



# the fifth wheel

MARCH 2021

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

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## LVCC Teleconference - March 24

We'll be having our next teleconference on Wednesday, March 24, 2021. You can join us by phone or, if your computer has a camera & microphone, you can do video and screen sharing instead, just like Zoom. Complete instructions provided on Page 10!

The Fifth Wheel is published monthly by Lehigh Valley Corvair Club Inc. (LVCC), a chartered chapter for 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](mailto:redbat01@verizon.net).

# Judson Superchargers

## by Bob King



*Editor's Note: Here we have another great article brought to you by Bob King, our newest member. Bob actually installed a Judson supercharger on one of his Corvairs. Here is what he learned.*

The purpose of this Tech Article is more of a documentation of the Judson supercharger offered to give more power to early Corvairs. (40-45 HP gain). Judson made superchargers for all kinds of smaller engine cars for the same reason. Most of them were imports. Triumphs, VWs, Volvos, TR3's etc.

### The Supercharger Unit.

The Judson unit is a sliding-vane-supercharger. It provides a lot of power for its size and is extremely simple in design. It provides power when you need it, much like a turbocharger.

The Judson supercharger is a positive-displacement pump which uses blades – vanes – sweeping the inside of a cylindrical case to move the air-fuel mixture. It is similar to a Roots-type blower except for one important difference. By using a small inner drum set eccentrically into the outer case, the volume of the air slug between each pair of blades is decreased as it moves through the casing. This results in compression inside the blower itself as well as the intake manifold. And when you compress by decreasing volume, you convert the heat of compression into useful pressure energy so that it requires less power to compress a given amount of air.

There are only a few major parts: a manifold base that drops over the existing Corvair carburetor studs, a ribbed cylindrical case that bolts on to the base, and an internal drum that spins inside the case. The case has two end

covers with bearings that support the rotating drum. Four sliding vanes ride up and down in slots cut into the periphery of the rotating drum. They are made of a phenolic material cut to a rectangular shape. Then there is a pulley mounted on the end of the shaft. There is also an external oiler system for lubricating the vanes.

### Carburetor.

The Judson supercharger is a draw-through setup, meaning that the carburetor is located at the supercharger inlet rather than the outlet. For the Corvair, a two-barrel Holley 2110 carburetor is used. The Holley 2110 was original equipment on Ford 272 CID truck engines for 1956 and '57. It is a derivative of the famous Holley 94 carburetor which Holley designed and manufactured for Ford Motor Company from 1938 to 1957. Some of them even have the Ford logo cast into the carb body.

Rebuild kits are available from a couple vendors. This carburetor style remains popular and is often used on hot rods engines equipped with dual or triple "two barrels". I have two 2110's - one cast Holley, one Ford, both identical but for the labeling.

