



the fifth wheel

JANUARY 2022

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

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Next Meeting 3rd Saturday of January!



Date: Saturday January 15, 2022
 Time: 10 AM
 Place: America On Wheels
 5 North Front Street
 Allentown, PA 18102



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.

This Radical Porsche 356 Has a Radial Engine

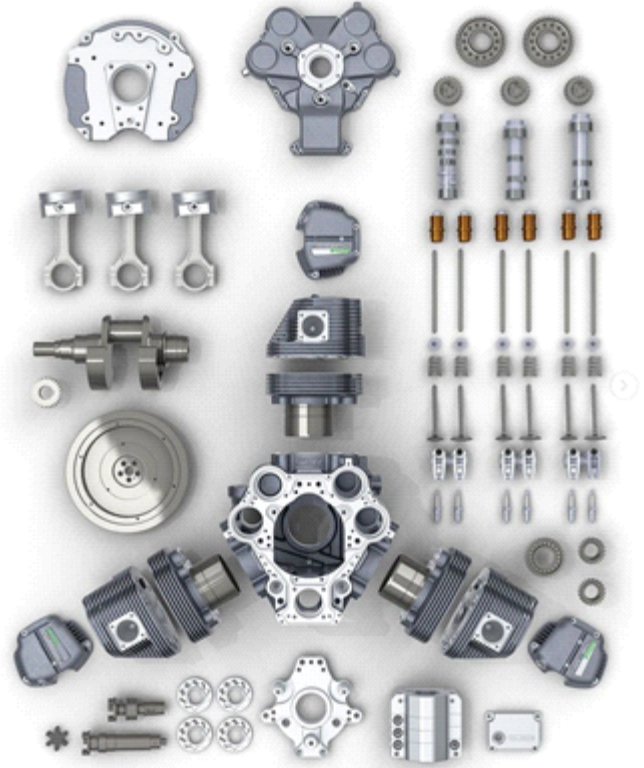
Source: Hagerty Website. Article not attributed to any author. <https://www.hagerty.com/media/news/the-manifold/2021-12-21/>

Editor's Note: Interested in a really odd engine swap for your Corvair? An Australian outfit named Radial Motors already did this to a Volkswagen and a Porsche. Why not do it to a Corvair? (Well, maybe the cost might be a deterrent, but....)

Intake: Some creative Australian engineers have swapped the classic flat-four engine from a Porsche 356, replacing it with a radial three. With three cylinders in a Y formation this type of motor is normally seen in the skies, powering aircraft, but in Radial Motion's down-to-earth application, it's been squeezed into the back of the Porsche.

You can see two of the cylinders poking out beneath the car's hind end, and the Aussie firm says this lowers the center of gravity without significantly affecting ground clearance. To prove that point, Radial Motion completed the Adelaide Rally with its prototype installed in a VW Beetle.

The engine comes in a wide range of tunes, and customers can choose between water or oil/air cooling. The humblest tune, basically the stock version, offers 120 hp at 5500rpm. Next is a Street Performance engine with 170 hp at 6500rpm, followed by a Race Performance model with 215 hp at 8,500 rpm. Flying highest are the 240 hp Extreme NA version which revs to a mighty 10,000 rpm and the Turbo Sport which adds your choice of turbo or supercharger to boost power to 260 hp.



Prices start at around \$25,000, not including your donor car.

The Radial Motors website talks about forthcoming multi-bank engines, hinting that maybe a 6 cylinder variants may be in the pipeline. Will it cost twice as much?

