



the fifth wheel

JULY 2021

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ESTABLISHED 1976

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Next Meeting: Sunday August 8 at Das Awkscht Fescht

Location: Macungie Memorial Park, 50 Poplar St, Macungie, PA 18062. Meet us at the LVCC EZ-Up in Corvair Row.

As usual, we're skipping July because the fourth Wednesday of the month is just days away from Das Awkscht Fescht.

After Das Awkscht Fescht, we'll meet again on August 25 at a location to be announced next month.

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.

Ignition Lock with Starter Relay in Engine Compartment A Pleasant Assistant When Working on the Engine

by Wim Smit of The Nederlands Corvair Club

Editor's Note: This article appeared in the June 2021 issue of "Corvair Mail", the official newsletter of The Nederland Corvair Club. As you might expect, it's written in Dutch, so your friendly LVCC newsletter editor took a crack at translating it into English. I may have botched a few words, but I think it reads rather well. By the way, "Corvair Mail" is truly a beautiful newsletter with great graphics and plenty of content. If it was published in English, I'd join their club just for the newsletter!

Many owners of an old-time car recognize it. You spend more time under the hood than behind the wheel. Why? Because being under the hood is actually much more exciting. There is always something to tweak and improve. And if not, we'll come up with something.

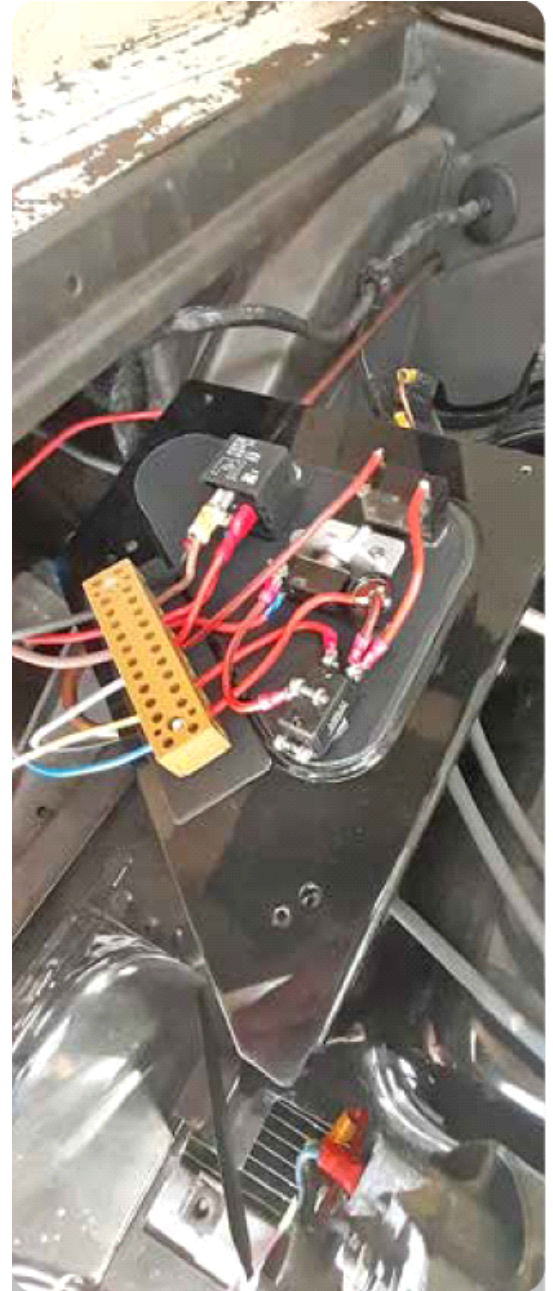
It is unfortunate that the controls of the car are therefore in such an ill-considered place near the steering wheel, where you can't access them while you're working on the engine. And it's even worse because you are often working alone. While your enthusiasm for your Corvair knows no bounds, friends and partners have already dropped out of that hopeless hobby of yours years ago.

To call for a jump start is like making a phone call in the desert. You are completely alone when the engine has to be started. To turn the ignition key, you need to be situated inside the interior of the car. But at the same time, you want to see if everything is going well in the back. Especially when adjusting carburetors and ignition, I found that walking back and forth from back to front and back again is very annoying. Not to mention the fact that you just can't do some things on your own because you have to be ahead and behind at the same time.

Remote Start Switch?

