



the fifth wheel

OCTOBER 2022

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

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Next Meeting: 3rd Saturday of October

America
ON WHEELS
A MUSEUM OF
Education - Entertainment - Events

Date: October 15, 2022

Time: 10 AM

Place: America On Wheels
5 North Front Street
Allentown, PA

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.

NECC at Pocono Raceway, by Raymond Coker

On Saturday October 1st, the Northeast Corvair Council, Inc. (a.k.a. NECC Motorsports) and Pocono Raceway opened their doors to all types of cars for another high speed driving event on the north end road course. The wind and rain from Hurricane Ian dampened the spirits for some drivers but not for all of them.

Nineteen drivers brought their cars to the track to challenge themselves with their driving skills. Everyone began arriving at 7:00 AM while the rain was coming down. By the time the cars were prepped for the track and the drivers meeting had ended at 9:30, the rain had stopped. For the rest of the day, it was cool, overcast and a bit breezy, so sun burn definitely wasn't an issue. For those who dressed properly, it was a perfect day for high performance driving.

NECC events are open to all makes and models, but the members of the NECC Board of Directors are still Corvair guys at heart and so a number of Corvairs participated in the action. They included a 1965 Corsa driven by Jonathan and Jackson Kendig, another 1965 Corsa driven by Dan and Nick Schmidt, 1964 Fitch Sprint Spyder driven by Terry Stafford, and a 1964 Monza driven by John Egerton. Each of the Corvairs have been modified over the years for track events.

Other Corvair people didn't drive, but instead, assisted in the conduct of the event. They included Brian O'Neill and Ray Zabinski who directed track operations, Ray Coker who worked all day as the lone corner marshall out in the infield and Roberta O'Neill, Joan Lacki and Allan Lacki who timed the cars during the afternoon.

But that's not all. Long-time Corvair enthusiast John Heckel drove all the

way out from Ohio just to see us. New Lehigh Valley Corvair Club member Bill Geary didn't travel so far, being from Clark's Summit, but he visited too.

Everyone enjoyed the day and even with a wet track in the beginning there were no incidents. No spin-outs, no off track excursions, no flat tires and no mechanical failures. Let me take that back, there was one mechanical failure. One Corvair blew a spark plug out of the cylinder head. It wasn't an engine failure...it was a weak spark plug that couldn't handle the horsepower 😊

Two drivers sharing the same car logged 140 miles during the day. The track is 1.4 miles long so that equates to 100 laps. That is a lot of fun. One owner brought their Tesla Plaid out to challenge the track and the only way I knew he was coming was the sound of the tires on the track. No exhaust sound...weird. But he ran the fastest lap time of the day!



Phil & Joanne Levering Score!

LVCC Members Phil and Joanne Levering scored in the top ten at the CORSA Convention Rally. They came in sixth place – just one place out of the trophies. But what was true remarkable was this: Phil and Joanne came within 1 mile of the 72.5 – the official mileage for the entire rally route. In addition, Phil trophied in the autocross, having the fastest time in the SS-4 class with his 65 yellow convertible Corsa.

LVCC Meeting Notes

John Egerton, Bob King, Allan Lacki, Scott Oberholzer, Dave Smullen, Jeff Strausser, Bob Weideman and Dick Weidner came out for our meeting on September 17. It was a good one!

Corvair Fuel Pumps! Such a problem! Jeff Strausser led a discussion on his fuel pump travails. Since his original AC pump quit during the summer, he has installed two aftermarket pumps. Both failed almost immediately. To provide visual proof, Jeff disassembled one of them and passed it around at the meeting. Like a lot of Corvair owners, he finally gave up and installed an electric pump to replace the mechanical one. Proper pressure is about 3 psi.

During the discussion, Jeff noted that Clark's Corvair Parts no keeps mechanical fuel pumps in stock, most likely due to complaints about the aftermarket repros. Dick Weidner said Clark's used to sell rebuild kits for the mechanical pumps, but they've been gone for a number of years.

Jeff's electric pump works full-time, but Scott Oberholzer and Dick Weidner use theirs only to prime the carburetors. Once they get their engine started, they turn off the electric pump and rely on their mechanical pump to do the rest. Of course, if the mechanical pump ever goes bad, the electric pump can take over. The electric pump is controlled by an on-off switch located under the instrument panel.