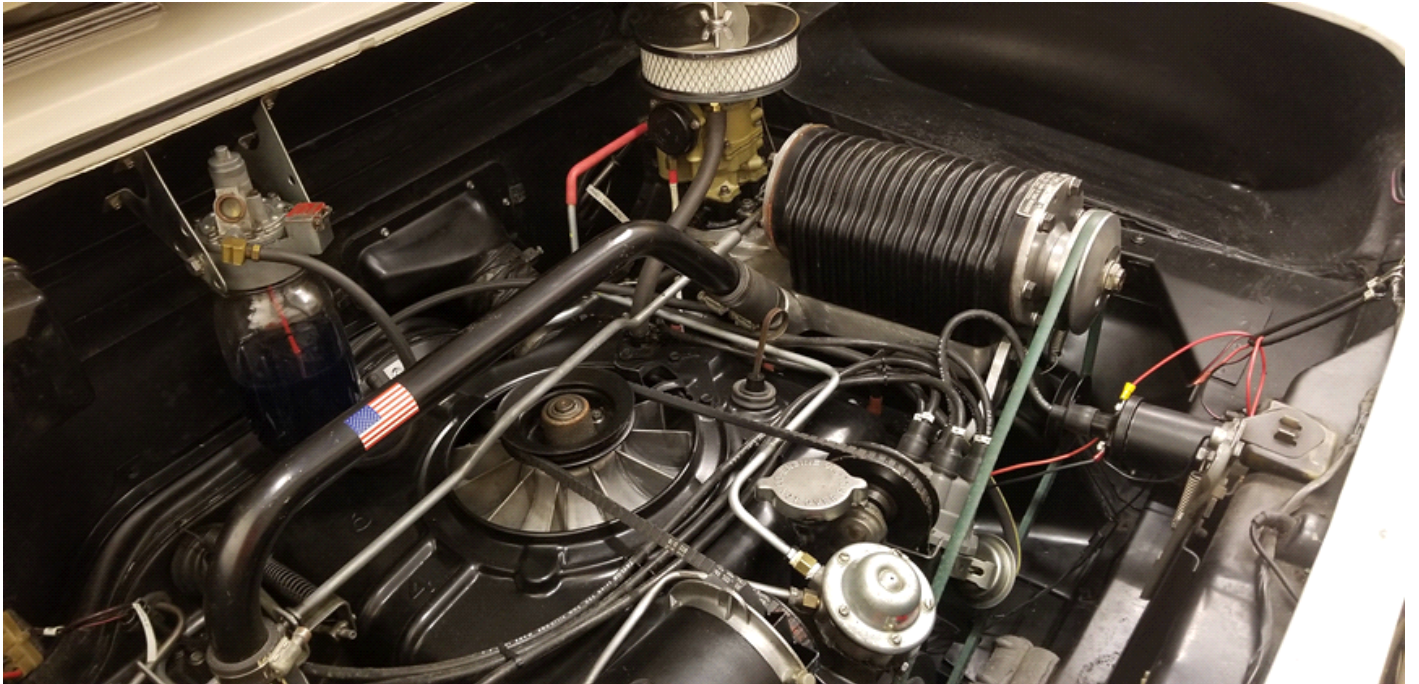
The Holley 2110 consists of three main castings. The base is cast iron and has the two throttle plates, idle screws, and throttle lever. The aluminum center section has the venturi, main jets, accelerator pump assembly and bowl. The aluminum top has the float assembly, choke shaft and fuel inlet.

The power valves used in the carburetor are the high speed enrichment type. The standard valve is calibrated to come on at 8.3 HG. My understanding is, at higher speeds when you hammer down, the vacuum will close the valve letting fuel in to enrich the charge. The higher the HG value, the sooner it comes on. If you are getting too much fuel, you go to a 4.5 or 3.5 HG. If you see black smoke you're over enriching.

The spark valve is located in the base of the carb. It is visible from the outside of the carburetor. When accelerating, manifold vacuum drops and the calibrated spring in the spark control valve begins to close and shuts off the vacuum to the distributor. That retards timing. Venturi vacuum acts as sort of a buffer keeping vacuum advance from doing a complete retard. When manifold vacuum rises again, the spark control valve opens again thus advancing

*(Continued on page 4)*





This is the completed set up. The red hose in the back is the chimney tube taking heat directly from the exhaust manifold to the choke thermostat. This Holley carburetor was used originally on '57 Ford small V8 trucks. The air cleaner was a pain to locate. I wanted a bigger air cleaner which was not typical for a smaller intake like this one or a Corvair.



the distributor.

The choke is an automatic style almost identical to the kind found on Carter side-draft carbs used on turbo Corvairs. It uses an aluminum stove pipe tube to draw vacuum from the other end of the pipe positioned at the exhaust manifold. The stove pipe feeds heat to the thermostat coil, slowly opening the choke plate. There is also a vacuum piston in the assembly that pulls the choke lever towards an open position when accelerating cold. You can see the fuel inlet for the bigger ¼ flare tubing,

There is a component used on the Holley that is not found on Corvair carburetors. This is called a dash pot. Mounted on the top of the carburetor, it had a unique job of slowing down the rapid closing of the throttle. Mainly used for automatic transmission applications, it helps prevent stalling due to rapid closing of the throttle. Not an issue with a Rochester but necessary for the Holley.

#### The Oiler.

The vanes of the drum need lubrication because they ride on the inner surface of the supercharger case. They need to be lubricated to prevent damaging the housing walls and hurting compression, so an oiler was required. Judson met this requirement by including an oiler system marketed by the Marvel Mystery Oil Company in the supercharger kit. Consisting of an oil bottle, hose and fittings, it feeds a measured amount of oil into the incoming fuel-air mixture.

