



the fifth wheel

December 2023

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

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MONZA... WITH REAR ENGINE

THE ALL-TIME POPULAR
CORVAIR... CONTINUES TO PUT
OUT REAR-ENGINE DRIVING
FUN BY THE BUCKETS



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.

MEETING ANNOUNCEMENTS!



Hi Everybody! Our usual meeting place - the America on Wheels Museum - will be closed in January & February, and December is always packed with holiday reverie, so we're going to do something different for the next three months!

1. No Meeting in December. As usual, we're skipping December. Enjoy the Holidays!
2. January 20, 2024. Tech Session at Jeff's workshop in Easton. See map on Page 9.
3. February 10th. LVCC Meeting at the Starlite Diner at 9 AM. This the second Saturday of the month, so this is one week earlier than usual! This will be our very first breakfast meeting, so bring your appetite - and some cash! See map on Page 10.

Tech Session at Jeff's Workshop!

Location: 635 Morvale Road, Easton, Pa 18042. Use the upper driveway to enter. Entrance around the back. Time: 10 AM to approximately 2 PM.

We will be removing the powertrain in Jeff's '66 Monza so that he can send the transmission out for a rebuild. Yes, Jeff's workshop is heated!

Jeff has everything to do the job including a floor transmission jack, under-car transmission jack, a lift and a hydraulic table. This is dirty business! Wear work clothes!

Coffee, donuts, and hoagies will be served but we need a head count. Also, we need to know who's coming in case we need to postpone due to snow.

So please call or email Allan Lacki to let him know if you will be there. Here is Al's contact information: Email: redbat01@verizon.net. Phone (610) 927-1583 (no later than 6 PM please. Feel free to leave a message if nobody picks up).

LVCC Meeting Minutes

Lehigh Valley Corvair Club
Membership Meeting
November 18, 2023
America On Wheels Museum
Allentown, PA

President Allan Lacki called the meeting to order at 10:06 AM. In attendance were Kevin Cush, Greg Dittrich, Bill Dit-

trich Jr., John Egerton, Rich Greene, Walter Ingles, Al Lacki, Bob Marlow, Dan Schmidt, Dave Smullen, and Dennis Stamm.

Per motion made and seconded, the minutes of the prior meeting were approved as published in the Fifth Wheel newsletter.

Per motion made and seconded, the treasurer's report was approved as published in the Fifth Wheel newsletter. A balance of \$1,991.54 as of October 31 was confirmed by Allan Lacki.

Old Business:

A tech session at Jeff Strausser's work shop, discussed previously, is to be scheduled for January, to take place in lieu of the January meeting due to the AOW museum being closed that month. Jeff and Allan will confirm the date and time and any "weather date".

It was agreed that for this tech session, the club will pay for refreshments (coffee, sandwiches or pizza, beverages). Someone other than Jeff will be tasked with obtaining this.

Election of club officers for 2024 took place, for which nominations were received in October. With no additional nominations beyond the incumbents, and two member ballots having been received that both selected the incumbents, the Secretary recorded re-elected by acclamation.

New Business:

It was agreed that the February meeting will be held on the second Saturday of the month due to the New Jersey club having its annual Corvair Parts Auction on the third Saturday. It is anticipated that this meeting will take place at the Starlight Diner on Route 100, as the AOW museum will remain closed in February.

Greg Dittrich offered to prepare a road tour for the Spring, likely to be a "covered bridge" tour, concluding at a restaurant.

Allan Lacki informed the members that, beginning in 2025, clubs such as LVCC will be required to file an "annual report" with the State, a process similar to what has been done in other states.

The business portion of the meeting was adjourned at 10:27

AM. This was followed by a wide-ranging discussion that included the antique tool recently acquired by Greg Dittrich, an unusual “Tahiti Coral” color 1961 Rampside seen at Hershey, Greg’s adventures driving a Jeep FC-150, and the proposed “Corvair Museum of America” in Nebraska.

