



the fifth wheel

SEPTEMBER 2024

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

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Next Meeting: Saturday Sept. 14, 2024

>>> A Week Earlier Than Usual <<<

Time: 10 AM to Noon

Place: America of Wheels Museum



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.

LVCC at the First State Corvair Club Show

The 34th Annual All Corvair Show hosted by the First State Corvair Club was held on Saturday, August 24th at the Limestone Presbyterian Church in Wilmington, Delaware.

The registration fee included an all-you-can-eat lunch with your choice of fresh ham, turkey, roast beef and Italian subs.

Tickets for door prizes were called out all day long. Participation awards were drawn near the end of the show. Trophy winners were selected by way of people's choice for early, late, closed, convertible, modified and forward control Corvairs.

I don't know how the folks at First State can offer all this, but they do it every year. And this year, the weather was perfect!

You may be wondering why this issue of *The Fifth Wheel* has a feature article on a Corvair show in Delaware. It's because four LVCC members were there and three came away with trophies. They are:

1st Place Modified: Scott Oberholzer, with his beautifully-painted late coupe equipped with low-profile tires mounted on shiny aluminum slotted wheels.

1st Place Late Closed: Allan Lacki, with his one-and-only Corvair affectionately known as "Le Heap".

2nd Place Late Closed: Dave Smith, with his recently-acquired '66 Monza with factory air-conditioning – and the A/C really works!

Liquidating a Very Large Collection of Corvair Parts

Bob Marlow didn't win a trophy at the Delaware show because he didn't bring a Corvair. But he had a wide selection of Corvair parts for sale including many NOS items.

Bob has sold almost all of his own stash of Corvair parts. So, where did he get more parts to sell, and why?

Bob Marlow is not only a member LVCC but also the New Jersey Association of Corvair Enthusiasts (NJACE), which is involved in selling a vast collection of Corvair parts acquired over many decades by another NJACE member, and most of the parts on Bob's table were from that collection.

The owner, who is downsizing and moving south, has agreed

to let NJACE retain fifty cents on the dollar for every part that NJACE can sell for him. They anticipate most of the parts will eventually be sold in-bulk to Clark's Corvair Parts in Massachusetts. It would otherwise take years to sell the parts one-by-one. How about 800 A/C spark plugs, all in their original wrappers?

The 50/50 deal is likely to bring thousands of dollars in revenue to both parties while prolonging the availability of valuable new old stock parts for folks like you and me.

Coming Up: Covered Bridge Tour!



Details are still in the works, but we are arranging a covered bridge road tour for our members and friends. Complete information will be published in the October issue of this newsletter. But reserve the date! Saturday October 26!

Just the sight of covered bridges suggests thoughts of old charm and romance. In Lehigh Valley, seven covered bridges are still standing and our tour will take us to – or through – all seven. Five of these, which are open to traffic, often are taken for granted when crossed by busy travelers every day.

Our covered bridge road tour is approximately 50 miles long. Plan to spend several hours for a leisurely drive, snap photos and enjoy the scenic beauty surrounding the bridges.

Covered Bridge Fun Facts

Why are they covered? Wooden bridges with exposed superstructures are vulnerable to weather and rot. Covering the bridge with a roof also strengthened the entire structure.

(Continued on page 4)



First State Corvair Club Show. Dave Smith was awarded a trophy for his air-conditioned coupe!



At the end of the show, Dave rolled up his windows and drove home in comfort!



Scott Oberholzer took home a first place trophy in the Modified class.



Allan Lacki was awarded first place in the Late Closed class.



Bob Marlow vending Corvair parts from the Jack Rogers collection.



Although it wasn't scorching hot, folks found shady spots to sit under the trees.

Why do they resemble barns? It is said the spans were built to resemble barns so farm animals would feel more at home and not stampede as they were driven across the streams and rivers.

Why are they sometimes called "kissing bridges"? They provided shelter from a storm and a chance to sneak a kiss.

Did you know ? Pennsylvania has the most remaining covered bridges in the nation. Pennsylvania also had the first covered bridge, built in 1805 by Timothy Palmer, a carpenter from Massachusetts, that spanned the Schuylkill River in Philadelphia.



Complete Shift Linkage Repair!