The Marvel Mystery Oil Company called this device an "inverse oiler". That means as manifold vacuum goes up, the oil delivery slows. As it goes down as in accelerating, the oil delivery increases. You don't need as much oil with low boost pressures.

There is a window on the top of the oiler. When you remove the top cap, there is a knob you turn to increase or decrease the oil flow. It works like a

charm. You can see drips behind the view port. If you time the drips as recommended, you won't see smoke. It takes a couple drips per second.

Of course, the Marvel Mystery Oil people wanted its customers to use Marvel Mystery Oil in their oiler system. But Judson disagreed. Marvel Mystery Oil is technically not a lubricant as much as a cleaner. I have been experimenting with 25% 30 weight oil for now. If you see exhaust smoke you are running the output of the oiler too high.

#### Clack Clack Clack!

The vanes inside the supercharger rely solely on centrifugal force to keep them in contact with the interior walls of the case in which they spin. They aren't spring-loaded. So, at low RPM, they bounce around on the ID of the supercharger housing. They make a horrendous clacking sound. At low RPM, it actually sounds like the engine is falling apart. It is not the most performance minded sound to hear. However, when the RPM is high enough, the vanes are held outward by centrifugal force and thus remain in contact with the ID of the supercharger housing. Now the clacking stops.

#### Installation.

Short Story - It fit in like a glove. But I don't want to say it was without challenge. Getting the carb set up to run right was horrible! At first, it wouldn't idle below 2,500 RPM. I actually had my ear muff hearing protection on, it was so loud. Not just the engine but the supercharger sounds like you're next to a quarry rock crusher! But with some tuning, it now runs fine.

I figure I bumped the HP from 110HP up to 160HP which is not shabby for an early model. It's a 4 speed so it's a blast rowing through the gears.

Thanks for reading and as always  
..... Keep ON Corvairing!!!!

### ***R.I.P. Ed Prescott***

Sad news. Ed Prescott was a member of the Lehigh Valley Corvair Club for a number of years until he and his wife moved to Arizona last summer. We just received word that Ed passed away back in January while he was hospitalized for ALS. He also contracted COVID while being treated, but they believe it was mainly his other health issues that finally took him. We thank Larry Asheuer and David Fox for passing along this information. David, a member of the Philadelphia Corvair Association, bought Ed's Corvair before Ed moved to Arizona.

Also, here is a brief retrospective on his life from his full obituary, which is available at [www.legacy.com/](http://www.legacy.com/)

*On January 2, 2021, Edward D. Prescott, Jr. of Scottsdale, AZ and formerly of Zionsville, PA passed away at the age of 84. Edward was born in Paterson and grew up in Livingston, NJ. After finishing high school, he went to college at RPI in Troy, NY.*

*Upon graduation in 1957, he spent four years in the Navy, retiring as a Lieutenant from the U.S. Navy Reserves. He began work at Western Electric in 1961 as an electrical engineer. Ed received his Masters of Management Science from Stevens Institute of Technology in Hoboken and met his wife Virginia "Jill" while working at Bell Labs in Whippany, NJ.*

*Relocating with work from New Jersey to North Carolina, Arizona and eventually settling in Pennsylvania, Ed enjoyed his family, friends and hobbies thoroughly. His love of skiing, cars, soccer, golf, and reading about current events, economics, finances and politics kept him busy and entertained. He was the Judge of Elections for Upper Milford Township, PA for many years.*

**R.I.P. Ed Prescott.**

Navy photo, his Corvair and with his grandsons at a Barrett-Jackson auction in Las Vegas.

**February Meeting Notes**

Participation in our monthly FreeConferenceCall meetings is increasing. This month, we had Al Asheuer, Larry Asheuer, Rich Greene, Allan Lacki, Randy Kohler, Fred Scherzer, Curt Stone, Jeff Strausser, San Yoder on video. In addition, we had Special Guest, Rick Norris.

Allan Lacki introduced Rick Norris, the first person to be elected to the presidency of the Corvair Society of America way back in 1971. Rick remains an active member of CORSA and campaigns his track-prepared Corvair in vintage road racing events.