Respectfully submitted,
Robert Marlow, Secretary

Election Results!

As noted in Bob Marlow’s meeting minutes, the current slate of LVCC officers was voted in for an additional one year term. So, Al Lacki, John Egerton, Bob Marlow and Joan Lacki remain President, Vice President, Secretary and Treasurer respectively. We thank you for your support!

Meeting Trivia

While rummaging through an old tool box, Greg Dittrich found this little item. Not knowing what it was, he brought it to our November meeting in the hope that someone could identify it. Was it a special tool for car repair? An apple corer? A surgical tool? (No, we’re not talking about the coffee cup!)



LVCC Treasury Report by Joan Lacki

Beginning Balance: October 31, 2023		\$1,991.54
Receipts:		
None	\$0.00	
Total Receipts		\$0.00
Expenses:		
Newsletter Expense (Allan Lacki)	(\$8.06)	
Total Expenses		(\$8.06)
Ending Balance: November 30, 2023		\$1,983.48

Generator Discussion by Fran Schmit

Source: The following article appeared in the December issue of the Leaky Seel, the official newsletter of the Corvair Minnesota chapter of CORSA. Here, author Fran Schmit talks about that club’s recent tech session.

The Corvair Chassis Shop Manual displays the following note in its Engine Electrical section. They are talking about the battery, but during our tech session, we emphasized this point for all electrical occurrences.

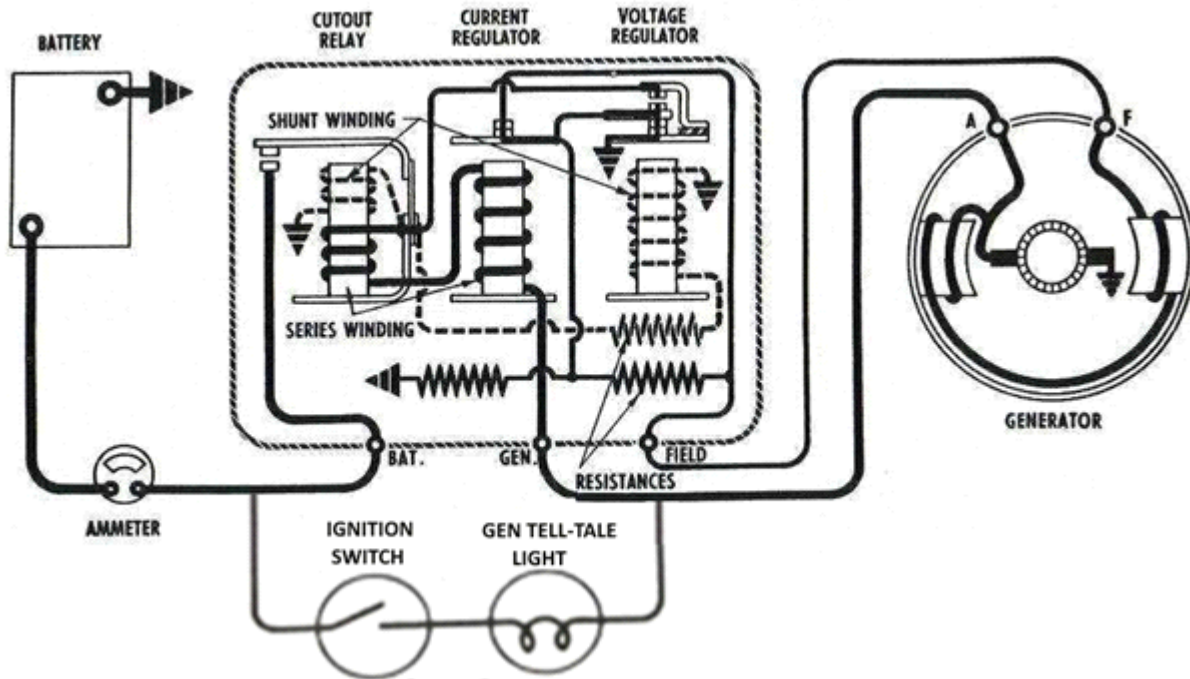
BATTERY

If a battery failure is encountered, the cause may lie outside the battery itself. **DO NOT BE SATISFIED MERELY TO RECHARGE OR REPLACE IT. FIND THE CAUSE OF FAILURE AND PREVENT RECURRENCE OF TROUBLE.**