By Allan Lacki

Rebuilding Corvair shifters is one of my specialties! The following is for 1965 to '69 Corvairs. The shift linkage on earlier Corvairs is actually a simpler design. The linkage on later Corvairs has an extra link, sometimes called a "stabilizer" to help keep the trans in gear.

1. On a '65 to '69 Corvair, the shift tube consists of an outer tube and an inner tube. The shop manual refers to the inner tube as a "rod assembly", but it's really a tube, so that's what I call it in this article. Remove the tunnel pan covers and then remove the entire shift tube assembly from the bottom of the car. You will need to unfasten the rubber boots at the rear end of the assembly first.

To remove the shift tube assembly from the car, you'll also need to detach the "link" at the rear of the tube. Often, the nuts that secure it are so rusty that you'll end up snapping off the threaded end of the rod, so be careful. But if you do, don't worry. You can buy a used replacement if you search around. Those links come in two lengths, so beware!

2. Inspect the flat plastic seals that were sandwiched between the front-end of the shifter tube and the floor of the car. They are often broken. If so, buy replacements from your favorite Corvair parts vendor. If they're in good shape, put them aside for now.

3. Remove the coupling assembly at the rear of the shift tube. It's often rusted in place, so use lots of rust penetrant to loosen it up. Measure how deeply it penetrated the inner tube. (The rust will be your guide!) Set aside that measurement. We'll use it later.



Inner & outer shift tubes.

4. Remove the two plastic bushings located at the front and back ends of the outer shift tube. They're almost always shot.

Remove the cardboard liner that's inside the outer shift tube, if it's still in there. They're usually smushed and that alone will cause plenty of binding. Chevy put the cardboard liner in there to dampen vibration, but there's no need to replace it. So leave it out during reassembly.

5. Check the inner tube. Sometimes they are bent. This happens when a mechanic removes the entire power train without watching what he's doing. If the inner tube is bent, find a replacement.

Usually, the entire length of the inner shift tube is rusty. Grind off the rust along its entire length with a wire wheel grinder. Or if you don't have a grinder, sand the shaft with with emery cloth or better yet, have it sand blasted clean.

You may be wondering why the entire length of the shaft must be free of rust. It's so that you can slide those two new bushings onto the shaft. Do a trial fit with the replacement bushings you already bought. If they hang up, grind off more rust. The original bushings were made of plastic. Most people replace them with bronze oilite bushings. Clarks sells them. You can find them in hardware stores, too.

6. For those of you who are replacing the plastic bushings with bronze bushings, you are likely to find that the bushings' I.D. is less than the O.D. of the inner shift tube, making it nearly impossible to slide the inner shift tube back and forth inside the outer shift like it should. If you encounter this situation, you'll need to ream the I.D. of the bushings just enough to let the tube slide as it should. I do this with a Dremel tool.

Install the two new bushings at the ends of the outer tube, one at each end.

The Clarks bushing kit includes four little set screws, but if you screw them in too far, they interfere with the inner tube which has to slide back and forth. (Another potential cause of binding). I don't use set screws. Instead, I solder the bushings into the ends of the outer tube with a torch. Of course, this requires the ends of the outer tube to be especially clean.



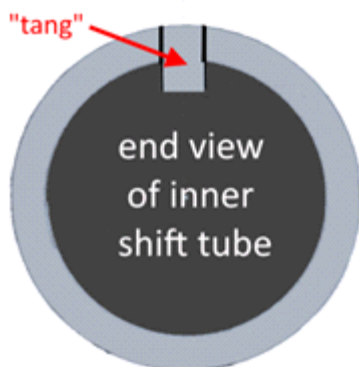
Clark's bronze bushing kit.

7. The coupling assembly that connects the inner tube to the transmission shifter stub is often shot. Too much slop in the hole where the pin goes through. Buy a new or rebuilt one. Several of Corvair vendors sell them. Beware! They come in two lengths. A long one for 1960-65 Corvairs. A short one for 1966-69 Corvairs. Be sure to buy the right one!



Coupling assemblies are available from most vendors.