Rick told us his first car was a Ford Falcon but he became a Corvair guy when he was in a military base on Long Island. It was a '64 that was donated to him by his father-in-law. After that, he picked up a late-series Corvair.

In 1969, just as Corvair production was ending, Rick noticed an ad posted by Richard Langworth in Car & Driver magazine, asking Corvair owners to band together to form their own car club. Rick jumped at the chance and immediately became active in what became CORSA.

Rick recalls that he used to put together early CORSA newsletters on his dining room table, back when the organization had only 600 members. Several years ago, Rick resumed duties as a newsletter editor and continues to churn out a newsletter for "Corvair Racers" distributed by way of email.

After Rick spoke, each of the members on the call gave a quick update on their latest activities. Al Asheuer said he just came back to Pennsylvania after a trip to North Carolina. Larry Asheuer has been busy plowing snow as part of his landscaping business. Jeff Strausser said he detailed the engine compartment in his Monza sedan. Al Lacki talked about the cancellation of CORSA's San Diego convention this year. Fred Scherzer said he is in touch with Jerry Moyer, who now lives in Florida. In turn, Jerry has been in touch with LVCC Secretary – Treasurer Dick Weidner.

Curt Stone, who has a preference for 1969 Corvairs, said he has owned up to three '69 Corvair convertibles all at the same time. His current '69 is situated at Ashley's Auto Body in Flanders, New Jersey, waiting for paint. He has heard that Clark's Corvair Parts in Massachusetts is not having its usual bi-annual Fall Classic this year. This event normally attracts Corvair people from all over the Northeast.

Long-time LVCC member San Yoder, who moved to Florida in 2004, was LVCC's newsletter editor for eleven years. That was before Wes Heiss and Al Lacki became the editors. San still has photo albums filled with photos taken at LVCC events and he displayed some of them on his video screen. San sold his Corvairs several years ago but even at the age of 81, he wishes he had them back. He keeps himself busy as

newsletter editor for his local ham radio club.

Fred Scherzer said things have been quiet for him as far as Corvairs are concerned, but he got both vaccine shots for the COVID-19 virus.

Last summer, Rick's "Ragged Red Racer" smacked into a Lotus 7 that spun out right in front of him on the track. It was unavoidable, but some serious body work was in order. So off it went to Dave Edsinger of Maryland for repair. Dave is another Corvair racer and expert body repairman.

Rick just received the Ragged Red Racer back from Dave. Rick said he now needs to reinstall the front-mounted oil cooler, fuel cell and other components. He also said that, in addition to campaigning his track Corvair, he also rebuilds Corvair engines for paying customers. Sticker shock is often their first reaction, but you get what you pay for.

Rich Greene talked about happenings at our neighboring CORSA chapter to the south, the Philadelphia Corvair Association (PCA). Jeff Marvill, a PCA member, Corvair owner and highly-experienced hot-rod builder, recently retired from full-time employment. Now, Jeff has time to take-on customer work. One of Jeff's areas of expertise is suspension work. Jeff rebuilt the front suspension on Rich's Corvair and did a fine job.

Rich also talked about the possibility of a partial merger between LVCC and PCA. Based on his contacts, he said PCA members don't have the appetite for a full merger, but possibly the two clubs could work together on activities and newsletters.

Randy Kohler, LVCC's contact with the organizers of the annual Das Awkscht Fescht event in Macungie, PA, said the event remains a "go" for August as far as he is aware. The dates are August 6 through 8. The first day of this three-day event is limited to "classics" – a category that the organizers expanded this year to include cars up through model year 2011. In other words, newer cars are being allowed. Rick noted that the same is occurring in vintage car racing.

At the conclusion of our meeting, Rick Norris thanked everyone for having him as a guest. He noted there is no chapter of CORSA where he lives in West Virginia and that we're all lucky to have a club of our own. Amen!

## **Jeff Marvill's Corvair Suspension Services**

*We just received this note from Rich Greene:*

Jeff Marvill is retired now and has more time to work on Corvair suspensions. He just completed the front suspension on

my Corsa and did a great job. Send him a text or email for more info.