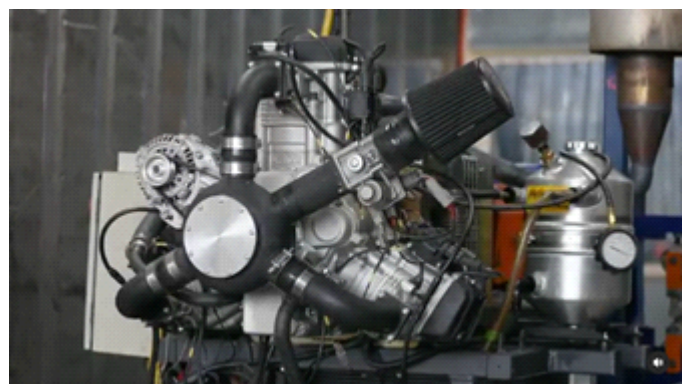
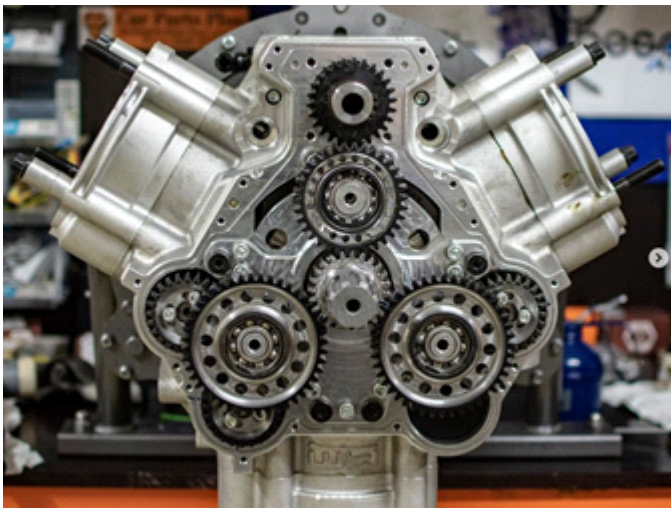
Radial Motors is part of the Bespoke Engineering group of companies. This is a well-qualified company with design and engineering capabilities that include:

- 3D printing
- 3 and 4-axis CNC machines
- 3D scanning CMM
- Multi-axis CNC lathes
- SolidWorks CAD design, modelling and analysis
- Fabrication and TIG welding
- Vehicle hoist and dynamometer

According to its website, Bespoke can tackle everything from small one-off jobs, such as replicating hard to get components for exotic cars or vintage airplanes, simple fabrications and weldments, consumer products, precision machined components, up to complex automated production machinery.



Photos of Radial Motors in Porsche and Volkswagen



Tech Tip of the Day **by David Yemm. January 8, 2022.**

After the monthly meeting for Classic Corvairs of the Triad we had the usual talk around the cars. Just before everyone was about to leave someone discovered they had locked their keys in the car.

I knew I didn't have my regular tool kit with me but checked to see what I did have. Upon seeing my bag of zip ties, I immediately hatched a plan.

Zip a small loop and luckily there was a large enough gap between the windows to slide it through. Slip it over the knob and pull it tight. Then just lift up to unlock.

I won't mention any names, but the Blue '66 Corsa made it home okay.



Bob King's Engine Cradle & Test Stand **by Bob King**

A while back, I made an engine cradle for my Corvair. I welded it together using scrap angle iron. It is like the one GM designed for Corvairs. It took about eight hours to make. As you can see in the photos, it's secured to the pad of my jack with four bolts. The jack had 4 threaded holes, I used them. The cradle holds the engine with lower shrouds on neatly on the sides. The bell housing bottom flats sit on the end so it balances.

To ensure that the engine is properly balanced on the cradle, I run a bolt through a hole in the cradle and into the rear housing of the engine.

Because the jack tilts forward, backward and sideways, I can remove and install the engine without disturbing the trans-axle.

I also built an engine test stand and designed it so that it's compatible with the cradle. The test stand has a "dash panel"

with gauges, ignition switch, and warning lights for oil pressure, etc. Rather than fabricate a special mounting bracket, I simply welded an old differential case to the stand.

To test an engine, I remove the engine from the car using the jack and cradle, roll it under the engine test stand, jack the engine up and then bolt the engine's bell housing to the diff. Then, roll the jack out.

After testing, I roll the jack back in, attach it to cradle, roll it under the car, and jack it into the engine compartment.