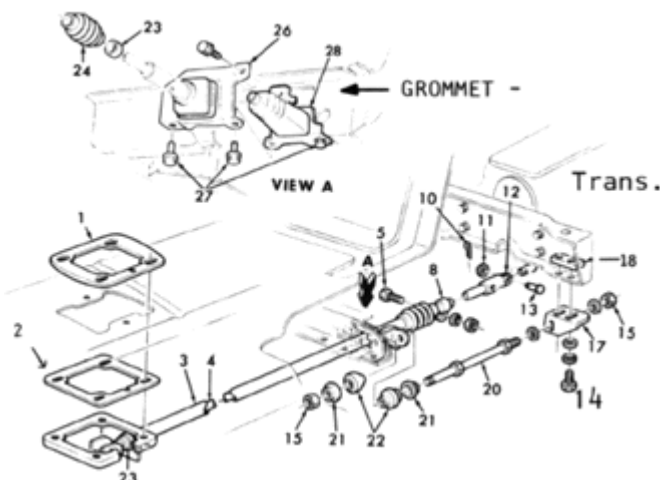
8. Important! The shaft of the coupling assembly has a groove that intersects with a tang at the rear end of the inner shift tube. The groove-and-tang arrangement orients the coupling assembly in the right position for all forward gears and reverse. If the tang is bent flat, bend it back so it protrudes inside the tube. If it was snapped off, you can make a new one by cutting slots deeper along the both edges of the gap and bending a new tang onto the inner shifter tube.



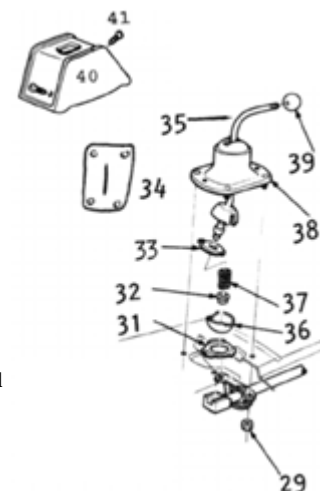
The tang-and-slot make the process of adjusting the shift so much easier!

9. When you removed the outer shift tube from the bottom of the car, you removed the four nuts that hold the front end of the shift tube to the body of the car. But those four nuts also secure the

1965-69 3 & 4 Speed Shift Linkage



1. Shifter Plastic Base (Shim)
2. Lower Seal (Shim)
3. Shifter Tube (Outer tube)
4. Shifter Shaft (Inner tube)
5. Bolt Kit
8. Clamp
- 10 & 11. Small Washer & Cotter Pin
12. Shift Rod Coupler
13. Pin: Shift coupler to transmission
14. Bolt Kit
15. Set of 2 Nuts
18. Retainer
20. Link (Stabilizing Rod)
21. Dished Washers
22. Rubber Bushings for Stabilizer Rod
23. Shifter tube bushing.
24. Shift Coupler Boot
26. Boot - Shift Rod
27. Bolts: Set of 4
28. Boot - Clutch Cable
29. Nuts: Set of 4
31. Retainer - Shifter Cup
32. Bushing - Nylon
33. Seat: For shifter spring
34. Corsa Shifter Base "Flap"



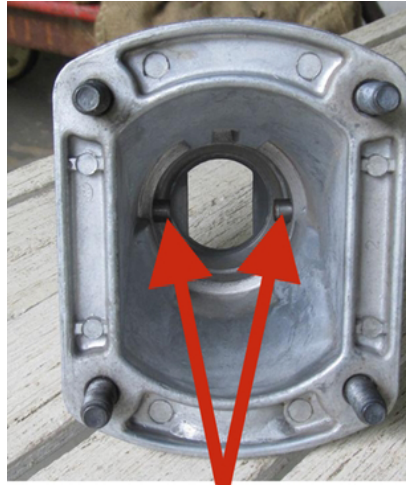
35. Cup - Shifter
36. Cup - Shifter
37. Spring - Shifter
39. Knobs - Shifter
40. Repro Chrome Corsa Shift Base

shifter housing assembly to the floor of the interior of the car. (The shifter housing assembly is the aluminum casting where the shift lever attaches to the floor). So, now that you've removed the nuts, remove the shifter housing assembly from the interior of the car.