Jeff Marvill  
Phone: (267) 424-4911  
Email: marvill3032@verizon.net

## ***The 55-Year-Old Part that Brought a Dead Corvair Back to Life***

Taken from internet "Hagerty Media" Author: Kyle Smith, date 2 June 2020. Also, CPCC March 2021 Newsletter.

Automotive ignition systems have a simple job—toss a properly timed spark into a charged combustion chamber. But while the ignition systems of classic cars are generally simple to repair, a basic, points-style system can still be frustrating.

With that in mind, let's look at one critical part of that system - the condenser, a small component that is nonetheless key to keeping an engine working as it should. This post stems from a recent rescue mission. Social media connected me with Don, the frustrated owner of a 1963 Chevrolet Corvair, who lived about 30 minutes from my house. Don's Corvair last ran on his wedding day, more than two years ago. I felt it my duty to do whatever I could to keep his car from languishing in a garage any longer.

Don filled me in on some of his troubleshooting. The fuel pump was pumping. A compression check showed the cylinders to be producing appropriate pressures. There was no blockage in the intake tract. Before the Corvair began to run rough - and eventually quit running entirely - Don replaced the car's ignition components in an effort to improve reliability.

When I met the car, I did some quick checks. The firing order was correct, and the distributor cap showed no carbon tracking or signs of arcing. Finally, my calibrated eyeballs told me that the point gap was correct, or at least close enough.

Shot-gun replacement of parts is not what mechanics do, but I was about to engage in informed parts replacement. There's a difference.

Ignition condensers have really gone downhill since production went overseas many moons ago. Many folks love to blame ignition points for failing, but even with a dead set of points, the condenser is often to blame.

Think of the condenser as a kind of ignition-system shock absorber. (I'll see myself out for that pun, no need to write the editor.) As the points open, the primary circuit in the coil is broken, and the coil releases a high-voltage charge for the spark plug. But that broken primary circuit still has voltage looking for a place to go, and that's where the condenser comes

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***Ragged Red Racer. 2020 VDCA Race, Roebling Road Raceway, GA***  
***Photos by Janet. Norris***



1. Norris chasing the Lotus, right before the Lotus spun in the middle of the track.



2. Ragged Red Racer's nose after Lotus contact.



3. The Lotus didn't get off easy either.



4. At Dave Edsinger's shop. Check out all those big hydraulic tools!



5. Back from Dave's shop. Left: Dave Edsinger. Right: Rick Norris.



6. Now ready for reassembly in time for the 2021 season.

into play. The condenser catches that current surge while the points are open. When the points close, the condenser quickly discharges.

If that behavior makes a condenser sound like a capacitor, you are correct - two words for the same thing. When a condenser fails, the primary circuit jumps the point gap, putting a stop to the whole process. Making matters worse, that sudden jump of current will cause the points "face" - the metal mating surfaces that come together and then open, thousands of times per minute - to physically deteriorate, burning and pitting.

An engine can run with burned and pitted points, but not always, and rarely well. In other words, if a classic car isn't running right, you should always check the points, but first, you should check the condenser. Neither part is expensive, and the condenser is usually the cheaper of the two.

I suspected that Don's points were good, and that his condenser had failed. Don got lucky. My suspicions arose before I hopped into my pickup and drove out to his garage.

After sifting through the "carefully organized" parts shelves in my garage, I found the distributor that had come out of my 1965 Corvair when I switched the car to a fully electronic ignition system. My Corvair ran great when I

made the swap, so the parts in that distributor were what we call "known good."

On a Corvair, the condenser is held in by one small mounting screw, and its wire lead is tied to the points with another small screw. A quick swap in the engine compartment put my who-knows-how-old condenser in place of Don's new unit.

We hooked up a battery charger and cranked the engine for a few moments, checking to ensure that the fuel pump filled the carbs. Hitting the accelerator made each carburetor shoot a quick jet of fuel into the manifold. With one more crank, the engine lit off and settled into a smooth high idle. It was a cold day, but after a few minutes, a blip of the throttle saw the idle drop slightly, indicating that even the choke system was working properly.

This episode stands as a great example of not jumping to conclusions. To say nothing of a reminder that you should hold onto select take-off parts, the stuff you'd otherwise discard, during tune-ups. Many people upgrade classic cars to electronic ignition, but if you choose to keep your points, remember to carry spares in the glove box. Not just points - a condenser is just as important.