You might also notice a lift handle bolted to the one rear engine mount. I have a second one for the bell housing. They held to jiggle the engine as necessary to insert the bolts that secure the engine to the test stand. Another of my crazy designs.

Although I haven't included any photos to demonstrate, the jack also rolls under any standard engine stand equipped with a hoist. Because the jack is narrow, it can be rolled in between the engine stand's outriggers. Using a standard engine stand, I can rotate the engine 360 degrees for rebuilding.

Removing and installing engines remains a job for two people. My wife helps me. It's heavy work, but with the engine cradle and jack, we can do it easily!

The jack's tilt forward/ back, left/ right feature helps with pulling/ installing just the motor. I've been able to install the engine back into a car, aligning the input shaft perfectly, in just ten minutes.

Note that this setup is designed for removing the engine and bellhousing without the transaxle. At some point in the future, I plan to fabricate a new cradle taking into account the center of gravity for the entire drive train, including the transaxle.

Corvair Society of America News

Membership Options.

For a decade or more, CORSA has offered two types of membership: Full and Virtual. Full Members receive a paper copy of the Communique magazine in the mail, delivered by the U.S. Postal Service. Virtual Members get their Communique online.

But actually, *all* members of CORSA are "full" in the sense that all have equal status in the eyes of the Society. And the word "virtual" seems to imply that a person who is a Virtual member is not a person at all. A halogram, perhaps?

Bob King's Engine Cradle & Test Stand



Here we have three views of Bob's engine cradle mounted on his jack. This particular jack is like a transmission jack in that the platform can tilt forward, backward and sideways.



In this photo, we can see that the platform is tilted slightly. This enables Bob to remove the engine separately from the transaxle.



Above: This photo shows how Bob's engine cradle & jack combo mates up with his low-profile engine stand.

Below: Pull the jack out from underneath the test stand and now the engine is ready for testing!



So, the Board of Directors, led by Membership Chairperson Jeannette Alberte, decided to come up with better nomenclature. From now on, people signing up for membership will be given the choice of either a "Paper Option" or "eMember" option. The option, of course, will simply designate the means by which members receive the magazine. Either way, they will be regarded as "Members" of CORSA.

Board of Director Elections.

By the way, elections for the CORSA Board of Directors will be occurring soon. If you're interested in running for office, send a photo of yourself and a one-page statement of qualifications to CORSA Vice President Jerry Brown. You can reach Jerry at air_cooled63@yahoo.com or call 803-225-0005. The due date is February 10, 2022.

Members of the CORSA Board of Directors also serve on the Board of the Corvair Preservation Foundation.

Corvair Preservation Foundation

Museum.

CORSA's affiliate, the Corvair Preservation Foundation, is once again hunting for a new location for the Corvair Museum. The property has been sold and the new owner has big plans for it which apparently don't include us.

Our lease, which runs out at the end of this month, is being extended on a month-to-month basis, but unless a miracle occurs, we'll get the boot soon.

Optimally, we'd like to invest in a property that we can own outright and so you can expect to hear about a fund-raising campaign in future issues of the CORSA Communique.

Mike Hall, CPF President and Museum Curator, hopes to find a suitable place in the middle of the country, optimally on Route 66 like the present museum location.

Scholarships.

Did you know that the CPF awards academic scholarships? This is part of the CPF's mission and is one of the things that enables CPF to qualify as a 501(c)(3) organization. And because of that, your donations to CPF are tax-deductible. Of course, whether or not this is an advantage to donors depends on their tax situation, but it's been a selling point for the CPF ever since it was established.

This year, CPF is pleased to announce we will be offering two scholarships, one in the amount of \$1,000 and one in the

amount of \$500. These scholarships will be awarded during the annual convention at the Awards Banquet in Peachtree, GA this summer. To secure your application, please email Sarah Bruce and she will provide you with complete instructions. Sarah's email address is SARAHVAIR@CFL.RR.COM.