10. Remove the shift knob and flip the shifter housing assembly upside down. Put the housing in a vice. Remove the steel "seat" that retains the guts of the housing inside the casting. It has dimples that snap into detents in the bottom of the shifter housing casting. Much patience is required. I use a short length of plastic PVC pipe to get a grip on the rotate the steel seat enough to disengage it. Next, pull the shift

lever out of the casting. Clean out the grease.

11. Inside the casting, you'll find two rocker pins that are not shown in the factory diagrams, but they are certainly there. They are almost always worn flat and that affects the precision of the shifter action. But you don't need to replace them. Simply tap them out with a punch, reverse them so that the unworn ends will serve as the new rocker ends, and press them back in with a big C-clamp.



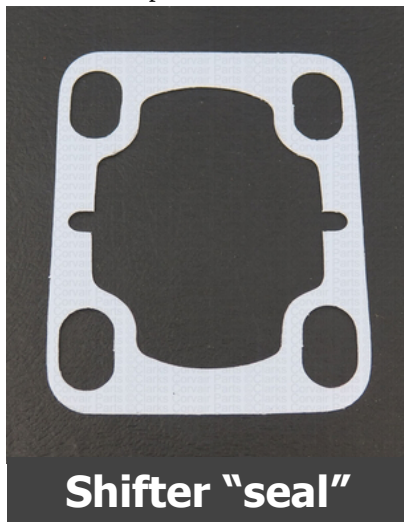
Rocker Pins

Lube it up and reassemble the shifter housing. Note that the housing includes a disk (another "seat" according to the shop manual) that, when oriented in the proper position, causes the shift lever to rock over to the gate between third and fourth gear to ease up-shifting.

12. Insert the inner shift tube into the outer tube. Insert the new coupling assembly into the rear of the inner shift tube and secure it lightly using the clamp. Remember the measurement that you took earlier? Use it to determine how deeply to insert the new coupling assembly into the tube before you tighten the clamp. But do not overtighten it now.

13. While having a helper sitting in the driver's seat, hold the shifter housing assembly in-place on the floor, install the shifter tube from the bottom of the car. Now is the time to reinstall those plastic shifter seals. One or more go on top of the floor from the interior and one or more go on the bottom of the floor, from underneath. The shop manual has a procedure for determining the number and thicknesses of the seals to install.

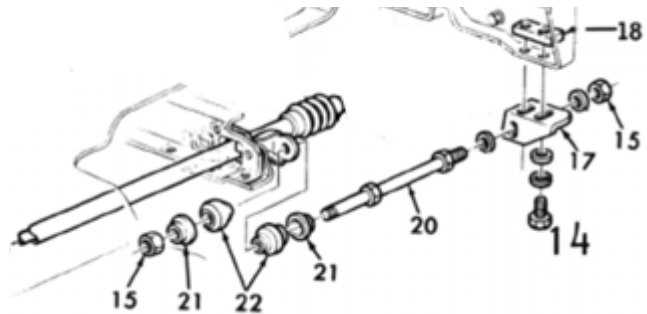
You can simplify this process by using self-locking nuts to secure the shift tube to the floor. Install the self-locking nuts on the four studs that protrude through the floor. Tighten them enough to enable the shifter tube to move back and forth just slightly.



If you don't tighten them enough, the whole shifter housing assembly (with shift lever) will wobble on the floor of the car and this will severely affect the shifting action. On the other hand, if you tighten those nuts too much, you'll lock the shift tube to the floor, making it impossible for the entire shift linkage to move backward and forward as the powertrain shifts on the trans and engine mounts. This could cause the transmission to pop out of gear when driving on a rough road.

14. With the pin you removed previously, (or a new pin if you prefer) attach the new coupling assembly to the little stub shaft that comes out of the front of the transmission. Secure the pin with either a cotter pin or hitch pin.

15. Reinstall the link (stabilizing rod) with new rubber bushings. Do not tighten the nuts.



Link assembly complete (stabilizing rod)

16. Have your helper get into the car and, while pressing the clutch pedal, have that person shift through all the gears. He or she should have no problem finding them.