I had already read about a remote start switch as a possible solution for this. When I recently wanted to check the firing of my spark plugs, it seemed a logical reason to build in this 'feature'. A search on the Internet yielded a kit for a remote starter switch that looks like one of those hand throttles for a racetrack car. They are intended for temporary bridging of the ignition circuit during service or repair. You can buy remote starter kits from Amazon for a Euro or two.

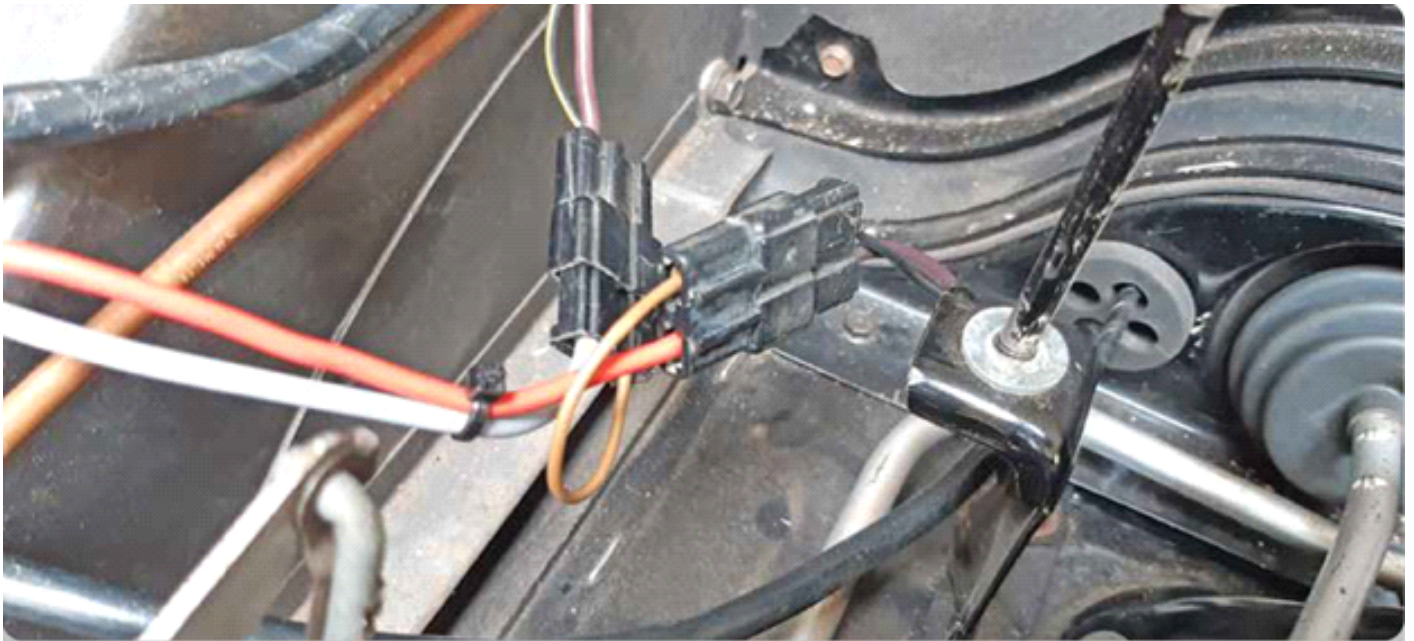
To start with, I don't want to buy from Amazon. And from what I could see, the remote starter kits have several disadvantages. You have to tie up a wire here and there and that didn't seem like something that would make me happy. Furthermore, you still have to get behind the wheel to first turn on the ignition, after which you can give the starting pulse using a separate key located near the engine. But what I also didn't like was the need for a second ignition lock with another key that you can lose. Then what? Above all, with the kit, you have to use the ignition switch on the



***Startrelais en vrijgaveschakelaar
achterop paneel***

Starter relay and enabling switch.

CORVAIR MAIL



Paarse draad startcommando via relais naar startsolenoïde

Purple wire start command via relay to starter solenoid.



Contactschakelaar, olie/temp lamp en startdruknop

Here is completed setup as installed in the back of Wim Smit's Greenbrier. His "remote dashboard" includes an ignition on-off switch, oil/temp lamp and push-button start.

instrument panel to turn off the engine unless you have the guts to disconnect the high-voltage cable from your ignition coil.

But being able to switch off the engine quickly is essential when you are working. So, although the kits offer a quick way to install a remote starter switch, I felt I could do better and save money, too.