Brake Shoes! Bob King and Scott Oberholzer talked about brake shoes they bought from Clark's for their late-series Corvairs. It seems that, after installing the shoes, they weren't able to get the drums back on because the shoes were splayed outward too far. Bob said he solved the problem by



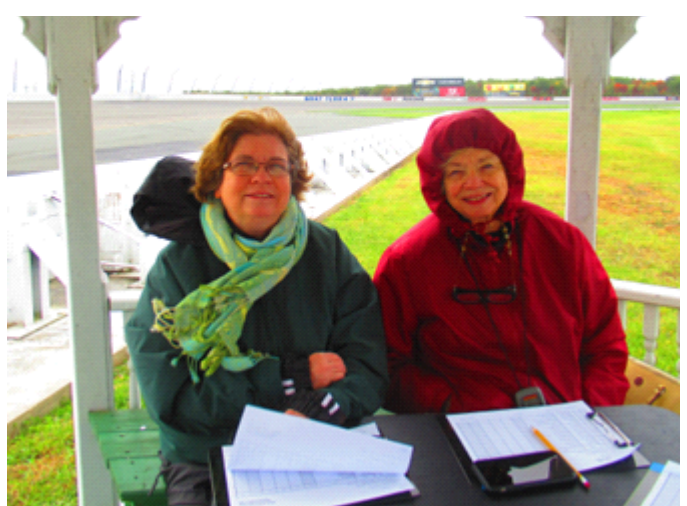
NECC at Pocono. John Egerton's '64 Monza



Jonathan Kendig & son Jackson's '65 Corsa



Dan Schmidt & son Nick's '65 Corsa



Roberta O'Neill & Joan Lacki did the timing

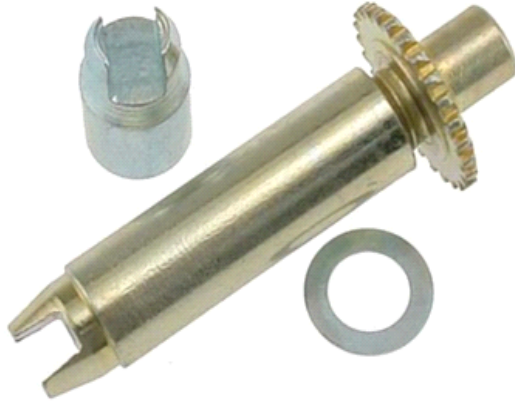


Terry Stafford of Long Island



FTD went to Dennis Portillo in his 2017 Tesla

grinding deeper slots in the adjusters. Scott gets the same effect by grinding the adjuster slots in the brake shoes themselves. Both Bob and Scott noted that brake shoes are interchangeable between Corvairs and Chevelles of the same vintage.



Etcetera. There was a lot of talk about car shows at York Springs, Souderton and Sinking Spring. Scott attended the Sinking Spring show that was in our newsletter's list of events. Free admission and free food. Al Lacki, who lives in Sinking Spring, said he and Joan were in Detroit on the day of that show.

There was also some talk about the time it takes to restore old cars. John Egerton said he had been working on-and-off on his Rampside since 1989(!). Bob King said "Three years is enough for me!"

Call for Candidates!

The LVCC constitution says this about the election of officers...

The elected officers of this club 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.

Candidates for office shall be nominated at the September meeting and elected at the October meeting by ballot (on which there shall be a blank space for write in votes for each office).

The newsletter editor shall make up a ballot to be mailed out with the next newsletter.

Each member shall mark his ballot, and bring it along to the October meeting, or mail it to the secretary before the October meeting.

OK, OK, so we're a month late this year! But nevertheless, the time has come for folks to come forward and engage in the nomination process.

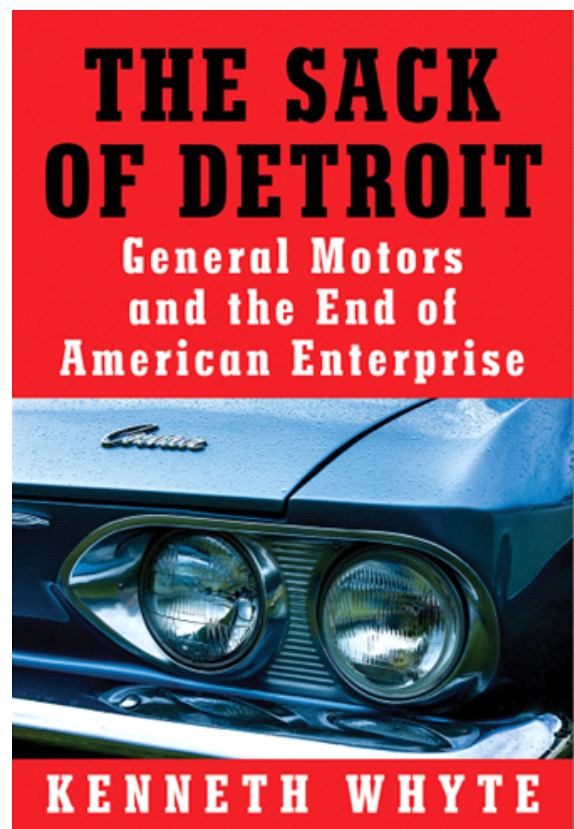
Interested in running for office? Then submit your intention to our newsletter editor, Allan Lacki at redbat01@verizon.net. You can also reach Al by sending a note to him at 102 Atlantic Avenue, Sinking Spring, PA 19608. Due date: November 19, 2022.