At this point, the only question is whether the shift lever rocks too far forward or backward for you to reach. Check it by putting the transmission in neutral and see if the knob falls ready to hand. Adjust to suit by loosening the clamp that secures the coupling assembly to the inner shift tube and moving the coupling assembly in or out just slightly. Make sure not to ruin the tang that guides the coupling assembly into the inner shift tube!

When the shift knob falls to hand where you want it, tighten the coupling assembly clamp down - HARD. If you fail to do that, the coupling assembly will slide out of adjustment while you're rolling down the road and you won't be able to shift your transmission at all. This is from the voice of experience!

17. Loosen the nuts that secure the link (stabilizing rod) and readjust them so that the rubber bushings are snug but not interfering with the shift mechanism.

Your shifter should work just like new now. I may have left out something, but these instructions should get you there!

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!

Car Shows and Other Events: Events that typically draw a number of Corvair are denoted with a check mark like this: ✓

Sunday September 8, 2024 - Strausstown Lions Club Show

Location: 10 Wilson Ave, Strausstown, PA. Time: 9 AM to 3 PM. Price: \$10 per show car. Attention: Pre-registration required! All show cars must be pre-registered. No registrations will be accepted at the gate. Registration deadline is September 2nd, 2024. Judging starts at 12:00 noon. Spectator: \$5. For car show information, call (484) 388-0358. Website: www.strausstownlionsclub.com

Sunday September 8, 2024 – Classic Car Show at The Topton Lutheran Home

Location: The Lutheran Home at Topton, 1 South Home Avenue, Topton, PA. Time: 10:30 AM to 3:30 PM. Price: No preregistration required. No fee. Display your classic car and help us celebrate Grandparents day with out residents. Music, food, bake sale, raffle, craft show. Phone: (610) 682-1425. Website: <https://tinyurl.com/4wfajyrj>

Thursday September 12 to Sunday September 15, 2024 - Pep Boys NHRA Nationals

Location: Maple Grove Raceway, 30 Stauffer Park Lane, Mohnton, PA 19540. Adult General Admission: \$20 per person per day. Parking: \$40 per car. Four days of NHRA drag racing. Complete daily schedule here: <https://tinyurl.com/5bf5apd3>. The racetrack is an all concrete ¼ mile surface offering speeds up to 280mph during Thursday's portion of the National event weekend. Phone: (610) 856-9200. Email: info@mgraceway.com. Website: www.maplegroveraceway.com.

Sunday, September 15, 2024 - Anthracite Region AACA 38th Annual Car Show

Location: Tri-County Little League Baseball Field, 600 S. Hancock St., McAdoo, PA. Time: 8 AM to 3 PM. Rain or Shine. Cost to register September 7 thru day of show - \$20.00. Antiques, classics street rods, rat rods, modifieds, street machines, trucks, customsmuscle 4x4 trucks, & motorcycles. Food and beverages available. Vehicles must be driven onto show field. Awards at 2:30 PM. Phone: (570) 929-2017. Website: www.araaca.com

✓ Saturday, September 21, 2024 - Central Pennsylvania Corvair Club Corvair Day

Location: Eastern Museum of Motor Racing (EMMR), 100 Baltimore Road, York Springs, PA 17372. Time: 9 AM to 3 PM. Day of Show Price: \$15 per show car. Free flea market spaces. Join us for our Annual Corvair Day event being held at Eastern Museum of Motor Racing (EMMR). <https://www.centralpacorvairclub.org>

Saturday, September 28, 2024 - 8th Annual Car Show for Autism

Location: Bucks County Community College, 275 Swamp Road Newtown, PA 18940. Time: 1 PM to 5 PM. Day of show price: \$25 per show car. Sponsored by Potential, Inc., a 501(c)(3) organization. Donations are tax deductible. This is a judged, unclassified show. Cars that wish to be parked together must arrive together, we will not hold spots for latecomers. All cars must arrive between 10 AM and 12:30 PM. Cars will be parked on a paved surface. Trophies will be awarded for Top 25, People's Choice, Best of Show, President's Choice, the Car Club with the Most Members, and a special award for the best representation of autism awareness. <https://potentialinc.org/car-show/register/>

