



the fifth wheel

OCTOBER 2024

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

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***Next Event: Covered Bridge Road Tour
Saturday Oct. 26, 2024, 10 AM***

***The bridge tour replaces our regular
October meeting.***

***Next Regular Meeting: AOW Museum
Saturday November 16 at 10 AM***

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 Activity for October: Covered Bridge Tour!

As promised in the September issue of our Fifth Wheel newsletter, LVCC will be having a covered bridge road tour!

Please Let Us Know If You're Interested! We need a headcount, so please call or email me no later than the day before if you want to join us on this tour! Allan Lacki. Email: redbat01@verizon.net Phone: (610) 927-1583. Please call before 6 PM. Feel free to leave a message.

Date: Saturday October 26.

Muster Location: Perkins Restaurant & Bakery, 3214 Hamilton Blvd, Allentown, PA 18103-4535

Departure Time: We'll leave the Perkins parking lot promptly at 10 AM.

What You'll See: Six covered bridges in total. The first bridge is now a pedestrian bridge. The remaining bridges are open to car traffic. We'll drive our cars through them. There is a limited amount of parking next to each bridge.

Map & Instructions: When we meet at Perkins, we'll provide you with a copy of the official Lehigh Valley Covered Bridge brochure. The brochure provides detailed step-by-step instructions for driving from one bridge to the next. If you want to see the brochure beforehand, click or tap this link: <https://tinyurl.com/4sbtt538>

Exceptions to the Brochure: At Perkins, we'll also hand out two supplemental sheets so you can cope with two exceptions we'll be making to the official tour route.

When you get the brochure, you'll see that it contains seven instructions for driving the route between the bridges. The exceptions are:



Instruction #1 of 7: This instructions is for driving to Bogert's Bridge, the first bridge on the tour. Instead of starting at Allentown's Center Square, we'll take off from the Perkins Restaurant.

Instruction #7 of 7: Instead of driving to from Schlicher's Covered Bridge to Kreidersville Covered Bridge, we'll be driving from Schlicher's Covered Bridge to the The New Schnecksville Diner, located at 4527 Route 309, Schnecksville, PA 18078 for a late lunch.

Yes, we're going to skip Kreidersville bridge. It's far out of the way and it's very much like the others.

Public Restrooms: Covered Bridge Park: Wehr's Covered Bridge is the third bridge along our route. It is adjacent to a 165 acre park with public restrooms.

Rain of Shine ... Within Reason! If a sustained storm with heavy rain and wind is in the forecast for our date, then we'll make a decision to either postpone or cancel. If we make a decision like that, we'll notify you by email – assuming we have your email address - and by a notice on our website <https://www.corvair.org/chapters/lvcc/> That notice will be posted no later than 5 PM on Friday October 25; the evening before the event. But otherwise, you can assume the event is "on".

'See you there!

Come and Get It! ***by Bob Marlow***

Jack Rogers, a long-time Corvair enthusiast in northern New Jersey, has over the past 30-plus years amassed a collection of Corvair parts that is jaw-dropping. His very large garage/workshop is packed, and I do mean packed. Now in his mid-80s, Jack has decided not only that it is time to sell, but also to donate a large portion of the sales proceeds to the the treasury of our neighboring CORSA chapter to the east, the New Jersey Association of Corvair Enthusiasts (NJACE).

Over the past several months a dedicated crew of NJACE and LVCC members has been putting in hours at Jack's place, sorting and cataloging what's there. Some parts have already been sold, including an initial truckload of cores delivered to Clark's Corvair Parts in Massachusetts.

(Continued on page 4)

Covered Bridges of Lehigh County



For the next step, NJACE President Brian O'Neill has designated Saturday, October 19, as the date for the first of two open sales to take place at Jack's shop. Mark the date and plan to stop by! The sale hours will be 10 AM through 4 PM. The address is 110 Wildcat Road, Franklin, NJ 07416.

