



the fifth wheel

MARCH 2022

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

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Next Meeting ***3rd Saturday of March!***



Date: Saturday March 19, 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.

Classic Corvair Engine on Easy-Run Engine Stand by Ken Schifftnr

Source: March 2022 issue of The Denvair News, the official publication of the Rocky Mountain Corvair Club.

When the undersigned was a member of the New Jersey Association of Corvair Enthusiasts (NJACE), I found a company advertising engine run stands. I contacted them and asked, "Can a Corvair Engine be fitted to your stand? It would be interesting (and instructive) to run a Corvair engine, adjust if needed, and do so for all to see. Knowing that the engine is running properly prior to returning it to the vehicle is both time saving and comforting. But could the engine fit the stand?"

"I don't see why not...the stand has been used for VW and Porsche engines" was the reply. "You may need to make some adjustments, but it should work well. Call us if you need help."

Typical initial break-in of a rebuilt Corvair engine requires the use of break in oil and running the engine at various RPM for a period to seat the rings followed by changing the oil, etc. A check is made for leaks, the valves are adjusted, and if the engine has multiple carburetors, the latter are balanced and adjusted.

It is nothing new to rebuild a Corvair engine and run it out of the vehicle. The other methods include placing the engine on or near the ground, on wooden supports (or even old tires), or modifying an engine support (taking care using an outrigger to prevent the whole assembly from overturning during start up). The Engine Run Stand was a more "elegant" solution...plus being elevated, access to the valves was far easier on the person's back. And the stand had impressive casters to allow the stand to be easily moved around!

So, a stand was ordered, shipped to Ashley's Auto Body (Flanders, NJ) where many Tech Sessions are held, and was easily assembled by Larry Ashley and Brian O'Neill (Club Prez). Larry and Brian custom made adapters to connect the rear (single) engine mount location to the stand. Since the engine is normally mounted as a transaxle assembly, the front engine mounts are bolted to a cross brace at the transmission but since the transmission was not used in our set up, they made adapters to connect the engine bell housing to the adjustable mounts included with the stand.

Club Treasurer Tim Schwartz did the custom wiring of the control panel. It was decided to build the Club's own control panel using available instruments etc. The panel was config-

ured to allow the use of point or Pertronix ignition. Sensors were installed for oil pressure, a tachometer for rpm, and a battery disconnect was installed. A special exhaust system and muffler were made and fitted so the exhaust exits away from areas requiring adjustments.

It has been used as needed. It even was carted to a regional car show using a Rampside, was run, and drew a crowd.

Yes, the Corvair engine does fit...easily actually. The stand permits simplified access, ease of adjustment, and after its use during the break in period, provides confidence that once the engine is returned to the vehicle, the engine will run properly.