Sunday, September 29, 2024 – Fall All GM Show

Location: The Shrine for Padre Pio, 111 Barto Rd, Barto, PA 19504. Rain or shine. Time: 8:30 AM to 3:00 PM. Day of show price: \$20 per show car. Sponsored by: Keystone State Chapter, Pontiac Oakland Club International. Info: Tom Wright 610-587-3468 or tommyjw22@yahoo.com

Wednesday October 2 to Sunday October 6, 2024 - Fall Carlisle

Location: Carlisle Fairgrounds, 1000 Bryn Mawr Rd, Carlisle, Pennsylvania 17013. Time: 7 AM to 6 PM every day except Sunday. Admission: \$13 per person over 12 years old. Sunday is free. Colossal automotive flea market with a staggering 8,100 vendor spaces. Parts, accessories, collectibles, and memorabilia. Contact Info: Phone: (717) 243-7855. Email:

(Continued on page 8)

LVCC Calendar of Events (continued)

info@carlisleevents.com. Website: <https://tinyurl.com/mryzuaxa>

Tuesday October 8 to Friday October 11, 2024 – AACA Hershey Eastern Fall Meet

Location: Giant Center Hershey PA, 550 Hersheypark Drive, Hershey, Pennsylvania 17033. Time: 7 AM to 5 PM every day. Price for spectator admission: Free. Price for show car registration: \$50. Huge antique auto show, car corral and swap meet. Hundreds of antique cars from Duesenbergs and Packards, to trucks and busses, to Pintos and Pontiacs, the show car field features 100 years of automotive history. Contact Info: Phone: (717) 566- 7720. Email: fallmeet@hersheyaaca.org. <https://hershey.aaca.com/>

✓Saturday October 26 2024 - LVCC Covered Bridge Road Tour

Get your Corvair ready! We'll be driving to and through seven historic covered bridges in Lehigh County! Details to follow in the next issue of *The Fifth Wheel*.

LVCC Classified Ads



Two ads from Bob Marlow: Bob decided to post information on two cars currently being offered by members of our neighboring Corvair club to the east, the New Jersey Association of Corvair Enthusiasts (NJACE).



The white car: 1966 Corsa coupe, a solid Van Nuys-built car, always a west coast car until shipped to NJ years ago and has been stored indoors since then, never driven in east coast weather. 140-hp 4-speed drivetrain is out of the car but included, a “dummy” drivetrain is in the car to make it rollable/towable. The instrument cluster is out of the car but included. Being offered on behalf of a 30-plus-year member of NJACE. Located in northwest NJ.

The orange car: 1965 Corsa coupe known as “Fast Orange.” 140-hp, 4-speed, air conditioned. Just completed a trouble-free round trip to the Dayton convention. A ready-to-drive, ready-to-show car. Being offered by a 25-year member of NJACE and past club officer. Located just off I-80 near Williamsport, PA.

Neither of these cars are mine. I'm just helping to promote their availability. For more information on either of these cars, send a PM to me and include your email address and phone number. Bob, voice or text at 201-444-1859, email vairteccorp@gmail.com.

LVCC Classified Ads (continued)

For Sale. 1965 "Corsa" convertible. A 1965 Monza, fully updated to Corsa specifications. 140-hp, 4-speed. Extensive performance modifications, including center-mount 4-bbl carburetor, Recaro seats, roll bar, electric fuel pump, and much more. Comfortable street cruiser, capable track car. Multi-time Fitch Award winner at Lime Rock. Owned for 40+ years by a long-time AACA member, CORSA member, past CORSA director, past LVCC member and past NJACE chapter officer. Being offered on behalf of the late owner's estate. Located just off I-78 near Phillipsburg, NJ. Asking price is \$16,000. Please contact Bob, voice or text at (201) 444-1859, email vairteccorp@gmail.com



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, and much much more. Used Parts: Too many to list. Contact Larry Ascheuer for pricing. Phone (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, 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.

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, Perkasio, PA.