Available will be a vast amount of both used and NOS parts. There are also more than 20 engines in varying states of assembly, as well as tools and supplies. Bargain pricing will be the rule of the day, and a full 50 percent of the sale proceeds will benefit the NJACE club's treasury.

I mentioned that this is the first of two sales. That's because there is way more than we can expect to sell in one day, and not everyone may be able to make it on the first day. So the second sale date is Sunday, November 3rd. Plan on coming to one or the other or both of these sales.

Remember, Jack is generously donating half of all parts sales to the NJACE treasury, so come on out and find some bargains, help Jack, and help NJACE - our neighboring club.

LVCC at Corvair Day ***by Rich Greene***

I was the only LVCC member to enter a Corvair in Central Pennsylvania Corvair Club's "Corvair Day" event this year. However, I represented the LVCC well by taking the "Best in Show" award with my 1966 Corsa. (*Congrats Rich!*)

Bob Marlow and John Egerton were there selling Corvair parts. Larry Asheuer was selling as well.

Scott Oberholzer was there with his Corvair, but did not enter it in the show. Dick Wiedner and his son were there as spectators. They arrived in Dick's new Chevy Malibu.

Editor's Note: I would have been there too, but Joan and I were touring Great Britain. Al Lacki

The Cars of Great Britain ***by Allan Lacki***

As noted above, Joan and I took a tour of Great Britain which entailed plenty of hours riding on buses from London to Edinburgh and plenty of places in between.

I won't bother you with all that, but while riding shot gun in a window seat, I got to see hundreds if not thousands of cars

going the opposite direction on the highways and byways throughout the countryside. And so, I came away with some impressions about the cars our friends in England, Wales and Scotland are driving these days.

The vast majority are 4-door hatchbacks. Volkswagen Golfs are especially popular as are Ford Focuses and Ford Fiestas; the Fords being manufactured right there in England. British-built Vauxhalls - essentially badge-engineered German Opels - are also popular.

There are lots of Japanese cars, too. Nissans are very popular and there are plenty of Toyotas and Hondas.

\$\$\$: Mercedes Benz cars (and trucks) are all over the place. BMWs, too. Speaking of expensive cars, I also saw a number of Aston Martins and Jaguars. And they weren't limited to roadways in affluent cities like London.

Another surprise was the number of all-electric Teslas. They are quite common. But from what I saw, Teslas were the only American-made cars on the road over there. Well, there were exceptions: I saw three Ford Mustangs. But no Cadillacs, no Chevrolets, no Buicks, no Chryslers and no Dodges.

No pickup trucks either. Workmen seem to prefer cargo vans, (e.g. Ford Transits) over pickup trucks. Real trucks—yes, but no big pickup trucks like we have in the States. Maybe it's due to all the rain and fog in the British isles. You can keep your stuff dry more easily in an enclosed van.

Shocker: An early 1960s Ferrari GTO. The kind that raced at LeMans, was seen driving along with the rest of the cars in the kind of dense traffic that prevails on British motorways.



Our author saw an early 1960s Ferrari GTO just like this one negotiating traffic on one of England's freeways.

LVCC at Corvair Day, September 21 2024



Corvair Day at Eastern Museum of Motor Racing.



Rich Greene. Best of Show



Scott Oberholzer



Larry Asheuer



John Egerton



Bob Marlow

Meeting Minutes September 14, 2024 America On Wheels Museum

This meeting was called to order by LVCC President Allan Lacki at 10:02 AM. The following members were present: Larry Asheuer, William A. Dittrich, William D. Dittrich, John Egerton, Bill Geary, Rich Greene, Walter Ingles, Bob King, Allan Lacki, Scott Oberholzer, Dave Smullen, and Jeff Strausser.

Approval of August Meeting Minutes

Al Lacki made a motion to approve the minutes of our August meeting as published in the August issue of our Fifth Wheel newsletter. Rich Greene seconded the motion. The motion passed by acclamation.

Approval of September Treasury Report

Al Lacki read the treasury report published in the September issue of the Fifth Wheel. John Egerton made a motion to approve the treasury report as read. Rich Greene seconded the motion. The motion passed by acclamation.

