



the fifth wheel

OCTOBER 2021

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

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Next Meeting New date, new time, new location!



Date: Saturday October 30, 2021
 Time: 10 AM
 Place: America On Wheels
 5 North Front Street
 Allentown, PA 18102

You do NOT need to pay the usual admission fee. Simply explain that you are with the Lehigh Valley Corvair Club, courtesy of Rich Greene.

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.

A Barn Find? Really?



Editor's Note: The following article appeared in the October 2021 issue of the "The Denvair News" the official publication of the Rocky Mountain Corsa Corvair Club.

You may have read about the so-called barn finds from time to time; the Corvairs found in a field in Nebraska left over from a car dealership, the derelict French cars found in a barn in France, an old fifties VW van rescued from an Alpine mountain. Most of these cars had really been abandoned, had remained hidden for years and required an infinite amount of work to restore them.

Tony Lawler's recent find of a 1966 Corvair Corsa convertible was in some ways similar to those previous barn finds. It had been locked away for 35 years, but it was never in a barn, it was never abandoned, and it immersed in pristine condition.

The story starts in 1979. Jim Reich was driving to or from work in Longmont, Colorado when he spotted a ragtag Corsa convertible parked on a curb in front of a home. After seeing it had not moved in weeks, he approached the owner with an offer to buy the car. Jim said he paid \$400 for it.

The car had been painted a lime green and the top was badly worn. Jim had the car repainted to the original color, replaced the top and performed the necessary mechanical work to restore the car.

He drove it the 1981 Denver National Convention. Afterward he drove the car for several years through the early 80's. Then other Corvair interests took over and Jim drove the car less often but he couldn't part with it. He put the car under a cover in his garage and there it sat for 35 years.

Enter Tony Lawler, Corvair buff extraordinaire. Tony joined the Rocky Mountain Corvair club a few years ago and has been very active Corvair collector ever since. He has a 1963 Spyder coupe and just recently restored a 1962 Rampside to like-new condition. Previously he had a very nice 1966 convertible.

Somehow about 3 years ago, he found Jim Reich's garage and saw this beautiful Corsa sitting under a tarp. Tony said it took him 3 years to persuade Jim to sell him this car. Jim has just recently acquired an 8 door Corvair van and Tony convinced him the car needed to be shown. Purchase price is undisclosed.



The car is absolutely gorgeous. The paint is better than new as is the convertible top. The interior is original but in very good condition. The car is heavily optioned with a telescopic steering column and Positraction differential. The engine is the 140 hp 4 carb with the 4-speed transmission. Tony said the car needed the brakes redone and the carbs rebuilt, and a detailing. That's it. Well, maybe the tires really should be replaced.

September Meeting Notes

Well, as it turns out, there was no September meeting! You may recall it was scheduled to be an al-fresco meeting held in Macungie Memorial Park, but we called it off due to the weather forecast.

During the afternoon, the forecast called for rain and it was indeed raining out in Berks County. Weather patterns almost always move from west to east in Pennsylvania. So, it was a ripe possibility that our meeting would be a wash out. That was the thinking behind the decision.

As soon as the decision was made to cancel, we sent out an email blast to everybody and made phone calls to the folks who usually show up at our meetings.

We hope you got the message and that nobody showed up at Macungie Memorial Park that evening. If you did, we offer our sincere apologies.

New Meeting Location!

In a major break with tradition, our next meeting will *not* occur on the fourth Wednesday of the month. Instead, we'll be meeting on a Saturday. Saturday October 30, to be exact!

And the location and time will be different, too. Rich Greene, a docent at the America on Wheels Museum, reserved the Hub Cap Café located right inside the museum building. The HubCap Cafe is a fully restored 1950's soda fountain. It's closed to the public in November, so we'll have it all to ourselves.

You may be wondering if LVCC is paying a fee to hold our meeting there. The answer is no, there is no fee. And you do NOT need to pay the usual admission fee. Simply explain that you are with the Lehigh Valley Corvair Club, courtesy of Rich Greene.

As noted, we will meet Saturday, October 30. The start time is 10 AM. The museum doesn't open until then, so if you arrive early, don't expect to come in. But like old times, we can hang out in the parking lot until the doors are open.

You may be asking, why 10 AM? Two reasons: (1) America on Wheels closes at 3 PM, so evenings are out, and (2) a morning meeting leaves the rest of the day free for all of us.

Will this be our new home in the future? We really don't know at this point, but it's a possibility. Our old meeting spot at LANTA headquarters remains off limits.