Remote Dashboard!

It slowly became clear to me. Actually I wanted all the functions of the ignition but without a key. And it had to be in a convenient yet discreet spot near the engine without burning my hands to reach it. On the Greenbrier, the engine compartment is partly separated from the rear fenders by metal covers. After some consideration, I found the left cover was a very suitable place for installing a remote dashboard.

In the photo you can see the ignition switch from bottom to top, above that the oil/temp light (yes, while we're at it) and above that the start push button. In order not to make it too easy for uninvited guests to start the engine, there is also a release switch that is hidden from view when the panel is mounted. Actually, the panel serves as the "key".

The function of the ignition switch inside the car does not change. The original ignition switch and remote dashboard are parallel.

Adding a Starter Relay

During our club's Internet meeting in March, Guus de Haan drew our attention to the usefulness of having the starter motor switched on by a relay. The starting current of no less than 40 Amps no longer has to flow through the ignition. Our elderly ignition locks need high current like a toothache.

Another advantage is that the starting current no longer has to cross the entire

car, resulting in only a few Volts of loss. The ignition now serves as a trigger for the starter solenoid, which is already pulling at about 50 milliamps. The starting current for the starter solenoid comes from the battery via the relay almost linearly, so it reaches the starter motor via less than a meter of wire without losses. Since this adjustment, my starter solenoid is completely up to date and has become very robust. What an improvement!

It's incomprehensible that a starter relay was not included as standard in the design of the Corvair. Gus's comment certainly didn't come too early because I was already busy and it was a small step extra to include the relay in the circuit. You can see the relay on the back of the panel.

First Experiences

As you have read, the reason for the remote dashboard was my wish to be able to control the firing of my spark plugs in a comfortable way. I have already done that and otherwise I would never have succeeded. Always loosen the next spark plug on the block and disconnect all other cables to prevent the engine from starting. The gas pump was also turned off for a while to avoid unnecessary pressure. Then give a start impulse so that the rotor turns a few turns and sparks become visible. As you test each plug, go to the next one down the line.

Then remove the distributor cap and the rest so that the contact points and the rotor shaft are visible. By giving short starting pulses you can now follow the opening and closing of the points with your nose on top and also adjust them very comfortably. Compare that to the laborious lashing of the V-belt to get the motor around a bit and open the contact points. The adjustment of idle speed, contact angle and timing is also much more pleasant because you no longer have to leave the engine. Highly recommended.

In Case of Malfunction

It is always nice if modifications to the electrical circuit can be undone without complicated interventions and, if possible, in a way that enables the original situation to be restored intact. In the unlikely event that something malfunctions in the remote dashboard that hinders the operation of the car, the solution is to reconnect the original double-pole plugs that connect the ignition lock to the starter solenoid. The remote dashboard is then put out of operation and the 40 Ampere starting current flows through the ignition again. This is a great way to make it back home where I can repair the remote dashboard if necessary. The chance of this happening is very small because the circuit is very simple.

If you agree there is something of value in having a remote dashboard and want to have the schematic, let me know.

Finally, a Safety Consideration

Owners of a Powerglide car know that the engine can only be started in the neutral position. My remote dashboard does not offer this security. Reason? Then I would have had to tap the power supply at the Powerglide shift lever and pull a wire from front to back. I didn't feel like doing all that.

When I start the car in the back, I always first check whether it is in neutral. But some adjustments on a Powerglide engine have to be done in 'drive'. I know from experience that this requires great care.

Make sure that your handbrake is working properly and that it is applied to the maximum. If necessary, place a few more blocks in front of the wheels. Be careful with the throttle on the engine. Avoid the risk of the car moving when you are not in it. A remote dashboard is a thing of beauty but it can't be used to control the brakes!

Wim Smit

June Meeting Notes

Rich Greene, Allan Lacki, Larry Lewis, Scott Oberholzer, Fred Scherzer, Bob Weideman and Dick Weidner.

We held our June meeting right outside the Oberholzer Pavilion at Macungie Memorial Park. Yes, "Oberholzer" as in "Scott Oberholzer". Scott didn't mention if it was named after him!

But he arrived with a trailer filled with Corvair transaxles. He didn't intend to sell any of them at the meeting – although I'm sure he would if somebody offered to buy. His real goal was simply to get some help in identifying them, to determine their years and to distinguish the three speeds from the four speeds. While Scott scraped the crud off, several of us attempted to find the serial numbers on the castings. Did we accomplish much? Only Scott knows for sure!