The Sack of Detroit. Book Review.

The Sack of Detroit, with the harrowing subtitle, "General Motors and the End of American Enterprise" was published last year, in 2021. Who cares? Well, the book has as snap shot of a 1965 Corvair headlight on its cover. And indeed, the Chevy Corvair is one of the main protagonists of this book.

The author, Kenneth Whyte, lays out a rather complete story of how the federal government became motivated to enact legislation mandating auto design safety standards.

Injury and death from auto accidents had been a national issue going back to the 1920s if not earlier. For many years, the movement concentrated on the "Three Es" - Driver Education, Traffic Engineering and Law Enforcement. These largely ignored the automobile itself as a factor in the na-



tion's highway death toll.

It wasn't until the 1950s when safety crusaders became concerned with the "second collision" – that particular collision that occurs when the human body gets slammed about when a car or truck collides with something else. And this prompted calls for the auto industry to change its priorities in car design; namely, to replace the chrome and glitz with safety equipment such as collapsible steering columns, dual brake circuits, recessed instrument controls, better seat anchors, better door latches and more.

Articles written by a number of authors began to appear in magazines and these caught the attention of staffers and legislators in Washington, including Daniel Patrick Moynihan and Abraham Ribicoff.

Moynihan, as assistant secretary of labor for policy planning, hired a little known but well-versed attorney named Ralph Nader to do research on the topic of automotive safety. While in the employ of the federal government, Nader wrote a vast manuscript that served as the first draft of his book, "Unsafe at Any Speed".

Meanwhile, having been commended by Moynihan, Nader became a behind-the-scenes advisor to Ribicoff who was holding Senate subcommittee hearings on the "Federal Role in Traffic Safety". Because he was being paid by Moynihan's office and not Ribicoff's, he was also allowed to take the stand as an impartial witness in Ribicoff's subcommittee hearings. In The Sack of Detroit, author Whyte is keen to point out the apparent conflict of interest on the part of all concerned. The hearings lasted between March 1965 and March 1966.

It was soon after the hearings that the General Services Administration mandated design changes to improve the safety of cars bought by the federal government. The GSA standards were first published in the federal register on March 8, 1966 - while the Ribicoff hearings were winding down - and made official July 15, 1966. This effectively made it necessary for General Motors and the other auto industry giants to adopt those changes for all the cars they sold.

It was no surprise that, a few months later, President Johnson signed the legislation that effectively created the National Highway Safety & Traffic Administration, which in turn, formalized the safety standard promulgated by the GSA.

Whether or not the standards would have been enacted without Ralph Nader is hard to say, but after Unsafe at Any Speed was published, he became an instant celebrity, giving speeches about his favorite topic across the country. Of course, the Corvair was hot topic #1. Kenneth Whyte's position in the book is generally sympa-

thetic to Corvairs and the Detroit industry as a whole. The book provides a well-documented account of the auto safety movement, especially with respect to the life and times of key players like Ed Cole, James Roche, Pat Moynihan, Abraham Ribicoff and so many others; the Corvair included.

But the book takes its premise way too far, for in the last chapter, Whyte blames the vehicle safety movement for the fall of the American auto industry and further, that the fall of Detroit could have been avoided if the industry was left to its own devices.

The fact that Volkswagen, Toyota, Honda and other foreign auto makers were subject to the same safety standards is completely overlooked, yet most became even more successful in the American market after the standards went into effect. And as for the City of Detroit, its destiny had been on the wane since the Great Depression, just like so many other American cities. The safety movement did not cause "The Sack of Detroit".

The Hockey Stick, by Fran Schmit

This article appeared in the October 2022 issue of "Leaky Seel", the official newsletter of Corvair Minnesota.

Technically it's named the "brake reaction rod", because, in its position, it stops the front suspension from swinging backwards (increasing toe-out) when the brakes are applied...in "reaction" to braking!

You will notice a need to service this device if your vehicle jumps to the side when you brake. It may not JUMP so hard, at first, but as the problem progresses the jump gets bigger – until you investigate!

The reaction rod is shaped a lot like a hockey stick, so lots of folks call it that. When you look it up in a parts manual you can't find it under that name. Clark's calls it the front control rod.