Again, a hundred billion thanks to Rich Greene!

42nd Annual Corvair Day

Our friends in the Central Pennsylvania Corvair Club (CPCC) had another successful Corvair Day at the Eastern Museum of Motor Racing (EMMR) on September 18, 2021. Beautiful weather, delicious foods, great company, and making new friends made the day perfect.

It was remarkable to see all the different Corvairs from Virginia, Maryland, Western PA, Lehigh Valley, and all of the surrounding areas that came out to support our event.

There were over 40 Corvairs on display and plenty of trophies were awarded, too – 9 for the Show class, 11 in the Driver class, 1 Best of Show and 1 Long Distance.

LVCC members Dennis Stamm and Allan Lacki won awards in their classes, and Scott Oberholzer's '65 Monza attracted much favorable attention, too.

Many participants took advantage and toured the EMMR Museum. There were many interesting cars, facts, and memorabilia to enjoy. EMMR docents gave guided tours throughout the day.

EMMR and their volunteers went above and beyond by opening up at 5:30 AM for this event. Their kitchen staff offered a variety of food choices throughout the day. In addition, CPCC members donated lots of wonderful baked items for the annual bake sale.

The money raised at the bake sale will be donated to the Salvation Armies of Harrisburg, York, and Lancaster. CPCC also will be making a donation to the Sgt. Mac Foundation (National Wreath Project). The Wreath Project has provided and placed over 35,000 Christmas Wreaths on the gravesites of our Veterans at Soldiers National Cemetery in Gettysburg, PA and Quantico National Cemetery.



CPCCC Corvair Day Photos



Scott Oberholzer's '65 Monza



Dennis & Mary Anne Stamm



Allan Lacki's 1966 Monza



Dennis gets a trophy!



Over 40 Corvairs on display!



Astronaut John Glenn once owned this one!

Wintertime Corvair Heater Odors by Mike Dawson

Winter is approaching, so it's time to tune up your heater! This article is from the December 2019 issue of "The Flat Six", the official newsletter of the Prairie Capital Corvair Association. This is one in a series of great articles by Mike Dawson. We thank you!

I still remember picking up my brand new 1965 Corsa coupe in February of '65 and turning on the heater while on

my way home from Van Chevrolet. There was a distinct smell to the heater, not unpleasant and different from my aging '61 Monza with its smelly heater that I had traded in. The new Corsa heater had a combination of hot paint smell and hot metal which I grew to love each fall when the heater was turned on the first time. I still get that today from our cars and my wife says the same; it is a familiar smell that leaves us satisfied that all is well maintenance wise.

If an engine issue would cause a change in the heater, we would know it instantly. When Sandy was driving my

Corsa to work at Hick's Brothers Chevrolet around 1970 with 100K miles on the car, I noticed a burned oil smell in her hair when she came home one night: push rod tube seals.

Due to the nature of an air-cooled engine operating at a higher temperature, the fact that the exhaust pipe exit is just outside the engine compartment and with all inside heated air coming from the engine compartment (Corvair heaters have no recirculation feature), the opportunity for one of the five different odors listed below to show up is significant.

(Continued on page 6)

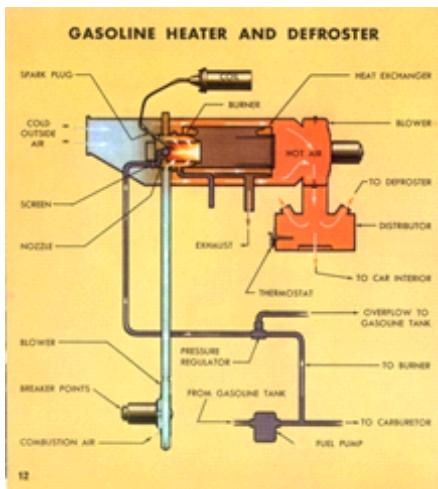
Corvair Heater Misprint!

Below is a page from the 1961 Chevrolet Corvair Custom Feature Accessories catalog. Among other things, it talks about "Custom Heaters and Defrosters for Winter Comfort".

Two kinds of heaters were available that year - the gasoline heater and the perimeter heater. You may not be able to read the fine print in the clipping, so this is what it says about the so-called perimeter heater.

The engine heat is utilized by an air heat exchanger to efficiently warm incoming outside air. The heated air is distributed through four rectangular air outlet nozzles in the passenger compartment. The heat exchanger core is filled with thin copper fins to effect a continuous heat transfer path.

What??? Did Chevrolet actually have plans to include a real heat exchanger - with thin copper fins, no less - in what later became known as the "Direct Air Heater"?