Several of us brought our Corvairs to the meeting and, because we were sitting just a few feet away, there was quite a bit of "show and tell" focused on the cars. Rich Green brought his '66 Corsa, Al Lacki brought his '66 Monza, Bob Weideman brought his '61(?) Corvan, and Dick Weidner brought his '64 Monza.

Bob said his Corvan performs well but the engine seems to be running hot. Dick Weidner and Rich Greene took a look and found that some of the lower shrouding was bent and thus interfering with the thermostatically-controlled damper doors.

Dick Weidner opened his engine lid to show everybody his unique A/C condenser setup.

Rich Greene also opened up the engine lid on his '66 Corsa and showed everybody how he plugged the upper "cool air" hose and mystery hole that Jeff Strausser talked about at our previous meeting. I think Rich also wanted to show off his shiny clean engine com-

partment with its four sparkling chrome air cleaners!

In addition, there were several lively discussions about other things Corvair. For example, Fred Scherzer and Larry Lewis talked about Corvair batteries. Larry had a situation where the battery in one of his Corvairs went dead even though it was hooked up to a "battery tender" trickle charger. Fred noted that he once had a battery that was perfectly good, but didn't work because there was corrosion inside his disconnect switch.

Al Lacki and Fred talked about some of the silly posts appearing on some of the Corvair discussion boards. Oh, how many poor little Corvairs must be suffering because their owners don't know what they're doing!

Other tidbits.

Did you know that, until he retired a year or two ago, Scott Oberholzer was a glazier who installed windows on the outside of new office buildings? Yes, he was one of those guys you see on those scaffolds swinging in the wind. The tallest one was 34-stories tall in Philadelphia. Brave guy!

Finally, toward the end of the meeting, we talked about when and where to hold our next meeting. Every year, we work our meetings around Das Awkscht Fesch which occurs the first weekend of August. We didn't agree on any particular date so Al said he'd ask Dennis Stamm, our President, for advice.

One thing Fred made perfectly clear: No more "FreeConference.com" calls! Everybody else agreed.

Nibbler Tool Tale by Fran Schmit

Published in the July 2021 issue of "The Leeky Seel", the official newsletter of the Corvair Minnesota

chapter of CORSA.

I needed to cut a piece of steel without bending it, too much. I tried a few tools but nothing I had was doing it, so I went out to Harbor Freight and bought a Nibbler. It's an airpowered tool; could be electric but with air you don't have to buy the motor.

Anyway, I got it home and got a hose fitting on it and started to nibble my way across my sheet of 18 gauge material. It cuts well and does not distort the sheet metal. But as it was "nibbling", it was also spitting! Teeny little pieces of very pointy needles were flying out everywhere. I stopped nibbling and look down on the floor and saw a really nasty pile of sharp – penetrating – 'crap' – all over the floor!

I stopped and got a magnet to pick up about a thousand of them. Then I got a paper bag and put the whole project inside the bag so I could finish the job. Afterwards I swept the floor and could still see little shiny flecks in the dirt.

These things are insidious and very sharp! I should have known better than to just spray them out in the air like I did. I probably thought it would be like grinding which sprays its sparks around but once they cool off, there's no problem. Not these guys!

Here's a shot of the magnet, bristling with nasty stuff and a close up of a bunch the little "C"s. Picking them up with a magnet made them into magnets so they dragged along any rusty stuff to make them look fuzzy. If you must have or use a Nibbler, try to pre-arrange a pickup system!

Remember to have fun whether you are nibbling and/or CORVAIRing!





Sheet metal nibblers come in air and electric models.



An example of a pneumatic nibbler.



Great tool but you need to prevent the shards from flying about!



The shards are magnetic



Donna Greene's 1961 Ramside Pickup Truck at the "Antique Truck Club of America" show, in Macungie Memorial Park, on Friday June 18, 2021. ATCA was celebrating their 50th anniversary (1971 - 2021).

Rich Greene entered Donna's Truck in the show and he was there with the America On Wheels Museum where Rich is a docent.

Liquid Tire Chain. from Scott Oberholzer

This was a rare 1969 Chevrolet option available under code V75. Around 2,600 Chevrolets were ordered with this one-year only option.