December Meeting Notes

'Just foolin'! We didn't have a meeting in December. But we will have a meeting in January if we don't get snowed-in! Be there!

Devin C Up for Sale

Editor's Note: This may be worthy news especially for those of you who don't visit the Corvair Center Forum, where this information was posted a few days ago.

Original Post by Thomas Rahochik (66vairman)

Date: January 08, 2022 08:34AM

Hagerty published an interesting story about a Corvair powered Devin up for sale and it's history at Bonneville as follows:

1959 Devin C
RM Sotheby's/Patrick Ernzen

RM Sotheby's Arizona

Estimate: \$70,000-\$90,000

It has an air-cooled flat-six mounted out back and a racy history, but this is no Porsche. It's a Devin C, one of just 21 built, according to RM Sotheby's.

California car dealer Bill Devin made a name for himself producing fiberglass body kits for sports cars and for building racers of his own design, powered by everything from Panhard twins to small-block V-8s.

One of his designs, the Devin D, utilized a Devin chassis and body combined with parts and powertrains from Porsche or VW.

When Chevrolet launched the Corvair, Devin modified the D chassis to accommodate Chevy power, added Corvair rear suspension and brakes, and called it the Devin C (for "Corvair").

This example is reportedly the first Devin C built, and upon completion it was loaned to the Granatelli brothers who were testing superchargers at the Bonneville Salt Flats. Bad

weather prevented a record, but the blown Devin set an unofficial top speed over 165 mph.

The car then set several sports car records at California drag strips during 1961, running a 12.44-second quarter-mile at 109.75 mph, and then with the supercharger removed raced at the 1961 Los Angeles Time-Mirror Grand Prix at Riverside. It was also featured in a period article in Sports Car Graphic.

Follow-Up Posted by: Tom Keosababian

Date: January 08, 2022 02:49PM

Yes, this is the first Devin C produced by Bill Devin in 1961. When it first appeared in Sports Car Graphic in May, 1961, it had a 80 hp junk yard motor from a Corvan with the super-low first gear ratio. Later when it was sold to Dave Lewis at Hollywood Sports Cars, it was equipped with a 98hp motor and a standard 4 speed.

When Granatelli "borrowed" the car, he either installed the blower on that engine or more likely installed his own motor that he had used to set the 128 mph record in his 1960 Corvair at Bonneville the previous year. He also installed 3.08 gears and moved the engine forward slightly in order to accommodate the drive pulley for the blower.

In the January, 1962 issue of SPG, Jerry Titus updated eve-

rything that had been going on with the car, including the 167 mph "very unofficial" run at Bonneville in August, 1961. The article also included photos of the car and results of their testing at Riverside Raceway. Even with the 3.08 gears, the engine would have to turn close to 7000 rpm in order to reach that speed. I'm guessing that they probably ran it on the warm-up course and didn't want the officials to know. (I used to do the same thing.)

Many years later when (the late) Tom Schrum found the car, it was a wreck. The engine had apparently fallen out of the car and bent the frame and the body was heavily damaged. Tom restored the entire car and was preparing to put the Weber equipped engine together but because of failing health, he was not able to complete the car.

Tom sold the car to Bud Bourassa and Bud completed the project and finished it off with the original Gold color that it had when Dave Lewis bought the car many decades earlier.

The attached photo (shown below) is me with Bud and the Devin at The Quail in 2017.

Tom Keosababian





Calendar of Events

Cruise Nights Go to <https://carmacruisefinder.com/> It's easy to use and lists more cruise events than we could possibly fit in this newsletter!

Day-Time Car Shows:

Saturday & Sunday, February 19 & 20, 2022. Motorama Custom Car, Truck & Bike Show. Location: PA Farm Show Complex, 2300 N. Cameron St. Harrisburg, Pa. 17110. Saturday Time: 9 AM to 10 PM. Sunday Time: 9 AM to 5 PM. Price: \$60+ per show vehicle. \$30 per day per adult spectator. www.motoramaproductions.com

Saturday March 5, 2022. Corvair Performance Workshop Revival. Location: Gem City Corvair Repair - 9452 Sheehan Road, Centerville, OH. Time: 8 AM to 4 PM. Price: \$25 donation per attendee. Full day of speakers, vending, bench racing and assorted tall tales. Coffee & donuts available. For further info, visit www.corvair.org and click on "CORSA News & Events".