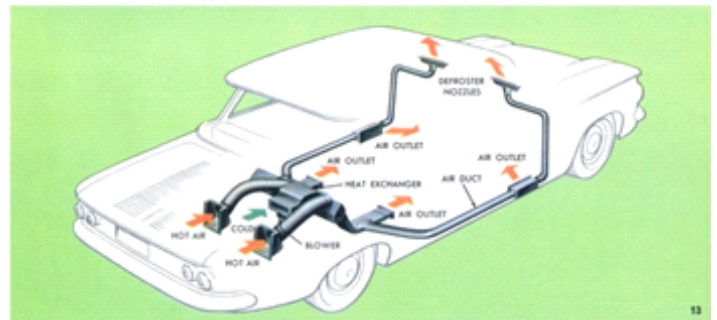


Custom Heaters and Defrosters for Winter Comfort

PERIMETER AIR HEATER AND DEFROSTER

The engine heat is utilized by an air heat exchanger to efficiently warm incoming outside air. The heated air is distributed through four rectangular air outlet nozzles in the passenger compartment. The heat exchanger core is filled with thin copper fins to effect a continuous heat transfer path. A three speed centrifugal blower is mounted to the heat exchanger with a temperature control system that blends the heated air and outside air.

No long waiting for the engine to warm up the heater, gives almost instant heat when the switch is turned on. The fuel for operating the heater is taken from the gasoline tank. The amount of heat desired can be controlled by the temperature control knob. A highly efficient heater and defroster. Chart shows how heat is obtained.



Maintenance of critical areas is obviously the key to a great heater. Keep in mind that, on initial startup in a garage or with a car parked next to you, there is the opportunity for exhaust gas to curl up and be sucked in the engine air intake. That effect can also come from a neighboring car's exhaust at a traffic light.

If you are experiencing something other than the scent of mild hot paint and hot metal in your heater during normal driving, the following may be useful. These are each a unique smell that longtime Corvair folks should be quick to recognize.

Raw Gasoline Smell. An initial brief startup smell is possible but if it persists during driving and at a stop, this is a warning. Check immediately for things like carburetor inlet nut leaks, fuel pump leaks, and rubber fuel line hose at the starter and heater hose.

Engine compartment sparks are produced by starter brushes, point system distributors, generator brushes, leaking plug wires, and static electricity at the balancer. Any of which can ignite gasoline fumes from a hot engine. A leaking gas tank filler neck hose will also get into the interior, but only for a short time after fill-up.

Also remember that since Corvair carburetors are vented to atmosphere, the fuel will evaporate into your garage from a hot engine after it has been turned off.

Burned Oil Smell. This is usually the smell caused by leaking push rod tube seals that are just above the exhaust manifold, although a leaking front main seal on automatics can end up on the exhaust system and into the engine compartment if you have less than perfect perimeter seals and grommets. A haze on the inside of your windshield is an early indication of tube seal leaks.

Leaking Crankcase Vapors. This is a pretty annoying smell, a step worse than burned oil. The vapor (ring blow-by and hot oil) can get into the heater very easily because the entire vent system is in the heater air intake, both under and above the top shroud. Plugged vents, leaking o-rings, broken grommets, brittle hoses or loose attachments are the culprits.

Exhaust Gas. Not only nasty smelling with the chokes on, it is dangerous because of CO even if the smell seems to go away warmed up. If you suspect a leak, check the six exhaust packings with a hose to your ear (engine running, belt off). Also check the two manifold-to-pipe packings and the exhaust system parts and connections. A stethoscope with the metal tip removed works great for pinpointing a small leak. Even a leak outside the engine compartment can get back in to the heater if you do not have perfect perimeter seals as noted above. If you have a Greenbrier, there is a distinct possibility that exhaust gas can enter the rear through

leaking door seals; most noticeably when decelerating.

Leaking Head Gaskets. This is the worst smell of the bunch to me. This gas has much more unburned hydrocarbons which make your eyes burn and clothes smell terrible. It will be worse at startup and diminish as you drive; although it will still be dangerous because of the CO you cannot smell. Early models came with copper head gaskets that would burn through and emit a spit, spit, spit sound as it tried to asphyxiate you. A loose head on any model will do the same thing except it will make a squeak, squeak, squeak noise as you accelerate. The noise is the combustion gas escaping and making the gasket act like a reed valve.