## Online Tech Session!

**from CORSA Director Jeannette Alberte and Executive Secretary Paul Bergstrom**

Join us on March 18th at 9 PM ET for our next online Zoom session. Topic: Corvair Powerglides.



This is the next in a continuing series of online meet-ups conducted by the Corvair Society of America.

We are going to try something new this month. We will be "Live at the Workbench" for a tech session. To help us bring those cars out from winter hibernation, [Larry Claypool](#) will give us a technical presentation on Corvair automatic transmissions- identification, solving leaks, and other common issues. It is sure to be an interesting presentation and a new way for us to interact virtually.

To participate, you need to register. Use the link below.

<https://us02web.zoom.us/j/8445111111>

Once you register, you will receive an email confirmation and the link to join. Be sure to save that email so you have the link when it's time to join.

Questions? Contact Paul:

Paul Bergstrom  
CORSA Executive Secretary  
Corvair Society of America  
[corsacluboffice@gmail.com](mailto:corsacluboffice@gmail.com)  
(630) 403-5010



## Calendar of Events



**Saturday May 1, 2021. NJACE All-Corvair Spring Swap Meet.** Location: Outdoors at the New Beginnings Bible Church, 104 Bartley Flanders Rd, Flanders, NJ 07836. Time: 9 AM - 3 PM, rain or shine. Price: No vendor fee. No admission charge. (Donations will be accepted for the benefit of the church.) Music – Door prizes – 50-50 raffle – Refreshments on site. Enter the best/funniest/ugliest mask contest! Wear a COVID mask and practice social distancing. Persons not complying will be asked to leave. Vendors, reserve your space (it's free!) by sending your name, phone number, and email address to NJACE club Secretary David Malcolm at david.s.malcolm@verizon.net.

**Saturday May 22, 2021. Northeast Corvair Council High Performance Driving Day.** Location: New York Safety Track, 396 Zimmerman Road, Jefferson, NY 12093. Time: 7 AM to 5 PM. Price: \$299 per driver if paid on or before May 8; \$350 per driver after May 8. Our high-performance driving event consists of tech inspection, group driving sessions and open-track driving sessions throughout the day. Timed laps begin mid-afternoon. No transponders necessary; we'll be using a computerized stop watch timing system with two timers on each car. Complete information and online registration here: [www.neccmotorsports.com](http://www.neccmotorsports.com)

**Saturday June 5, 2021. 2021 Orphan Car Tour.** This will be the 29th Orphan Car Tour, an event designed to encourage the driving enjoyment of antique "orphan" (discontinued-make) vehicles which are at least 25 years old. This year's tour will follow a 60-mile circuitous path from Burkittsville, Maryland to Bluemont, Virginia. Along the way, participants will have the opportunity to stop and visit a private collection of 25 cars (1908-1970), an operating grist mill, the Harpers Ferry National Historical Park, an antique auto repair and restoration shop, and several other places of interest. Upon arrival at Bluemont, participants will partake in a buffet dinner. Tour is contingent upon positive developments in the fight against Covid-19. Contact: Jon Battle at (540) 364-1770, or via e-mail at [tourdirector@orphancartour.org](mailto:tourdirector@orphancartour.org). Website: <http://www.orphancartour.org>.

**Saturday June 12, 2021. 15<sup>th</sup> Annual Fleetwood Rotary Show of Wheels.** Location: Fleetwood Community Park. Time: 8:00 AM to 3:00 PM. Rain or shine. Price: \$17 at the gate. Vendor spaces available at \$20 apiece. Participant judging with over 70 trophies. Music, goody bags, door prizes, 50/50, breakfast & lunch available. Rubber duck race, too! Please practice COVID-19 safety guidelines. Contact Gary Eberly (484) 332-1056 [garye@effectivegs.com](mailto:garye@effectivegs.com) [www.fleetwoodparotary.org](http://www.fleetwoodparotary.org)