Saturday & Sunday, March 26 & 27, 2022. Mid-Atlantic Indoor Nationals Custom Car, Truck & Bike Show. Location: Greater Philadelphia Expo Center. 100 Station Ave. Oaks, PA. Saturday Time: 9 AM to 7 PM. Sunday Time: 9 AM to 4 PM. Price: Price: \$60+ per show vehicle. \$16 per day per adult spectator. www.motoramaproductions.com

Sunday June 5, 2022. GM on Display in Macungie with Corvair Class. Location: Macungie Memorial Park, 50 S Poplar Street, Macungie, PA 18062. <http://www.macungiepark.com/calendar.html>

Friday & Sunday, June 24 & 25, 2022. GM at Carlisle Car Show and Swap Meet. Location: Carlisle Fairgrounds, 1000 Bryn Mawr Rd, Carlisle, PA 17013. Price: \$45 per show car for two days. \$10 per adult spectator for each day. Join over 1,000 other participants at the Carlisle GM Nationals. All General Motors vehicles are welcome from vintage & classics to the modern 6th Generation Camaro, you can see it all here on the National Parts Depot Showfield. <https://carlisleevents.com>

Tuesday through Saturday, July 12 - 16, 2022. CORSA International Convention. Location: Crowne Plaza Atlanta SW Peachtree City Hotel and Conference Center, 201 Aberdeen Parkway, Peachtree City, GA 30269. Price: Varies according to events selected. Concours, Autocross, Rally, Economy Run, Tech Sessions, All-Corvair Car Show and more. Registration opening soon. For further info, visit www.corvair.org and click on "CORSA News & Events".

Friday through Sunday, August 5 - 7, 2022 Das Awkscht Fescht. Location: Macungie Memorial Park, 50 S Poplar Street, Macungie, PA 18062. Price: \$15 per show car per day. Pre-Registration Required - July 1 is the due date! This three-day event includes Variety Show (Friday), Antique & Classic Car Show (Saturday), Antique & Special Interest Car Club Show (Sunday), Barbecue Cook-Off, Kids' Shows & Activities, and Picnic in the Park. LVCC will have it's own special Corvair show aisle there on Sunday. <https://awkscht.com>

Saturday August 13, 2022. 1st State (Delaware) Corvair Car Show. More information to come!

Saturday September 17, 2022. 43rd Annual Corvair Day by the CPCC. Location: Eastern Museum of Motor Racing (EMMR), 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. Join us for our 43rd Annual Corvair Day Car Show Event being held at Eastern Museum of Motor Racing (EMMR) on September 17, 2022 from 9am – 3pm. Featuring Free Dash Plaques, Door Prizes, Silent Auction, Bake Sale, and much more. 20 Trophies Awarded with additional "Best of Show" and "Longest Distance" awards. Additional information on our website at <http://www.centralpacorvairclub.org/>

Sunday November 6, 2022. Riegelsville Fall Roll-Out. 615 Easton Road, PO Box 551, Riegelsville, PA, PA 18077. More information to come!

Classified Ads

Suspension Services: I have over 45 years of suspension experience and I'm extremely experienced with the Corvair suspension systems as well as all other makes of vintage cars. I also have a computerized alignment system here so all repairs can remain in house. Now that I'm retired, I have more available time to repair these great cars. I can be reached at 267-424-4911 . Jeff Marvill, Perkasio, PA

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: 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 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.



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



Clark's Corvair Parts has been supporting the Lehigh Valley Corvair Club for years by donating door prize items for our display at the annual Das Awkscht Fescht auto show.

We'll Meet Here!



Saturday January 15 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 January 15, 2022
 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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