A member’s FC had lost the generator and we didn’t know why that one died, but when the generator was replaced and that new one also died within a few miles - - it generated some discussion and the above “caution” was bandied about.

We discussed how all of the loads in the system come off that one contact (BATT) on the voltage regulator. The voltage regulator has to control the maximum current – to prevent the burnout that was experienced. Where and how the current is read and controlled was mentioned and the factory drawing was used to emphasize the point.

The sketch of the generator’s armature shows the generator fan on one end and the brushes – right where the cooling air comes in. The factory kept increasing the size of the genera-



tor fan (by increasing the diameter of the fan and its housing) but could only bump the maximum current from 35 Amps to 42 Amps.

Folks nowadays hear about 100 Amp alternators and get “loose” with their usage of the generator’s rather limited capabilities. We were all cautioned that the gen is a fine instrument and works well – within its specifications.

Nobody was making the point that you HAVE TO or YOU MUST change to an alternator when you add accessories that increase the load beyond the generator’s limits. A small note was made that you can’t just slap an alternator on your EM or FC, as you need to acquire a Delcotron adapter from a donor engine. Those engines are becoming harder to find nowadays.

During the tech session, we handed out a sketch of the generator system includes the “tell-tale” indicator light on the instrument panel. How the current that lights the tell-tale goes through the field coil to help the gen get going by making a small electro-magnet was the subject of some discussion. The drawing made that easier to point out.

One question brought up: What if the gen had been reverse-polarized while on the bench – why doesn’t that tell-tale current fix the problem? The fact that there is a residual magnetic field still present in the poles of the gen, got into the discussion. The residual field comes from the gen’s polarization and is always present in a gen.

The tell-tale light’s current adds an electro-magnetic field to

make a strong enough magnet to tell the regulator to initiate current in the armature. Sometimes the residual is enough to get it going and the tell-tale light’s contribution is just gravy.

We all agreed that calling the tell-tale light an “Idiot Light” is a misnomer and some even said they wouldn’t call it that, anymore! The temperature of the regulator is important in controlling the voltage as a cold battery needs a higher charge voltage.

We also discussed the proper temperature for storing a lead-acid battery – best temp being 0 degrees F is hard for some folks to swallow. So, if you think you have to take the battery out of your vehicle in the winter - it certainly Ok to do that - but don’t bring it in the house to keep it warm! Leave it on the floor of your cold garage. Also you don’t have set it on a board. After all, the hard rubber case was invented in 1910 and that should be sufficient (as long as the battery case is clean).



The factory drawing of the voltage regulator helped a great deal during the question/answer period. Many questions were bounced about during the tech session.

We talked about the magnetic field inside the regulator that can pull the contact open to shut off (control) the generator, but it would take a separate lecture-style tech session to actually show that in operation – in order to properly get that idea across.

The nice thing about this EM/FC voltage regulator is that you can demonstrate the voltage at the battery being pumped up by the current from the armature – until you can see the contacts inside the gen actually open - to prevent the voltage from going too high. That would make a nifty video on YouTube, wouldn't it?

The Last Corvairs

By: Eva "Corvair Lady" McGuire

On November 14, 1968, the Corvair was taken off the main assembly line at the Willow Run Assembly Plant to make room for the high demand of Novas being made. At that time, there were 57 Novas and only 3 Corvairs coming down the main line per hour in November of 1968 during the 1969 production model year. It became difficult for workers to put those random Corvairs together when they were now trained for Nova production.