A control on the instrument panel activated a pair of aerosol canisters mounted above the rear tires that contained a chemical compound labeled "Liquid Tire Chain Traction Improver". Inside the canisters was a space-age polymer ready to coat the rear tires and turn slip into grip.

Press the control button and presto! Evaporating solvent left a traction-improving chemical compound on the tires that resulted in instant winter traction, even on ice.

Whether or not the system worked in practice is a matter of historical debate. But Corvairs obviously didn't need it and so it wasn't offered on them.



Win a Corvair!



...and support the Corvair Preservation Foundation and the Corvair Museum!

This is a great opportunity to get behind the wheel of a Concours-quality 1961 Corvair Monza Coupe...and for only a \$10 raffle ticket investment! But of course, the more raffle tickets you buy the better your chances are of winning.

And if you happen to be in the area, and you want to see the raffle car in person, drop by the Corvair Museum at 10041 Palm Road - a.k.a. Route 66 - in Glenarm, Illinois, just a few short miles south of Springfield.

The raffle runs through June 4, 2022 with the drawing taking place on June 5, 2022. You don't need to be present for the drawing.

To buy tickets, go to the CORSA / CPF website at www.corvair.org or call Paul Bergstrom at (630) 403-5010.

The Raffle Car:

1961 Corvair Monza Sport Coupe.
102 horsepower 4 speed
Car is basically all new. It was built over the past 3 years.
All mechanical parts are NOS or Clark's repro.
This is a concours-quality car. Scored 94+ points in May 2021.
Ready to drive and show!





Calendar of Events

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!

Regular Car Shows:

Friday July 23, 2021 18th Annual Car Show. Location: St. Philip Neri Church, 1325 Klinerd Road, Pennsburg, PA 18073. Time: 4 PM to 9 PM. Prices: \$15.00 Pre-Register (must be received by June 30, 2021) \$20.00 after June 30, 2021. Registration on the day of the Car Show begins at 3 PM. Cars selected for awards must be on site by 7 PM. Awards will be presented at 8 PM. Must be present to win. Come out for this great, annual event at St. Philip Neri. There will be great food, music, awards, door prizes, and more. On Line Registration available and flyer available at spnparish.org Contacts: Shirley Misiak, Office Manager, St. Philip Neri Church, Phone: 215-679-9275 (9 am-3 pm) or Peter 215-679-6942 or Bill 215-896-5949 with any questions.

Saturday July 31, 2021. Warren LeVeque Memorial Corvair Show. Location: Pocono Raceway, 1234 Long Pond Drive, Long Pond, PA 18334. Time: 9 AM to 3 PM. Rain or shine. Price: \$0. That's Zero! On Saturday July 31, the Northeast Corvair Council a.k.a. NECC Motorsport will be having a Corvair Car Show in conjunction with our usual performance driving event at Pocono Raceway. The show field will be in the Pocono North Course paddock right in front of the North Course garages. The show includes lunch-time parade laps around the North Course. People's Choice judging. On-site registration will be available but please pre-register. Complete details on our website www.neccmotorsports.com or contact Brian O'Neill, bmoneill@juno.com; (973) 729 5586, bmoneill@juno.comShow. <https://www.wghsea.org/>

Sunday August 01, 2021 :::: 45th Annual Collectors Car Show and Flea Market. Location: Macungie Memorial Park, 50 N. Poplar Street, Macungie, PA, 18062. Time: 8 AM to 3 PM. rain or shine. Price for cars: \$15.00 day of show only. 45th annual collectors car show and flea market. All makes, models, and years welcome. 50 total awards including top 35 cars and 15 special awards. A basket raffle will be held to support a local Lehigh Valley food bank. No for sale signs in show field. Dj, food, 50/50 drawing, door prizes. Dash plaques to first 250 cars. Independent judging. Auto and household flea market.. Separate class for 1st PA club cars. Sponsored by 1st PA Mustang Club & Ciocca Ford of Quakertown Pa. Contact Dave Barnes 610 248-9739 or Tom Trenwith 610 227-5312 for more information or visit website at <http://www.firstpamustang.org/>

Saturday September 18, 2021. 42nd Annual CPCC Corvair Day at Eastern Museum of Motor Racing (EMMR) Location: 9am-3pm, 100 Baltimore Road, York Springs, PA 17372, Use GPS address for Latimore Valley Fairgrounds (which is part of EMMR) 314 Latimore Valley Road, York Springs, PA 17372. Time: 9 AM to 3 PM. Rain or shine. Price per car: \$15 day-of. Event will feature: Bake Sale, 50/50 drawing, door prizes, and dash plaques. Food available to purchase: Hamburgers, Hot Dogs, Drinks, and much more. Bake sale. Free Indoor/Outdoor Vendor set-up available.