Old Business

LVCC Covered Bridge Tour.

Al Lacki passed around copies of a brochure featuring the Lehigh County Covered Bridge Tour. Al said the tour would be held on Saturday October 26. John Egerton and Rich Greene said they have already driven the tour route, as had Al and Joan Lacki.

It was agreed that the last bridge on the route, located in Kreidersville, was too far out of the way (14 miles) and there is no nearby place to congregate for us at the end of the tour. Therefore, we won't be visiting the Kreidersville Covered Bridge. Instead, the last bridge will be Schlicher's Bridge which is close to Route 309 and, after that, we'll meet at The New Schnecksville Family Diner, also located on Route 309 a short distance away.

It was agreed the tour would be RSVP in order to plan the number of route instruction brochures to be prepared and the number of people who would likely want to meet at the New Schnecksville Family Diner.

Al Lacki took a motion to contact the diner to see if they take reservations for the number of people who RSVP'd. Additional details will be (and have been) published in the October issue of the Fifth Wheel newsletter.

New Business

The Jack Rogers Corvair Parts Collection

John Egerton said he has been helping Bob Marlow and members of the New Jersey Association of Corvair Enthusiasts dispose of Jack Rogers' massive collection of Corvair parts, etc. This project was the topic of the lead article in the September Fifth Wheel but it only skimmed the surface of what John and the NJACE gang have found there. So, at our meeting, John filled us with more details on the variety of items they have found and how they intend to sell them.

It's not only new and used Corvair parts. The stash also includes large amounts of lumber, plumbing supplies of all kinds and large quantities of tools that have never been used, including a planer, sandblasting cabinet, etc. Many of the larger items are still on the pallets on which they were delivered, new, to Jack's garage.

John and Bob Marlow will be selling a bunch – two vans full - of Jack Rogers' Corvair parts at Corvair Day on Saturday September 21. Be there if you want to get in on the action!

As noted in the last issue of the Fifth Wheel, the plan is to sell the remaining inventory to Clark's Corvair Parts. John said Bob has been in touch with Clark's as to what items they will accept. There are limits, of course.

Larry Asheuer mentioned that Clark's isn't buying many used parts anymore and is selective about buying NOS items. Their preference is to sell repro parts instead. And Jeff Stonesifer at the Corvair Ranch isn't buying anything at all unless the sellers practically give them away. Jeff has simply run out of room for storing any additional inventory.

Show & Tell

Al Lacki's Fuel Pump. On the way home from our last meeting, Al's fuel pump failed. Luckily, he had a spare so he was able to replace it on the side of the road. Wondering what had caused the failure, Al took the old pump apart. Everything seemed to be intact. So, for this meeting, Al passed around a box containing the disassembled pump. Larry Asheuer immediately identified the cause of the failure. The tabs staking one of the one-way valves had broken off and so the valve wasn't performing its job.

America On Wheels Update

Rich Greene talked about changes among the staff and exhibits at the America On Wheels Museum. Our contact at the museum will now be Nathan G. Wambold, Associate Director. Nathan has already reached out to Prez Lacki to introduce himself. Rich also said the museum will be doing something new by hosting education sessions in January and

February Rich is looking forward to either leading or arranging a session on the evolution of the Corvair.

Donation to the Museum

It has been quite some time since LVCC made a donation to the museum in exchange for the meeting space they provide for us. John Egerton made a motion to have the club make a donation of \$150. Bob King seconded the motion. There were no objections. The motion passed by acclamation. Al and Joan Lacki will contact Nathan to make the payment.

Adjourn

At 10:35 AM, Walter Ingles made a motion to adjourn this meeting. Bob King seconded the motion. The meeting concluded at this point.