The bosses decided to take the Corvair off the main line and construct a mini assembly area in what the Chevrolet Division called the "Corvair Room" to assemble the remaining cars by hand. There was a total of 6,000 1969 Corvairs made and car #2194 would be the last car produced on the main assembly line.

On Friday, (November 15, 1968), hand assembling of the remaining 3,805 cars would begin in the "Corvair Room" with car #2195 being the first hand-assembled 1969 Corvair on that same day. The last made Corvair (car #6000) would end production of this air-cooled wonder and was completed on May 14, 1969, at 1:30 PM. This last made car was placed in a truck headed for the GM garage in downtown Detroit but was never seen again creating a mystery about its whereabouts all these years later.

Workers were hand-picked by Supervisor Joe Casey to work in the "Corvair Room" due to their expertise in putting these cars together. These guys went from working on a Corvair for a few moments on the main line to now having to learn 20 minutes of work with all the different options. Joe states that they had 1-1/3 jobs per hour with 45-minute cycle times. They had a clock that would sound every 45 minutes and they would push the carriers to the next station.

They always had two shifts working (1st shift from 6 AM to 2:30 PM and 2nd shift from 3:30 PM to 12 Midnight). Joe was first shift (and main) Supervisor and Jim Comiskey was in charge of second shift. They usually made 3 cars per hour. They only made one convertible a day as Joe said, "They were a pain in the a@\$ to make." Car #5997 was the last (and only) 1969 Corvair convertible made on May 14, 1969.

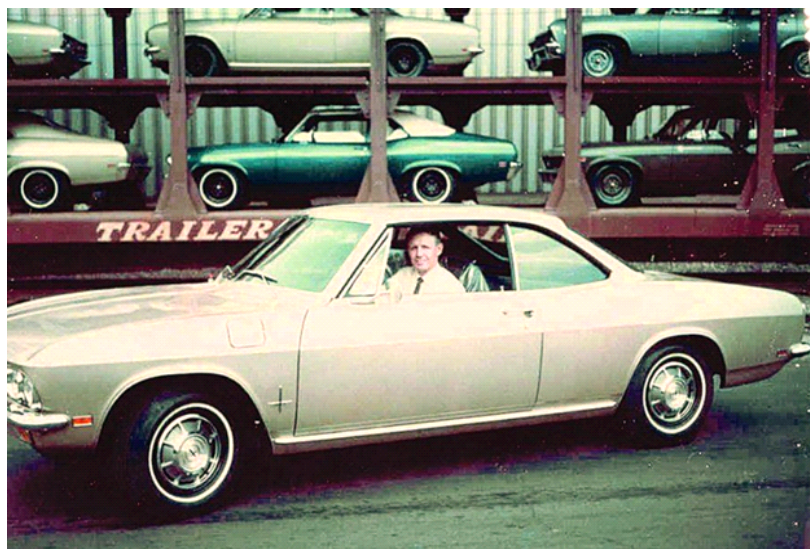
I asked Joe how many Corvairs were assembled on the last day of production. To the best of his memory, he believes there were only 3 to 5 cars made as they only had one shift due to the production ending at 1:30 PM. He said they held the last three cars (#5998, #5999, and #6000) until the press arrived at 9:00 PM.

How did they make the "Corvair Room?" Joe Casey explained how the Corvair Room was created when he gave a talk presentation at my Meet the Makers event in 2015, and excerpts from that speech appeared in an article I wrote about "The Last Corvairs" in the June 2016 Corsa Communique.

Joe Casey:

"When we started this Corvair Room, we decided we'd build a little spot in back of the plant and take the Corvair off the main line because, at three an hour, you hated to see the Corvair coming because you learned all of your job on the Nova and then you had to do just about the reverse when the Corvair came. And so, it was a nightmare from an assembly standpoint, material standpoint, and so on.