Sunday September 19, 2021. 36th Annual Anthracite Region AACA Show. Location: Tri-County Little League Field, Grove & Hancock Streets, McAdoo, PA. Time: 8 AM to 3 PM. Rain or shine. Price for each show car and flea market space: \$15 day of show. Pre-registration available for a slight discount. Dash plaques to the first 200 registered vehicles. Open to all antiques, classics, street rods, rat rods, modifieds, street machines, trucks, customs and muscle cars. Music by the Legends Oldies Band. Food & drinks of course. Contact Joe Forish (570) 929-2017.

Sunday October 31, 2021. Old Car Show with Outdoor Flea Market. Location: Phifer's Ice Dams, 880 Main Road, Lehigh-ton, PA. (Formerly held at Kempton, PA). Time: 8 AM to 2:30 PM. Rain, shine or snow! Accepting all cars trucks and motorcycles to 1998. Dash plaques to first 150 cars. Day of show prices: \$12 per show car. \$13 per car for car corral. 20 feet of flea market frontage available for \$12. Conducted by the Free Spirit Chapter of the Buick Club of America. Contact Sandy Getz (610) 377-6130. www.buickfreesprit.org

All-Corvair Show at Pocono Raceway The Warren LeVeque Memorial

Here is a shameless plug on behalf of the Northeast Corvair Council a.k.a. NECC Motorsports, of which your editors is a member....Please register for NECC's All-Corvair Show at Pocono Raceway! Do it here on the NECC website:

neccmotorsports.com

On-site registration will be available but please, please, please, *please* register in advance. We really need to know the approximate number of Corvairs that will be on display. Don't worry if, for some reason, you need to cancel your plan to be in the show. The entry price is \$Zero, so there's nothing to lose.



NECC may have the best idea around for all the people who have waited quite a while to get out and exercise their Corvairs, or at least take a "road trip" to meet up with other car people.

What: Warren LeVeque Memorial Corvair Show

Where: Pocono Raceway. 1234 Long Pond Rd, Long Pond, PA 18334

When: Saturday July 31, 2021

Gates open at 7 AM. On-site registration begins 9 AM. Show begins 10 AM. Awards at 3 PM.

On Saturday July 31, we're having a Corvair Car Show in conjunction with our usual performance driving event at Pocono Raceway. The show field will be in the Pocono North Course paddock right in front of the North Course garages. The show includes lunch-time parade laps around the North Course. People's Choice judging.

The two events – show and track day – will run concurrently and both are dedicated to the memory of Warren LeVeque who passed in 2020. He is one of the best known and beloved Corvair Racers from the 1960s right on through the 2000s and ran in a number of NECC performance driving events with his highly-modified Corvair-based track cars. Many of us grew up in the hobby reading his monthly full-page articles in the Corvair Society of America's award-winning magazine during his 20-year tenure as the CORSA Competition Chairman.

Those who enter the car show will have a good time. Think of it as a "Car Show with Benefits."

- 3 No fee to enter the racetrack gate,
- 3 No fee to enter the car show,
- 3 No fee for parade laps,
- 3 No fee for spectators

But that's not all. You'll have a front row seat for a very unique 20-minute parade of 300 Harley Davidson motorcycles rolling into the track facility at 12 Noon. They will take three parade laps on the whole 2.5-mile NASCAR Tri-oval, and back out again. Keep your camera ready for this one. All in one place, on one day. You can't make this stuff up.

Classified Ads



For Sale. 1965 Corvair Monza Convertible. Crocu Yellow with black interior. Formerly owned by LVCC Member Paul Shade. Contact Lyndon Shade, 484 256 6706. Email LShade@edwardsbusiness.com

Free! Free Corvair parts. Broken motor for 1964 Corvair, including used transmission and differential and other miscellaneous items. Available until July 31, 2021, after which date they will be disposed of. Located in the area of New Ringgold, Pennsylvania. Contact John Theisen at 570-943-3041.

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: NEW! 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 surfaces deaths). HV carb re-building. 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! Minor body work. Bob King kcorvair@ptd.net or 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

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