LVCC February Meeting Recap

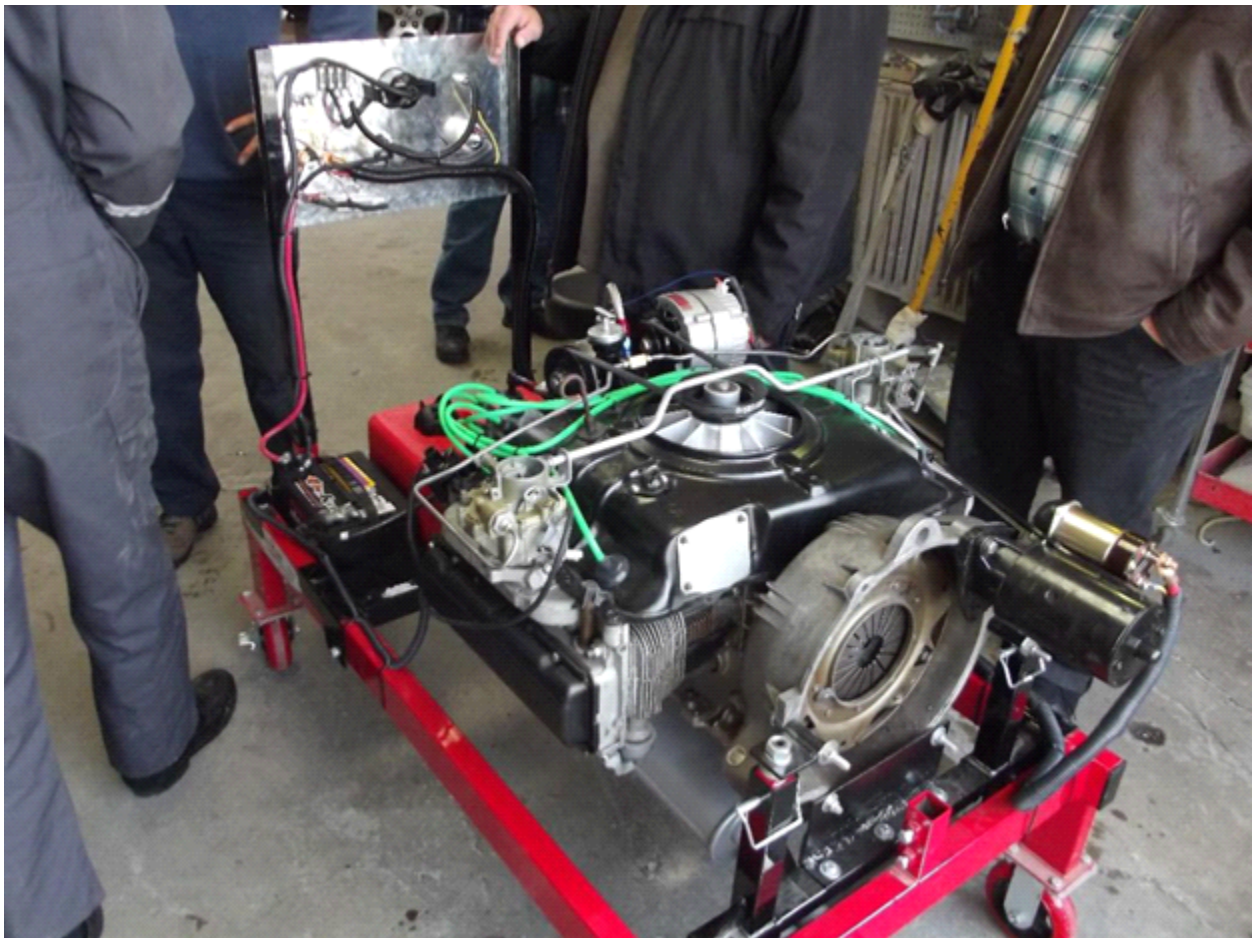
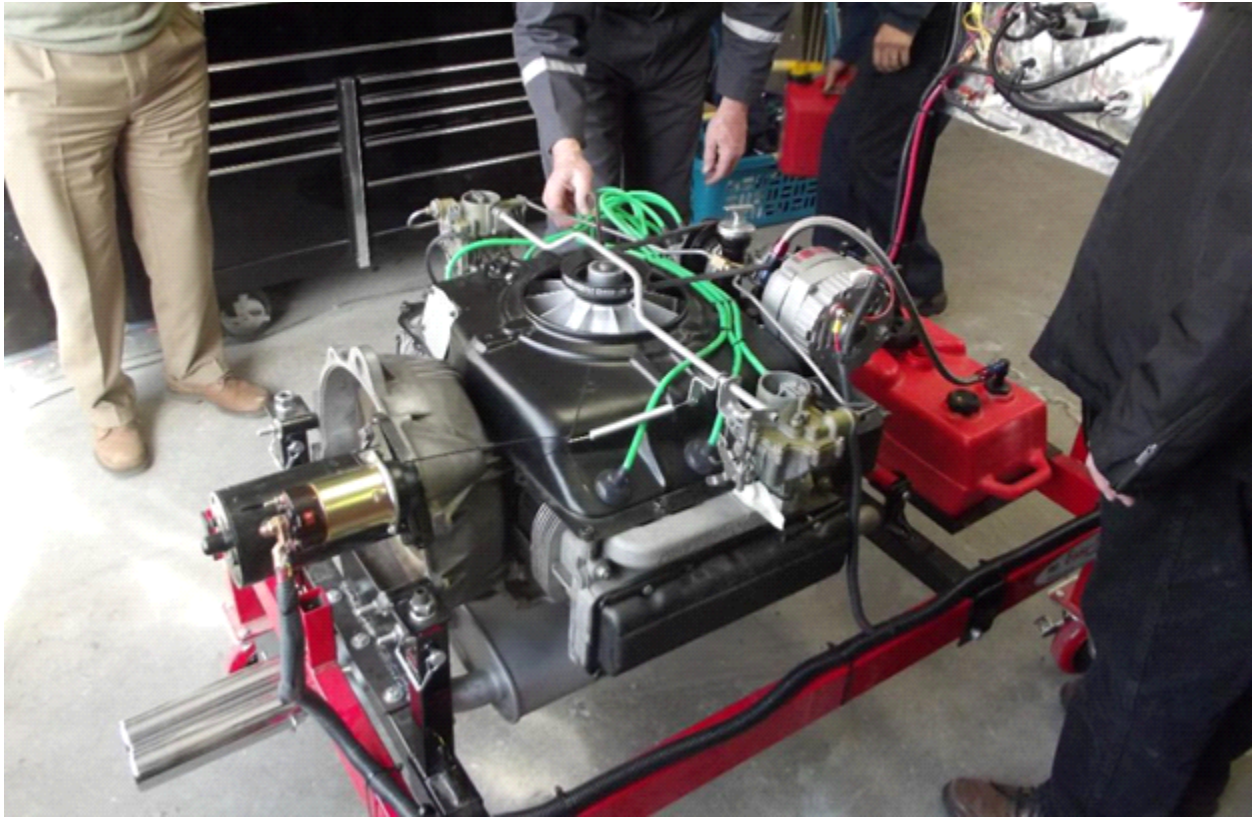
We had lots of members come out for this one! It was wonderful to see Larry Asheuer, Rich Greene, Bob King, Al Lacki, Larry Lewis, Bob Marlow, Dennis Stamm, Jeff Strausser, Bob Weideman and Dick Weidner. It was especially good to see Dennis who has not been able to make the last two meetings. We also welcomed two guests, - Rod McCrea and Rich Gogal. Rod is looking to get into the Corvair hobby. The meeting lasted from 10:15 AM to around 11:30 AM.