We set up about nine bays which were 50' by 50' of an area and put a wall around it, and that was the Corvair Room at the end of production. We built 1-1/3 cars an hour which was the opposite of



the problem of building something every minute because you had to learn what to do in 45 minutes, and to do everything that was required in 45 minutes took a lot of training. If that person went missing one day, we were really in trouble in the Corvair Room. We learned a lot about building on small volumes.

The bodies had come over from Fisher; we'd stage them outside (usually five to six at a time were available to us), and then we'd select what order we were going to build them depending on what options and so on, and what material was available.

And as was mentioned briefly, that last year of material availability really became difficult because, as you can imagine as a supplier, there was a custom at the beginning to building 250,000 a year of these pieces that had to come down to building 50 a month. So they were having to pull out tools and run a whole bunch and then warehouse them; and, hopefully, they ran the right amount before they put it back into production.

So, as we got down to the last few days, it got really tough. We were told there was going to be a big show; the press was coming on the last day and top management was coming on the last day, and so that last Corvair better run!"

The Corvair Preservation Foundation owns the last known surviving 1969 Corvair coupe (car #5999) and is proudly on display in the National Corvair Museum located at 10041 Palm Rd. (Old Route 66), in Glenarm, Illinois. For those who would like to book a tour, you can contact Museum Curator, Mike Hall, at (217) 494-7105 or email mrhvair@aol.com.

The Mysterious Fate of #6,000. What happened to the very last 1969 Corvair made, car 6,000? It was built on the last day of Corvair production, May 14, 1969, and rolled out of the plant at 1:30 PM with the press and top management in attendance.

It was an Olympic Gold coupe, Powerglide, 95 HP, and had the following options: AM pushbutton radio, full tinted glass, whitewall tires, door edge guards, full set of four individual factory floor mats, custom deluxe seat belts, and operating convenience group consisting of electric clock, remote-control rear view mirror, and rear window defogger. MSRP cost of this vehicle in 1969 was \$2,868.30.

What we understand about car 6000 is that it was taken by a closed covered truck from the Willow Run plant on May 14th to the GM garage in downtown Detroit, MI, and it was never seen again.

CORSA Convention for 2024

Start preparing and add Dayton, Ohio, the Birthplace of Aviation, to your list of destinations and attend the CORSA 2024 International Corvair Convention. The Dayton Corvair Club, the Corvair Club of Cincinnati, and the Columbus Mid-Ohio Vair Force had have worked together to host this event and they are eagerly awaiting to welcome you. Hotel reservations can be made now!

The Convention will be Monday July 22nd thru Thursday, July 25th To help you plan your trip, here are the days of the major events:

- Monday- Welcome Party with Car Display and Valve Cover Racing!
- Tuesday- Concours d'Elegance during the day; Special evening event: "Dinner under the Wings" at the National Museum of the United States Air Force
- Wednesday- Econo Run and Road Rally
- Thursday- Autocross and Banquet

There is much more planned for your enjoyment and many local attractions to visit before and after the convention.

Registration will open in late February but you can - and maybe should - reserve your hotel room today.

Marriott at the University of Dayton,
1414 South Patterson Boulevard,
Dayton, Ohio 45409 / 1 937-223-1000

Room rate is \$142 per night. Mention The Corvair Society of America 2024 for special room rate. Remember - CORSA conventions are limited to CORSA members. If you're not a member, join now so you can attend!



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 like this: ✓

Saturday January 20, 2024 - LVCC Tech Session at Jeff Strausser's Workshop ✓

Location: 635 Morvale Road, Easton, Pa 18042. Use the upper driveway to enter. Entrance around the back. Time: 10 AM to 1 PM. We will be removing the powertrain in Jeff's '66 Monza so that he can send the transmission out for a rebuild. He has everything to do the job including a floor transmission jack, under-car transmission jack, a lift and a hydraulic table. Wear work clothes! Coffee, donuts, and hoagies will be served but we need a head count. So please call or email Allan Lacki to let him know if you will be there. Here is Al's contact information: Email: redbat01@verizon.net. Phone (610) 927-1583 (no later than 6 PM please. Feel free to leave a message if nobody picks up). And if you get lost, Jeff can be reached at 610-533-0170.