Treasury Report by Joan Lacki

Beginning Balance: (August 31 2024)		\$ 2,029.55
<u>Receipts:</u>		
Membership Dues	\$ 115.00	
		\$ 115.00
<u>Expenses:</u>		
Photocopies newsletter	\$ (10.60)	
Photocopies brochures	\$ (16.96)	
Postage stamps	\$ (14.60)	
		\$ (42.16)
Ending Balance: (September 28 2024)		\$ 2,102.39
<u>Membership Dues Breakout</u>		
Dittrich, Greg	\$ 20.00	1 year
Dittrich, William Sr.	\$ 20.00	1 year
Dittrich, William Jr.	\$ 20.00	1 year
Geary, William	\$ 20.00	1 year
Pagoda, Paul	\$ 35.00	2 years
	\$ 115.00	

Clark's
Corvair Parts®

Not Driving Your Corvair?

Source: September 2024 issue of "The Connecting Rod", the official monthly newsletter of Corvair Atlanta.

Not driving your car? Vintage cars that sit idle for extended periods can experience several issues. Here are some key points to consider.

Deterioration from Disuse:

Leaving a classic car unused for long periods can lead to various problems:

- ✓ The battery will drain and may need replacement.
- ✓ Rubber components like hoses and fuel lines can become brittle and crack.
- ✓ Engine seals may dry out, potentially causing leaks when the car is started again.
- ✓ Fuel in the tank can degrade, leading to starting issues and potential damage to the fuel system.

Benefits of Regular Driving:

Experts recommend driving vintage cars regularly to maintain their condition:

- ✓ Short trips of 10-15 miles each month help keep fluids circulating and prevent parts from seizing.
- ✓ Regular driving lubricates engine components and helps identify any developing issues early.
- ✓ It allows you to check and maintain proper tire pressure, which is crucial for preserving the tires.

Maintenance Considerations:

When storing or reviving a classic car after a long period of disuse:

- ✓ If you plan to store your vehicle for an extended period, make sure to choose a suitable location, ideally indoors, to shield it from harsh weather conditions.
- ✓ Before storing, thoroughly wash your car to protect the paint from damage.
- ✓ Overinflate the tires slightly to maintain their shape.
- ✓ To keep rodents at bay, consider using mothballs soaked in peppermint oil.
- ✓ Use fuel stabilizers if the car will be stored for an extended time to prevent fuel degradation.
- ✓ Consider disconnecting the battery to prevent drain during long storage periods.
- ✓ Or connect the battery to a trickle charger to keep it charged and healthy. This simple precaution will ensure your car is ready to hit the road when you need it again.
- ✓ Conduct a thorough visual inspection for signs of rust, leaks, or wear before driving again.
- ✓ Check and top up all fluids, including oil, coolant, brake fluid, and transmission fluid.

LVCC Classified Ads



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 by the LVCC member Ron Peles who passed away earlier this year.. 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



For Sale. 1965 Covair 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. Owned by Ray Coker. If interested, send a PM to Bob Marlow and include your email address and phone number. 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 Asheuer 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 kcovair@ptd.net or text/call to 610-442-2873.

LVCC Calendar of Events

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. 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 six hisitoric covered bridges in Lehigh County!

Turbo Hesitation by Jim Simpson

Source: July 2024 issue of "Comments" the official newsletter the GROUP CORVAIR chapter of the Corvair Society of America.

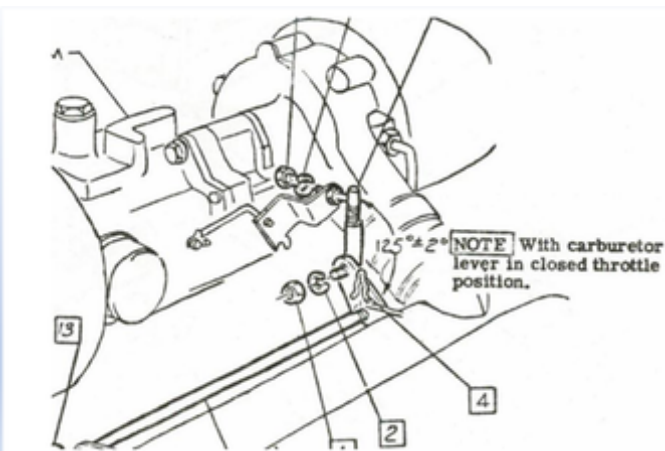
Bob McElwee gave me a call this week on Jerry Yates' recommendation. Bob is the relatively new owner of a '66 Corsa turbo. He picked it up out on the west coast and drove it home. Other than some issues with leaky and failing fuel pumps, apparently that trip went well. But he has had a couple nagging issues with the car.