There are other possibilities; mouse nests (and cooked mice) give off a distinctive urine smell, leaks in lower shrouds let in splashed puddles containing mystery stuff that hits the manifolds, overcharging batteries, and loose belts all can get in your heater.

With all of the above issues a very real possibility as Corvairs aged, I wonder how the bean counters managed to convince management to drop the gas heater. I still have a letter I received from GM in the early '70's warning of exhaust leaks in my heater. Mr. Nader should have devoted a couple of pages to this – but then he was not really interested in issues that were not headline producers with his name on it.

And finally; how many times over the years have you seen air fresheners hanging from Corvair mirrors or heater outlets?

Not for Sale. I'm gonna fix it up one day.



NOMINATIONS NOW OPEN

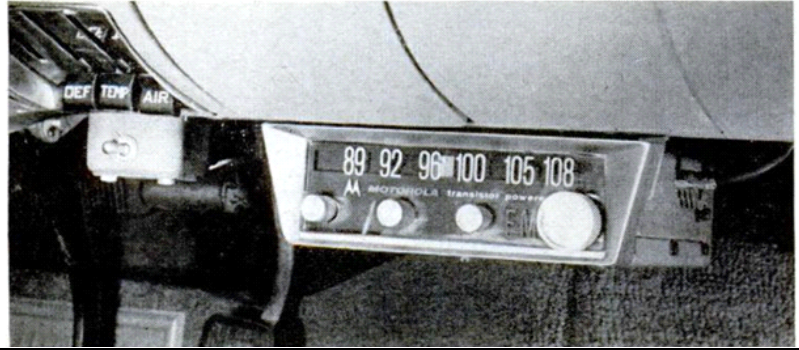


It's that time again – it's time to nominate candidates for office!

As provided by LVCC Bylaws, the elected officers shall be a president, vice president, secretary, and treasurer, the latter which may be a combined post (secretary-treasurer). The term of office, for each of the above shall be one year, or until their successors are elected. Here's how we'll do it:

1. Any member in good standing can nominate himself or herself for a particular office at our October meeting.
2. The newsletter editor shall make up a ballot to be mailed out with the November newsletter.
3. Each member shall mark his ballot and either bring it along to the January meeting or mail to the Secretary/Treasurer sufficiently in

FM CAR RADIO is powered by three transistors and seven tubes. It's the first to be mass-produced in this country. The Motorola FM-900 is designed for mounting under the dash, has its own speaker, and operates independently of the AM set. It can be used in any 12-volt U. S. car built since 1955 or any 12-volt vehicle having negative-ground ignition, including boats and foreign cars. \$125. Motorola, 4245 W. Augusta Blvd., Chicago.

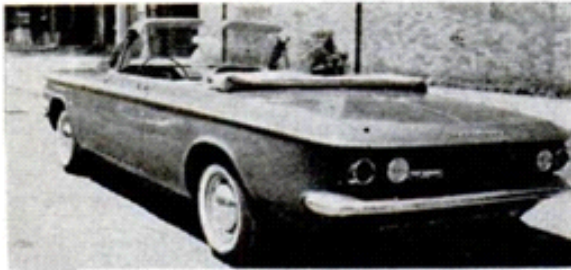


Here's a little item from the April 1960 issue of Popular Science magazine. FM radio was a rarity back then.

advance so that it is sure to arrive before the January meeting.

4. The President shall appoint at least two tellers present at the January meeting to count the ballots and report the results of the election to the members. A majority of votes cast shall be necessary for a choice.
5. In case of a tie vote, the members present at the next regular LVCC meeting will re-vote to break the tie.

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Another item for Popular Science. This little item comes from the September 1960 issue. We thank Rich Ribble, former president of the New Jersey Association of Corvair Enthusiasts, for bringing this to our attention!

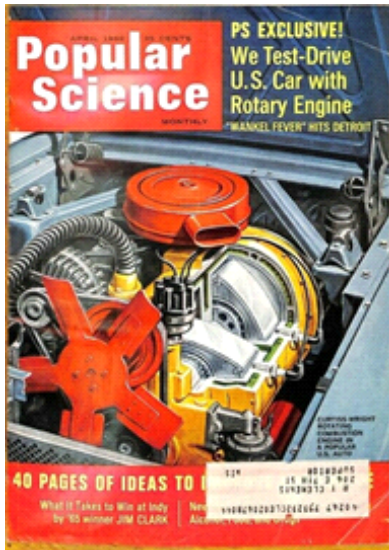


Converting a Corvair. You can't buy convertible Corvairs from the factory, but a Michigan Chevy dealer now

makes a kit that turns standard coupes into soft-tops. You get underbody support braces, a manually operated canvas top, windshield-header locks, and padded pillar replacements that fit into the glass channels. (You have to whack off the old steel top, of course.) **Ray MacGillivray**, Vassar, Mich., dealer, makes the conversion kit for sale to other dealers. It brings the price of a **Corvair** to about \$150 above that of a standard coupe.