January 20 to January 21, 2024 - Automania

Location: Allentown Agri-Plex, 302 N 17th Street, Allentown, PA. Time: 12 PM to 9 PM daily. Buy, sell and trade all things automotive. For more than two decades, Auto Mania has been Pennsylvania's biggest indoor heated automotive flea market and the tradition continues this year with support from Carlisle Events. Website: <https://carlisleevents.com/events/events-detail/index?id=auto+mania> Phone: 717-243-7855.

Saturday, February 10, 2024 - LVCC Membership Meeting ✓

Location: Starlite Diner, 233 N Route 100, Allentown, PA 18106-9367 Complete details in this issue of the *Fifth Wheel*!

Saturday, February 17, 2024 - NJACE Annual Corvair Parts Auction ✓

Location: Pompton Lakes Elks Lodge, 15 Perrin Avenue, Pompton Lakes, NJ 07442. Time: Set-up begins 9 AM, bidding begins 10:30 AM, event ends approx 3 PM. Rain, shine or snow! Price: Free admission with 10% commission on sales going to the club treasury. The Annual NJACE Corvair Parts Auction is an indoor wintertime event that provides ample opportunity for Corvair enthusiasts to buy and sell Corvair parts, and enjoy a lot of laughs! At the auction our member-auctioneers offer Corvair parts and Corvair-related items to the highest bidder. You may bring parts to sell, you may buy, you may do both, or you may just come to enjoy the fun. Breakfast and lunch available on premises!

March 23 & 24, 2024 – Mid Atlantic Indoor Nationals

Location: Greater Philadelphia Expo Center, 100 Station Ave., Oaks, PA. Time: Saturday, 9:00 AM to 7:00 PM. Sunday, 9:00 AM – 4:00 PM. Mid Atlantic Indoor Nationals, is a custom car truck and bike show that takes place on the outskirts of Philadelphia, inside The Greater Philadelphia Expo Center in Oaks, PA. The event showcases nearly 300 vehicles, includes around 60 vendors, great entertainment and eateries.. Website: <https://motoramaproductions.com/main-vehicle-reg-1> Phone: 717 307-5466.

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

July 22 to July 25, 2024 12:00 AM 2024 CORSA International Convention – Dayton

Location: Marriott at the University of Dayton, 1414 South Patterson Boulevard, Dayton, Ohio 45409. The Dayton Corvair Club, the Corvair Club of Cincinnati, and the Columbus Mid-Ohio Vair Force had have worked together to host this event and they are eagerly awaiting to welcome you. Schedule includes all-Corvair car show, concours, rally, economy run, tech sessions and more. Hotel reservations can be made now! Call 1 937-223-1000 to reach the hotel. Registration for convention events will open in late February. Remember – You need to be a CORSA member to sign up!

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.

January Tech Session at Jeff's Workshop

Our usual meeting place - the America on Wheels Museum - will be closed in January & February. In January, we'll be having a tech session at Jeff Strausser's work shop at 635 Morvale Road in Easton.

Please be aware that this is NOT home address and NOT his business address on Penn Highway. See diagram below!