**Sunday June 20, 2021. Silver Creek Father's Day Car Show.** Location: Silver Creek Athletic Association 2943 Route 212 Springtown, PA 18081. Time: 9:00 AM to 3:00 PM. Gates open at 8:00 AM. Price: \$10 day of show for cars. \$4 for walk-ins. Trophies for 21 classes based on people's choice judging. Entertainment, food, drinks, 50/50, playground for kids. No pets or bicycles permitted. Contact us at [SCAAcarshow@gmail.com](mailto:SCAAcarshow@gmail.com) or visit our website at [www.silvercreekathleticassociation.com](http://www.silvercreekathleticassociation.com)

**Sunday July 11, 2021. Road Angels Car Show.** Location: Middle Bucks Institute of Technology, 2740 York Road, Jamison, PA 18929. Time: 9 AM to 3:30 PM. Price: \$20 day of show for cars. \$5 for walk-ins. Street rods, rat rods, customs, muscle cars, trucks and antiques welcome. Vehicles must be 1989 or earlier. Door prizes, 50/50, music, etc. Coffee & donuts for early birds until 8 AM. Contact Al Tursi at [altursi@gmail.com](mailto:altursi@gmail.com) Website: [www.roadangelsdoylestown.com](http://www.roadangelsdoylestown.com)

**Saturday July 31, 2021. Northeast Corvair Council High Performance Driving Day.** Location: Pocono Raceway, 1234 Long Pond Drive, Long Pond, PA 18334. Time: 7 AM to 5 PM. Price: \$299 per driver if paid on or before July 17; \$350 per driver after July 17. Our high-performance driving event consists of tech inspection, group driving sessions and open-track driving sessions throughout the day. Timed laps begin mid-afternoon. No transponders necessary; we'll be using a computerized stop watch timing system with two timers on each car. Complete information and online registration here: [www.neccmotorsports.com](http://www.neccmotorsports.com)

## LVCC Officers

President: Dennis Stamm Phone: (610) 926-4723 Email: [dmstamm@comcast.net](mailto:dmstamm@comcast.net)  
 Vice Pres: Fred Scherzer Phone: (484) 948-5142 Email: [jukeboxman44@gmail.com](mailto:jukeboxman44@gmail.com)  
 Secretary / Treasurer: Richard Weidner. Phone: (610) 502-1414 Email: [anythingvair@yahoo.com](mailto:anythingvair@yahoo.com),  
 Newsletter & Website Editor: Allan Lacki. Phone: (610) 927-1583 Email: [redbat01@verizon.net](mailto:redbat01@verizon.net)



## March Teleconference Instructions



What: Lehigh Valley Corvair Club March Teleconference  
 When: Wednesday 3/24/21 7:00 PM - (US/Eastern)  
 Duration: 1 hour

It's our March meeting on FreeConferenceCall.com. We're doing a virtual meeting on Wednesday, March 24. Put this one on your calendar. You can join us by phone or, if your computer has a camera & microphone, you can use do video and screen sharing instead, just like Zoom.

### Instructions:

**By Phone:** At the scheduled date and time, dial in to the conference. When prompted, enter the access code followed by pound or hash (#).

Conference Call Dial-in number: (515) 606-5376

Access code: 838110#

**By Video:** To join the video and screen sharing session, click the online meeting link.

Online meeting link: <https://join.freeconferencecall.com/redbat01>

Online meeting ID: redbat01

All courtesy of FreeConferenceCall.com

## Classified Ads



**For Sale:** 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

**For Sale:** (a) Stainless steel exhaust valves for non-140 heads, Clark's price \$10.75 each. My price \$30.00 for set of 6. (b) Shake-proof bolts for top shroud. Clark's price \$0.65 each, my price \$0.40 each. (c) Stainless steel cylinder head serrated flange nuts. My price \$10 for a pack of 12. Not available from Clark's. (d) Full set of Viton O-rings. Clark's price \$10.80, my price \$8.00. (e) Corvair model kit, \$20, Many other items available. Bob King text/call to 610-442-2873

**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, Perkasie, PA

## Clark's Corvair Parts®

Clark's supports LVCC by donating gifts every year for our door prizes at Das Awkscht Fescht. Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370 (413)625-9776 [www.corvair.com](http://www.corvair.com) email: [clarks@corvair.com](mailto:clarks@corvair.com)