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Popular Science Breaks It to Us Gently...



The “Detroit News” section of Popular Science magazine was always full of predictions back in the 1960s. Some of them, like the advent of turbine-powered trucks, were off the mark. Others were spot-on. And when it came to forecasting the end of the line for Corvairs, they read the tea leaves quite well - and quite early.

Here are two of such articles. The first was published on page 64 of the April 1966 issue of Popular Science. Given the usual lead times, this suggests it was written a few months earlier.

The second article was published on page 30 of the August issue of 1966. Perhaps the most interesting bit of news was that Chevrolet’s contracts for the aluminum engine - probably contracts with Alcoa - were being cancelled. That makes sense.

Articles like these surely alerted potential Corvair buyers to consider other alternatives, such as the imports that the Corvair was supposed to replace in the American market.

Corvair to be phased out? There has been little open talk about this possibility, though the Mustang is outselling the **Corvair** about four to one. **Corvair** has Detroit’s only remaining aluminum engine, however, and we hear that Chevrolet has canceled the contract with the supplier effective at the end of the ’67 model year. That does not necessarily mean the end of the **Corvair**, however. Chevy is now testing cast-iron V8s in the **Corvair**, and this may be what they have in mind for ’68.

Chevrolet guarantees a 1967 Corvair, but reports insist it’s on the way out. At mid-1966, **Corvair** sales are running less than half of what they were last year, and there is no increase in sight. Corvair’s 1967 models will be almost unchanged. And Chevy is chopping more than half of Corvair’s models to make room for the new Camaro, so the sales slide is sure to continue. Don’t blame the safety ruckus for the car’s bad showing. Lack of power in the air-cooled flat six is what would-be customers complain about. GM has been experimenting with V8s in the **Corvair**, but that old safety bugaboo has the company hesitating on any meaningful power boost. Look for this: If Chevy does not drop **Corvair** within a year, the car will get special power units—perhaps something even more radical (such as a rotating combustion engine). The days of the air-cooled flat-six are numbered, insiders say, as Chevrolet has canceled the contract for the supply of aluminum cylinder blocks effective at the end of the 1967-model run.



Calendar of Events

Day-Time Car Shows:

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 motor-cycles 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.buickfreespirit.org

Sunday November 7, 2021. 30th Annual Riegelsville Fall Roll Out Car Show. Location: Riegelsville Borough Park, Ash Lane and Wayside Way, Riegelsville, Pa. Time: Field opens at 7 AM. Show from 8 AM to 2 PM. Rain or shine. Show car registra-tion: \$0 per car. Spectator admission: \$5 donation per person, children under 12 free. Vendor information: \$40 for a 20x30 space after September 2. Arrive very early (5-6 AM) to get in to this big local show, which displays more than 500 classic cars of all kinds, with many automotive vendors. Vintage, antique, street rods, customs and trucks, all must be 1996 or older. (Another 100 cars usually line the street outside the park ...) Note: No vehicles may leave the car show grounds before 1:30 PM. Dash plaques to the first 475 cars. People's Choice trophy awards. Pancake and egg breakfast served next door at the Masonic Lodge beginning at 6 AM. For vendor pre-registration, call Sherri at (908) 995-4816. <https://riegelsville.org/fall-rollout-car->

Classified Ads

For Sale: New Parts: Brakes hoses, air filters, oil filters, tune-up parts, brake shoes, shocks, tail light lenses, gaskets, plugs, ca-bles, 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 surface depths). 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! 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 Mar-vill, Perkasio, PA

Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.



Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com email: clarks@corvair.com

We'll Meet Here!



New time and location for our October meeting! Saturday October 30 at 10 AM in the Hub Cap Café, located inside the America On Wheels Museum. You do NOT need to pay the usual admission fee. Simply explain that you are with the Lehigh Valley Corvair Club, courtesy of Rich Greene.



Date: Saturday October 30, 2021
 Time: 10 AM
 Place: America On Wheels Museum
 5 North Front Street
 Allentown, PA 18102



Located near the Lehigh River, where Hamilton Street meets Front Street, the museum is both easy to find and easy to get to. Spacious parking beside the building offers plenty of room for even large groups.

LVCC Officers

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