The first was hesitation when first opening the throttle. This was occurring whenever the throttle had been closed, either at a stop or in the middle of a gear shift. The engine would momentarily hesitate and then pick up again. Since his and my cars are both turbos, he thought I might have some ideas on the issue. Well, as it turns out I did, I'd had the same problem. The turbo carburetor linkage is very sensitive to adjustment. The linkage is very simple with the pedal linkage connecting to a cross-shaft that attaches to the back of the chromed turbo intake pipe. The cross-shaft in turn has a lever arm with an adjustable swivel linkage to connect to and move the Carther YH carburetor throttle shaft.

The swivel linkage must be adjusted "just right" to eliminate that off-idle hesitation. The shop manuals don't say anything about this, nor have I found any reference to it in the CORSA Tech Guide series. But if you consult the Corvair Assembly Manual (at least for the '66 model), there's a page (A12) in the UPC L87 option section (turbo engine option) that addresses the adjustment.

The bottom line is that the vertical portion of the adjustable linkage should be at a 125-degree (+/- 2) angle with respect to the cross-shaft lever arm.

Since this is not mentioned anywhere else, over the years people adjust the linkage to all sorts of angles not realizing it is important.



As an aside, the stock setup uses standard nuts and lock washers. I recommend changing to self-locking nuts. That way you don't have to worry about them accidentally vibrating loose and dropping into the fan!

Bob made that adjustment and voila, the hesitation was gone! I'm not exactly sure why that adjustment is so critical, but I speculate that it has something to do with the unusual accelerator pump used in the Carter YH carbs. They don't have the traditional plunger-style pump. Instead, they use a diaphragm pump that is operated by a combination of manifold vacuum and a spring-loaded mechanical link. I can only guess that makes it sensitive to how the throttle moves.

Bob reported that the hesitation was gone, that is until hot weather set in. It was still ok while the engine was warming up but once things got well heat soaked, hesitation came back. Bob called his "turbo builder guru" to see if he had any suggestions. (Bob has a trick turbo that combines an early exhaust turbine with a late intake compressor. It spools up more quickly to give some boost at low rpms, something I need to try.) His guru suggested removing the lower shrouds - the ones below the cylinder heads - to lower engine temperatures.

Bob said that he hadn't been experiencing particularly high head or oil temperatures, but that he gave it a try. As others have experienced, the cylinder head temps dropped by about 50 deg F along with correspondingly cooler oil temperatures. But the hot weather, off-idle hesitation also went away!

