure to use antiseize (they can gall on re-entry). If you have to use a helicoil or an insert, then you must re-cut the threads to fit the coil using a standard tap.

Use of Screws and Nail Guns in Car Floors: Floor repair or carpet installation by others can result in gas tank and wiring damage. When drilling holes, using self-drilling screws and using nail guns during floor repair, the tunnel pan area in the front and back must be avoided – it contains wiring, gas lines, brake lines and cables.

Another danger area is across the front of the front floor on both sides as the floor slopes up – you are only 1/4" from the gas tank. A third area that can attract gas tank damage is the horizontal package area in the trunk (just under the master cylinder & wiper area). Mounting anything on this shelf with screws should be reviewed for gas tank clearance.

Clutch Housing and Converter Housing Bolts: There are 7 bolts with 1 3/8 shank and thin flat washers and 2 bolts on the bottom with 1 5/8 shank and no washers. Use of thick flat washers on the bottom two bolts or use of bolts with thicker heads may result in the flywheel rubbing on the bolt heads.

Generator, Alternator & Starter Washers: Generators came with lock washers, alternators had a special narrow OD flat washer and starters were installed with no washers.

Oil Filter: The Corvair oil filter is not a spin on filter. If you are new to the car or have others change your oil and filter, you should be aware of the need for 15-20 ft lbs of torque (changed to 20 in the '69 manual). Check the bolt again after engine heating and cooling cycles; the fiber washer supplied with some filters will crush slowly.

Powerglide Differential Pinion Shaft Front Seal: This is the seal that does not press in flush with the front pinion bearing adjusting sleeve (flush will contact the race and block lubrication). There are conflicting pictures in all of the shop manuals which show it installed with the flat side toward the differential and also installed with the flat side towards the transmission.

After working on differentials for over fifty years I know that the seal was installed at the factory both ways and has been installed during service both ways. Furthermore, it appears to work fine installed either way.

Most of these seals leak because the pinion shaft bearings were not pre-loaded properly during service or the bearings

were worn enough to let the shaft wobble; this allowed the seal to leak. If you use logic, the flat side would be towards the differential as the more fluid ATF might be harder to contain.

Neither side receives pressurized fluid – gear lube is being thrown into the differential bearing and transmission fluid is spraying out of the governor and draining back from other areas. If you press the seal in from the bearing race side of the sleeve you can easily see how far to press it in, which is important for bearing lubrication.

As a final authority, I would quote the GM publication Servicing the Corvair 4 Speed Transmission and Differential. On page 7 of the differential section it clearly states: "install with flat side toward carrier".

NECC Track Day Schedule

LVCC VP John Egerton and LVCC Prez Al Lacki are on the board of directors for Northeast Corvair Council, Inc. better known as "NECC Motorsports". At a recent board meeting held at the home of Corvair guy Tim Schwartz in Ho-Ho-Kus, NJ, the NECC board voted to approve the following high performance driving events for 2024.

Saturday June 8, 2024. New York Safety Track

Mark your calendars and save the date! High Performance Driving with NECC at New York Safety Track. Registration will open as soon as the track rental contract is signed. Contact our Registrar Al Lacki to get on our email list. red-bat01@verizon.net .

Saturday July 20, 2024. Pocono South Course

Reserve July 20th on your calendars. This year, we'll be using Pocono's South Course for a change. You'll like it! Registration opening soon as the track rental contract is signed.

NECC started way back in 1973 as a Corvair club when it rented Lime Rock Park. Now, NECC conducts performance driving events for all makes and models of cars. But we still have a number of guys who put their Corvairs on the track, including John Egerton, Dan Schmidt, Brian O'Neill, Terry Stafford and others.



National Corvair Museum News

The people who run the National Corvair Museum are about to launch a fund-raising campaign with the ultimate goal of either purchasing or erecting a permanent facility for its collection of Corvair cars, trucks and artifacts. Currently, the museum is housed in rental property located in Glen Arm, Illinois on the Old Route 66 corridor.

The museum is managed and operated by the Corvair Preservation Foundation which is the 501c3 affiliate of the Corvair Society of America. What does 501c3 mean? It means donations to the museum are tax-deductible for federal income tax purposes.

The museum has a website at <https://museum.corvair.org/> where you can read all about the fund-raising effort and see



One of several renderings for a permanent facility to house the National Corvair Museum....

artist renderings of the planned permanent facility.

The National Corvair Museum is not the only Corvair museum. A few months ago, Shade's Classic Cars – the only Corvair dealership in America - announced the establishment of the Corvair Museum of America in Hastings, Nebraska. Currently, they have about thirty Corvairs on display in Shade's dealership show room.

Like the National Corvair Museum, the Corvair Museum of America is conducting a fund-raising campaign for a permanent museum building to be located next to Shade's dealership show room.

Each museum is hoping to raise north of \$5 million. Can the Corvair community donate enough money to support two Corvair museums? That would be nice...



...And the Corvair Museum of America also has artist renderings of the facility it plans to build.

LVCC Calendar of Events

Cruise Nights

Interested in doing a cruise night? Go to <https://carmacruisefinder.com/> It's easy to use and lists more cruise events than we could possibly fit in this newsletter!