Treasury Report by Joan Lacki

Beginning Balance: (August 1 2024)	\$ 1,767.10
<u>Receipts:</u>	
Membership Dues	\$ 290.00
	\$ 290.00
<u>Expenses:</u>	
Newsletter (Allan Lacki)	\$ (10.60)
Cash Receipt Book (Joan)	\$ (16.95)
	\$ (27.55)
Ending Balance: (August 31 2024)	\$ 2,084.65

Membership dues received this period

Ascheuer, Larry	\$ 20.00	1 year
Cengeri, Ryan	\$ 20.00	1 year
Greene, Rich	\$ 20.00	1 year
Ingles, Walter	\$ 35.00	2 years
Kohler, Randy	\$ 35.00	2 years
Lewis, Larry	\$ 20.00	1 year
Reinert, Donald	\$ 20.00	1 year
Scherzer, Fred	\$ 20.00	1 year
Smith, Garry	\$ 20.00	1 year
Smith, Dave	\$ 20.00	1 year
Strausser, Jeff	\$ 20.00	1 year
Unrath, Albert Jr.	\$ 40.00	2 years
	\$ 290.00	



45th Annual
CORVAIR DAY

We Meet Here!

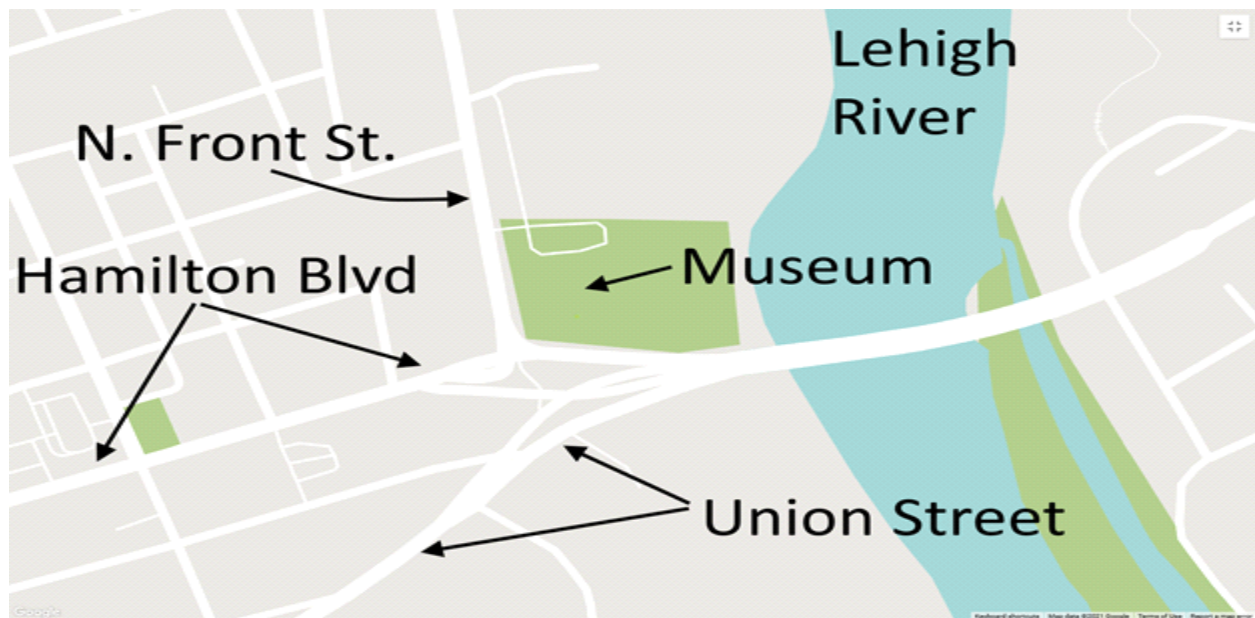


Next Meeting Date: **Saturday September 14, 2024, 10 AM**

That's a Week Earlier than Usual!

Place: America On Wheels Museum

5 North Front Street, Allentown, PA 18102



Clark's Corvair Parts®

400 Mohawk Trail
Shelburne Falls, MA 01370
(413) 625-9776
www.corvair.com



2019-2025 CATALOG Now Available. Over 16,000 parts, 1,000's of photos, sketches, and diagrams. Order a copy or view online at www.corvair.com

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LVCC's Instagram Account, [lehigh_valley_corvair_club](https://www.instagram.com/lehigh_valley_corvair_club), is maintained for us by Ryan Cengeri, halfmile@gmail.com
Contact Ryan to have your favorite Corvair photos posted on Instagram!