Dick Weidner read the minutes from our January meeting and gave a quick report on the club's checking account balance. This was followed by show-and-tell demonstrations by Dick, Rich Greene and Bob King.

Dick showed everyone his new portable lithium-ion battery jump box. Only slightly larger than a pack of cigarettes, these mini-boxes are a relatively recent invention. The main purpose, of course, is to provide electrical power for jump starting a car that has a dead battery. But many of these devices also offer extra features such as flashlights, USB charge ports, trickle-charge capabilities (for maintaining a car battery while parked) and even integrated air compressors. Bob Marlow quipped that, in contrast, his dad once invented a jump box that fit inside a 2 ½ by 2 ½ foot cube with a Briggs & Stratton engine! That was decades ago, of course.

Rich displayed and described a "wireless hands-free adapter kit" that enables a smart phone to be integrated with any car's

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radio speakers. The cost is \$18 and the car needs to be equipped with an FM radio to make it work. Rich installed one in his Corvair – yes, it has an FM radio – and he finds it to be a great convenience.

You may recall that, when we held our last meeting, the America on Wheels Museum had a huge model train layout on display. Many of us stayed after the meeting to check it out. This inspired Rich to bring several HO and N-gage Corvairs to our February meeting. We were quite amazed at the detail exhibited by these truly micro-sized Corvairs!

Bob King passed around Rochester RH carburetors that he had modified by extending the float bowl vents with brass tubing. The purpose of this mod is to prevent raw gasoline from spilling from the float bowl into the intake manifold during hard cornering. When that happens, the air-fuel mixture goes wild and the engine bogs down. Bob described the steps necessary to make the modification which is great for guys who do autocross and other track events with their Corvairs.

Bob also passed around his collection of Corvair manifold vacuum cross-over tubes. Chevy changed the design of this seemingly innocuous device several times during the course of Corvair production. There were variations for two-carb engines, four carb engines, turbo engines, Powerglides and manual transmissions and they're not interchangeable. So if you're rebuilding your Corvair engine, be sure to use the right one!