Corvair Events, Car Shows, Etc:

LVCC-Sanctioned Events denoted with a check mark

Saturday April 13, 2024 - LVCC's All-Corvair Swap Meet ✓

Location: Egerton's Farm, 2510 Community Drive, Bath, PA 18014. Time: 9 AM to 3 PM. Rain or shine. Price: Free for sellers, free for buyers, free admission, free parking. Buy & sell Corvairs, Corvair parts and Corvair-related items only. Sellers - bring your own tables or tarps or canopies. Buyers - bring cash! This event will be held rain or shine! Refreshments available. Contact John Egerton, (610) 217-0514, jegerton@ptd.net

LVCC Classified Ads

For Sale: 1963 Corvair Spyder. Car needs nothing. Everything has been redone with the exception of the original paint. That still is in pretty decent condition. PM me for any pics, and information, you may want. Has brand new 14" chromies with new tires. Original 13" wheels and wire caps are included. They also have new tires on them. I'm in PA and asking \$11k. Contact Tim Allen tja2@rcn.com (484) 695-2446.



For Sale: 1966 Corvair Monza Convertible and Parts. Car is complete and appears to be in nice condition. Also for sale: two engines and a huge array of used parts including doors, hood, mirrors, bumpers, trim pieces, etc. Would like to sell the car with all the extras as one sale but will consider selling the parts separately as a single lot. The seller, Jim Taylor, is located in Bethlehem but the car and parts are in Maryland. Jim is selling these items on behalf of a recently-deceased friend. You can get in touch with Jim via email or phone. Jim Taylor ptlm514@rcn.com 610-972-4896.



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.

We Meet Here!



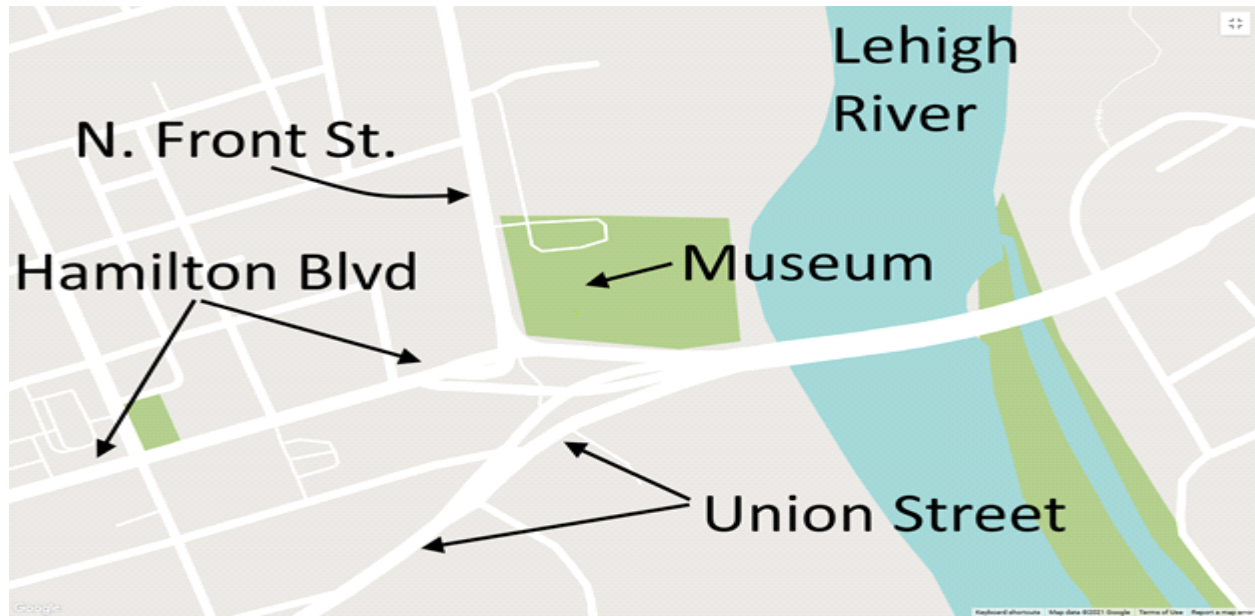
Next Meeting Date: **Saturday November 18er 21, 2023**

Start Time: 10 AM

Place: America On Wheels Museum

5 North Front Street

Allentown, PA 18102



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LVCC Officers

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Lehigh Valley Corvair Club, Inc.
Ballot
November 2023

Use this ballot to cast your votes for LVCC officers for 2023. Our annual election meeting will take place during our regular membership meeting on Saturday, November 18, 2023.

You may vote at the meeting or you may vote by mail by sending your completed ballot to LVCC, P.O. Box 33, Orefield, PA 18069. Alternatively, you may scan your completed ballot and send it to club Secretary Robert Marlow at rmarlow4040@gmail.com

Ballots must be received by November 15, 2023. As an alternative to any of the nominees shown, you may write in the name of any eligible member. You may write-in your own name if you wish.

Please participate – thank you!

For President: Allan Lacki ☐

(Write-in) ☐

For Vice President : John Egerton ☐

(Write-in) ☐

For Treasurer: Joan Lacki ☐

(Write-in) ☐

For Secretary: Robert Marlow ☐

(Write-in) ☐