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

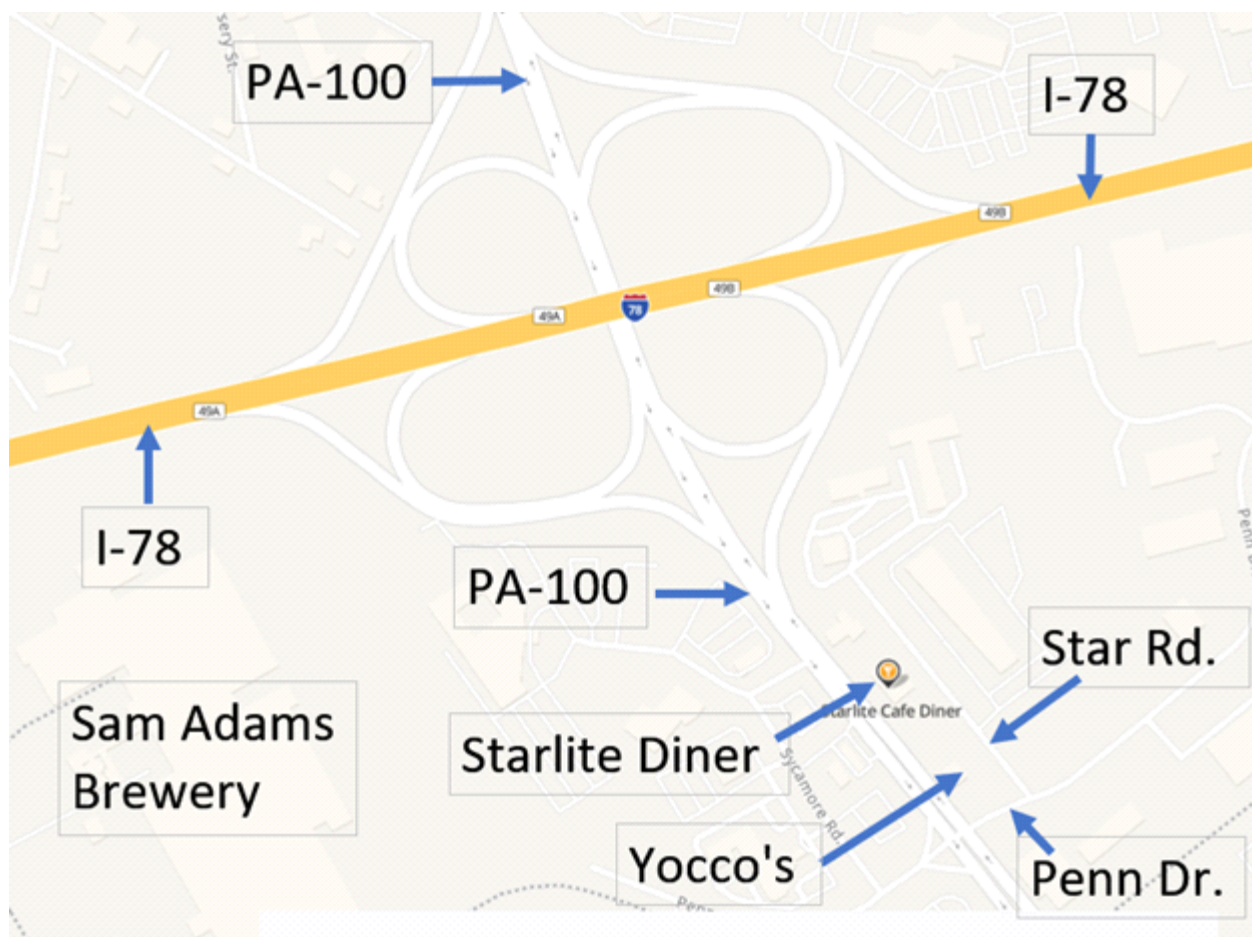


Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370 (413) 625-9776 www.corvair.com email: clarks@corvair.com **CATALOG-** over 450 pages, free with an order, \$8 postpaid in USA

February Meeting Location

Our usual meeting place - the America on Wheels Museum - will be closed in January & February. In February, we'll be meeting at the Starlight Café Diner on February 10th. That's the second Saturday of the month..

The official address is 233 N Route 100, Allentown, PA 18106-9367, but to there, take Route 100 to Penn Drive eastbound and then Star Road northbound. It's right next door to Yocco's. Lost? Call the diner at (610) 395 4031.



LVCC Officers

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