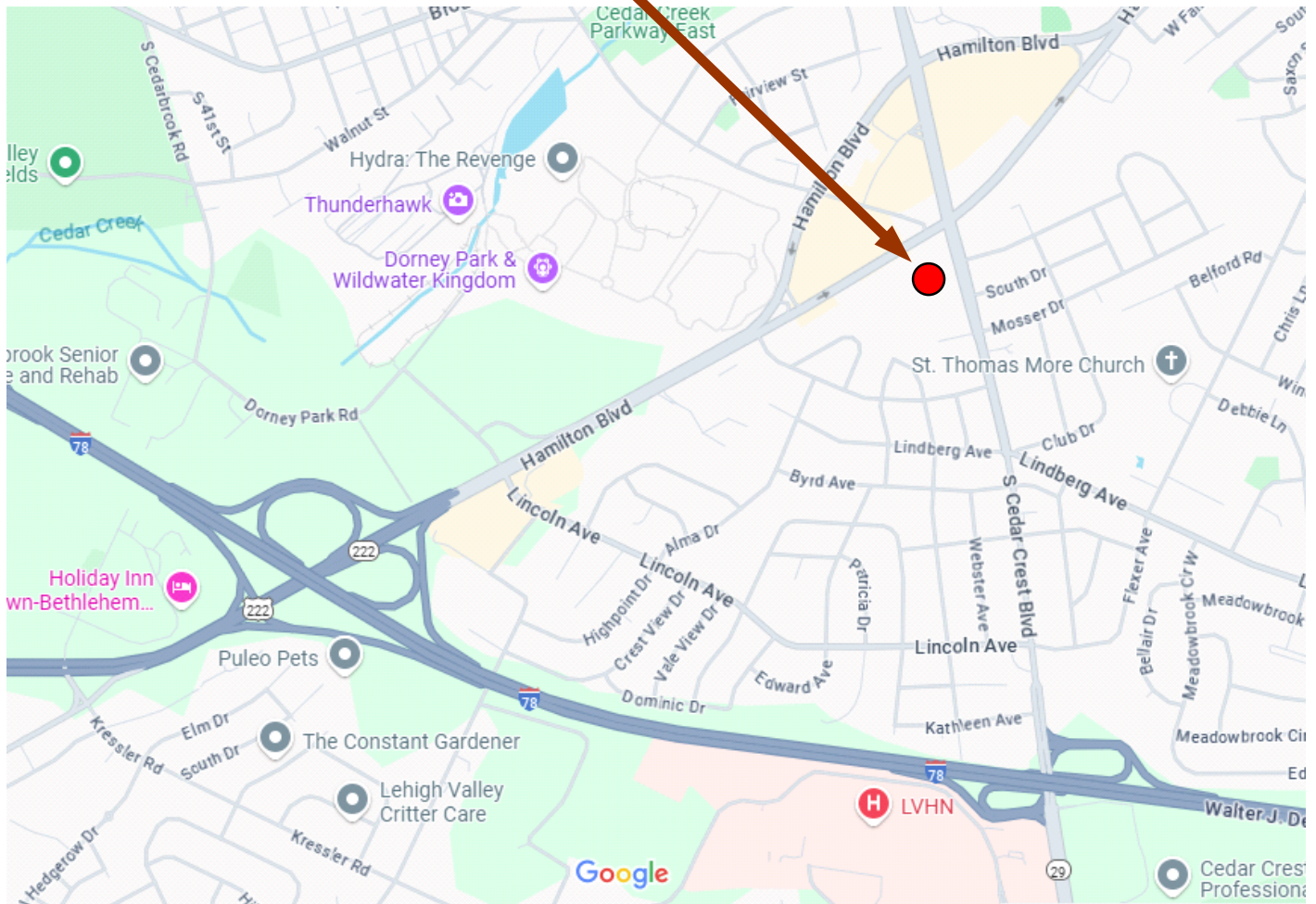
Again, I can only speculate on the reason. I've owned my turbo since 1968. Way back then, I don't recall any hesitation issues, hot or cold. Lots of turbo lag, yes, but not off-idle hesitation.

One thing that has changed over the years is the gasoline composition. Now 10% ethanol is just about universal as a gasoline additive. There are plusses and minuses to ethanol that are the subject of endless debate which we won't go into here, but I suspect that the addition of ethanol has lowered the boiling point of the gasoline. On modern, fuel-injected, engines, this may not matter much since the fuel being delivered to the injectors is under pressure which keeps it from boiling. On our "classic" carbureted engines, the fuel is at atmospheric pressure, sitting in a bowl, on a hot cylinder head.

And on a turbo engine, it's worse - the carburetor is bolted right up to a turbocharger with the entire exhaust passing a couple inches away! (I've listened right after shutting down my turbo engine and can hear the burbling of boiling gasoline in the carb!) So perhaps dropping those head temperatures is helping keep the fuel temperature down just enough to keep it from boiling in the carburetor. That's my hypothesis anyway.

Muster Point for Covered Bridge Tour

Perkins Restaurant & Bakery
3214 Hamilton Blvd.
Allentown, PA 18103-4535



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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!