After this, Rich Greene introduced our guest, Rod McCrea. Rod is a long-time car collector who became acquainted with Corvairs back in his youth. He's currently in the process of looking for one to buy and restore. We all offered him lots of advice about early models, late models, engines, transmis-

sions and all the rest. Dick Weidner pointed out that Corvairs are very reliable cars if treated right. He has 240,000 miles on his '64. And Bob King gave pointers on those rear suspension strut rods on late-models. Rod seemed to appreciate all the advice. We look forward to seeing him again.

Bob Marlow announced the arrangements for the Corvair Parts Auction sponsored by his native club, the New Jersey Association of Corvair Enthusiasts. We have a separate article about the auction in this issue of The Fifth Wheel newsletter.

For the benefit of all concerned, a flyer was passed around concerning the Classic Auto Mall's Wednesday night cruise-ins. The mall is located in Morgantown, PA.

Blue-Tooth in Your Corvair ***by Rich Greene***

Folks don't need to go through all of the hassle any more to make hands free calls in their classic cars. For about \$18, you can buy a plug that goes right into the dash cigar lighter and gives you hands-free cell phone use. It connects via Bluetooth from your phone, (or you can run your USB power cord to it for wired/charging use) and it sends the output over the air to your FM radio. It also flashes a warning if your car battery falls below 12V. Best of all, you can pull it out and the car is back to completely stock appearance. Yes, you need to have an FM radio in the car for this to work.

While there are hundreds of these on the market, I grabbed mine off Amazon and have been using it for several years. The only trouble is in extreme cold when my Corvair speedo cable squeals like a stuck pig and it comes across the call, LOL.

The only setup issue that I had was that I had to program the transmitting station to something higher than the default - my radio didn't tune that low. Otherwise, I found that the units work great! I use the socket for the music and charging and my phone charges very quickly. I've turned a few people onto this model, and they've been very happy.

I purchased an IMDEN Bluetooth FM Transmitter and inserted it in the cigarette lighter of my 1966 Corsa. Being a 1966 lighter socket, it was loose and therefore would not allow a proper connection when attempting to operate the controls on the transmitter. However, this problem is easy to fix.

I purchased a cigarette lighter power outlet cord. I plugged the cigarette lighter-end of the cord into the stock Corsa cigarette lighter socket and the transmitter into the power outlet end of the cord. That allowed me to hold the transmitter in my hand and easily manipulate the controls of the transmitter.



It works well on my Corsa and my 1966 Chevelle. The sound is good using Pandora and I can easily make and receive phone calls. The USB works well, too.

Both my Corsa and Chevelle have modern digital FM radios. I have not tried this on an older FM radio. I also purchased a cup holder / mobile phone mount for the Corsa so I could have my phone at arm's reach to answer a call. Both items were purchased at Automania.



Above: IMDEN Bluetooth 5.0 FM Transmitter for Car, 3.0 Wireless Bluetooth FM Radio Adapter Music Player FM Transmitter/Car Kit with Hands-Free Calling and 2 USB Ports Charger Support USB Drive

A little Request by Ken Schiffner.

One of the many advantages of CORSA membership, particularly if you have a computer or access to one, are the periodic Zoom meet-ups. The topics can vary from maintenance methods, Corvair basics, and areas that affect the Corvair "hobby" in general. These meetings are of particular value to new Corvair club members. Jeannette Alberte has been working to create interesting these get togethers and makes it easy to participate.

Leave "Video" on and politely click "Mute" and you can even see the smiling faces of people you may know while you listen and learn. Use "Chat" to leave a comment or question. Jeannette will compile some and likely make them available after the session.

A recent one featured Cal Clark of Clark's Corvair. Cal presented an informative history of the birth of his business (1973 while he was still teaching), apartment living, working 6:30 AM to who-knows-when, teaching driving lessons, his early Corvair vehicle purchases, company growth to 15 employees in the 1500 square foot home in 1978 (using the dining room table for parts instead of sitting down eating), and decisions to quit....or grow. He decided to grow. He said they now have about 15,000 parts from 300-400 suppliers. The path from supplier to you takes coordination. Enter COVID, supply chain disruption, and other hurdles, Clark's must stay light on its feet.

Repro parts? How would you like to plunk down thousands of dollars for a die or mold for a hard-to-find part knowing there is a limited, but needed, number to sell? Cal must weigh these factors.

He mentioned early orders in the company history were about 90% by mail. This morphed to about 50-60% by Internet and the balance by phone and mail. He praised his employees (some with over 40 years!) repeatedly and for good reason. Being an essentially Corvair only business with limited staff, Cal said every employee needs to know how to do any of the critical tasks or can get someone to fill in, so the customer's needs are met. Like a team of multi-taskers. Working to help you enjoy your Corvair.

He made one little request, however. He asked that when ordering please first go the website's Catalog Index (or the printed catalog) and do some research first. Find the part or item you need and see if there are other parts related to that item that you also may need. Often some may need a related item to complete its use. The catalog description often states what other things are often needed. Gets you to buy more parts? Yes. But the intent is to help you get the job done correctly. The parts all have numbers to make this easy.

So, watch for announcements from CORSA about future Zoom meet-ups. And when you order from Clark's, please check to make sure you order all that you need. Just a little request from a supplier who, next year, will mark 50 years of service to the Corvair community.

Dual Exhaust Installation by Glenn Stephens

Source: This article appeared in the March 2022 issue of The Connecting Rod, the official newsletter of Corvair Atlanta, Inc.

My 95 hp coupe was the perfect friend - reliable, clean, and polite. Never let me down, always road trip ready. Well,

now he's wearing leather and smoking weed. ('Just kidding!') Ok, he's still reliable and clean but slightly more rambunctious with a dual exhaust.



The stock single exhaust is pretty restrictive but it is solid and quiet. I can't say if the dual is faster but it breathes better at high RPM. And the sound is more sports car, less economy car.

Because I am me, I couldn't just buy a Clarks kit, so I had to build my own. I like the result but I spent way too much time fiddling so I can't recommend my solution. Taking the car to a friendly local muffler shop might be the best way to go. Here is what I learned.

First, there are 3 types of mufflers (quietest to loudest) - chambered, turbo, and straight-through. For a can-style muffler with maximum ground clearance, you need center entry and bottom exit. I chose the turbo style which has basically 3 pipes inside so the exhaust flows through a serpentine, but at least there are no restrictive baffles.



I wanted burbly sports car but I got raucous boomy muscle car. My wife and neighbors showed up with pitchforks. I ended up riveting baffles in the tailpipes with muffler sealant

which has brought it down to a nice flat-6 snarl. If you like your neighbors and your hearing is currently good, you might want to choose a chambered muffler.

I bought 13" length mufflers to allow room for an angled tailpipe because I wanted the exit to be in the natural rise of the rear bodywork. Straight out or 90 degree side exit is much easier. I am still looking for some nice dress-up tips.

The U-pipe has a 1.75" outside diameter. The muffler has a 2 inch inside diameter. Do yourself a favor and find a muffler with the proper 1.75" inlet so a simple clamp will work. I had to use an adapter, muffler seal, and a step-down band clamp to get a tight fit.

Like all engines with separate banks of cylinders, the two left and right banks of the Corvair engine are offset from each other. So the exhaust logs exit at different distances from the rear of the car. You need enough slop in your pipes to allow them to align at the exit.

Now the elephant in the room - exhaust hangers. The engine moves around so you shouldn't hang the exhaust from the bodywork. I modified the stock hangers (Clarks) with extensions so I could mount to the engine but support the muffler away from the valve covers. Once again, lots of work.



Other words of wisdom - use new packings, cut the tubing and file as necessary, clamp and mark everything before welding or applying exhaust sealant.

NJACE Parts Auction

On Saturday March 5, LVCC Members Larry Asheuer, Curt Stone, Allan Lacki, Scott Oberholzer and Bob Weideman attended the Corvair Parts Auction arranged by the New Jersey Association of Corvair Enthusiasts. Larry, Curt, Scott and Bob picked up some good bargains and Al hawked \$120-worth of raffle tickets for the Corvair Preservation Founda-

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NJACE Corvair Parts Auction Photos



Auctioneer Ray Coker bringing parts up for bids.



This rear fender was just one of the several NOS parts.



This is just one of several table-fuls of parts auctioned this day.



David Main hawking mystery "Box O Stuff" and he got bids, too!

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tion's "Win a '61 Monza" drawing.

The event was held at the VFW post in Pompton Lakes, New Jersey this year. Ray Coker, David Main and Tim Schwartz from NJACE were great auctioneers. David's hidden talent came to focus – he's a real comedian! And here are some highlights of the wide array of items bought and sold:

- \$175 for a pair of *really-really* nice front and rear late bumpers.
- \$160 for a perfect - and I mean perfect - rear grill for a '61.
- \$55 for a pair of nice '65-'66 doors for a late coupe / convertible. Mostly rust-free. No perforations.
- \$22 for a full-size poster for the 1984 Northeast Corvair Council's Time Trials at Lime Rock.
- \$10 for each pair of NOS rear arm rests for 4-door.

LeHeap Gets a New Coat! ***by Al Lacki***

It had been thirty-two years since my Corvair had some cosmetic work. Back then, Freddy McWilliams of "Style-Rite Automotive" chopped out rust, replaced a couple of fenders, and repainted the car, replacing the prior owner's Earle Scheib \$35 "Steel City Gray" paint job with a nice coat of Chevy Marina Blue in RM lacquer.

But time and taxes wait for no-one, and after all the years, rust began to bubble up again and some of the paint was breaking down.

So, off LeHeap went to Paplosky's Speed Shop in Sinking Spring for a full refresh. You can see photos of the work -



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 contributes door prize items for LVCC's Corvair show at Das Awkscht Fescht.



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 & Events:

Sunday May 15, 2022 :::: Corvair Ranch Open House. Location: 1079 Bon-Ox Rd, Gettysburg, PA 17325. Time: 9 AM until whenever. Price: \$0. It is now official! You are invited to our spring open house event Sunday, May 15, 2022, rain or shine, 9 AM till whenever. Come enjoy our hospitality and free food while finding those parts you need to keep your Corvair happy. Free raffles, prizes and our giveaway \$100 gift certificate make it a great Corvair day. Located east of Gettysburg, PA on Bon-Ox Road. Email: findit@theranch.today Website: <https://corvairranch.com/>

Saturday May 28, 2022 :::: 42nd Annual Chester County Car Show. Location: Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA 19543. Time: 9 AM to 3 PM. Rain date: Saturday June 4, 2022. Day-of-event price: \$20 per show car. (Register before May 15 for a \$5 discount). Antique & classic cars, street rods, trucks, motorcycles, car corral, flea market, food vendors. Contact Dave Shingle (610) 269-6337 before 9 PM. <http://chescoacc.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>

Saturday June 11, 2022 :::: 16th Annual Fleetwood Rotary Show of Wheels. Location: Fleetwood Park, 333 W. Main Street, Fleetwood Borough, PA 19522. Time: 8 AM to 3 PM. Day of Even Price: \$17 per show car. Cars, trucks, motorcycles, music, chance auction, door prizes, rubber duck race, over 70 trophies. Awards at 3PM. www.FleetwoodPARotary.org or 484-332-1056 garye@effectivegs.com

Sunday June 19, 2022. 20th Annual Silver Creek Father's Day Car Show. Location: Silver Creek Athletic Association, 2943 Route 212, Springtown, PA 18081. Time: 8 AM to 3 PM. Rain or shine. Day-of-Show Price: \$10 per show car. Judged show but no Corvair class. Food, entertainment. SCAAcarshow@gmail.com silvercreekathleticassociation@gmail.com

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>

Sunday July 10, 2022. Road Angels Rod Run Car Show. Location: Dublin Volunteer Fire Company, 194 N. Main Street, Dublin, PA 18917. Time: 9 AM to 3 PM. Day-of-Show Registration Fee: \$20 per car. Judged show with cash prizes (up to \$500 for 1st place, no Corvair class). Inclement weather cancellation will be announced 4 AM on morning of the event. <http://www.roadangelsdoylestown.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, Auto-cross, 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 9 AM - 3 PM. 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!

We Meet Here!



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 March 19, 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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