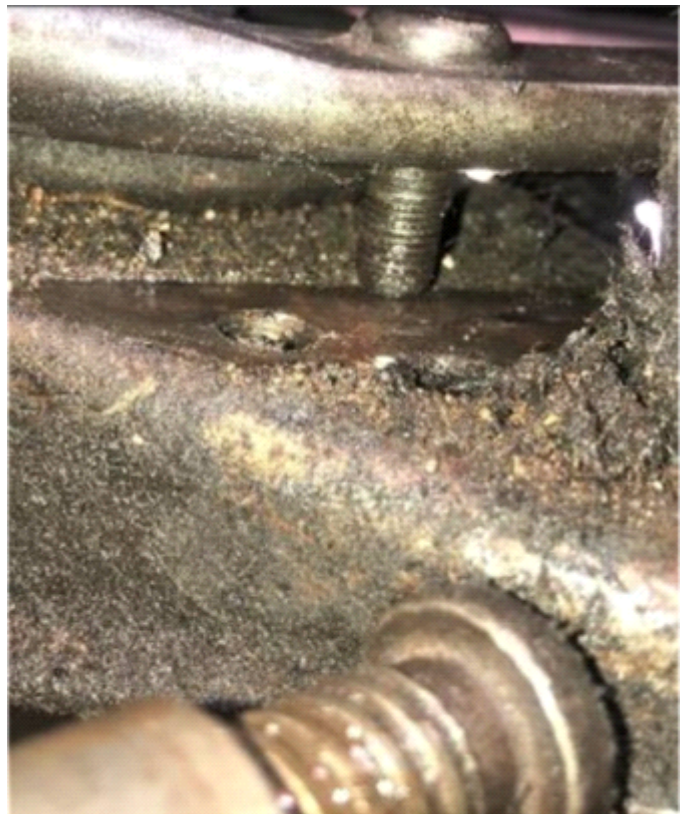
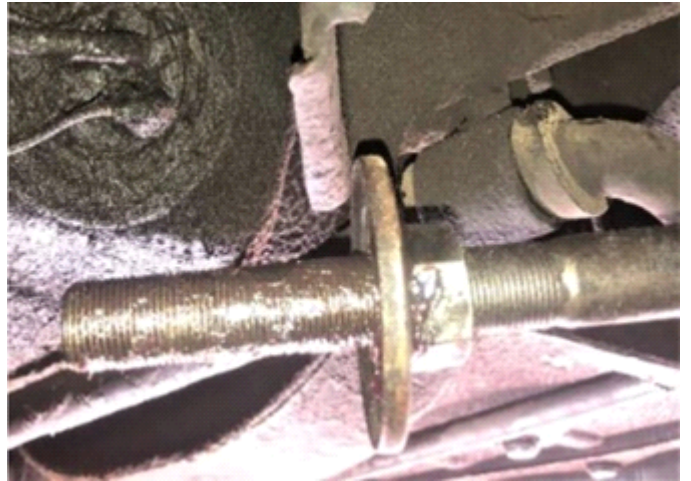
In Corvair cars, that front control arm has a pivot, a seat for the spring and a ball joint. There are also a pair of holes in that control arm for securing the brake reaction rod. This brake reaction rod goes back at about a 30 degree angle, very much like the FC's A-frame. Trucks built this function into their A-framed control arm but the cars didn't need such a robust suspension as our rugged FCs!

To soften the blow when a wheel hits a chuckhole or other such harsh happenings, the back-end of this rod is secured by a large pair of rubber blocks. These blocks are compressed between a pair of 1/4" plates on both sides of a large folded

(Continued on page 7)



- Top left: The hockey stick,
- Mid-left: Positioning the bottle jack.
- Mid-right: Hockey stick end with old rubber bushings removed.
- Bottom left: New rubber bushings.
- Bottom right: Lining the hockey stick studs with the holes in the control arm.



metal box formed as part of the front suspension.

Changing these rubber blocks is pretty easy except for 'assembling' the system with the new robust rubber parts. That's what we are talking about today...how to coerce these parts to line up so we can bolt it back together. There is a problem because the rod with new uncompressed bushings is too long to fit back into its designated spot.

To bolt the reaction rod into its part of the 'A' is really hard to do without a very strong arm needed to position the "too long" control arm quite a bit forward of where it usually rides. So...

Bring in a small bottle jack and set it up against the back of the wheel-well, aimed at that lower ball-joint. Photos show the length of the hockey stick, where the bushings go, and the jack pushing on the lower control arm right by the lower ball-joint. Note: A bottle jack on its side must have the pump down. A third photo shows the hockey stick studs about $\frac{3}{4}$ " from their intended holes in the control arm. This different position is because the bushings are not compressed while you are lining up the holes.

That dimension is what the jack has to eliminate. Appropriate use of the jack moves the arm holes (in the control arm) under the studs. Once the studs drop in and a nut is applied the job is essentially finished. No alignment is needed as the reaction rod, with its bushing clamped in, will return to its original position.

The photos show a pair of bushings ready to be compressed. Don't forget to put some grease inside that limiting compression metal tube as it could rust inside. Just remember to bring along a bottle jack when you change out the bushings on the 'lower control arm' on your CORVAIR. Fran



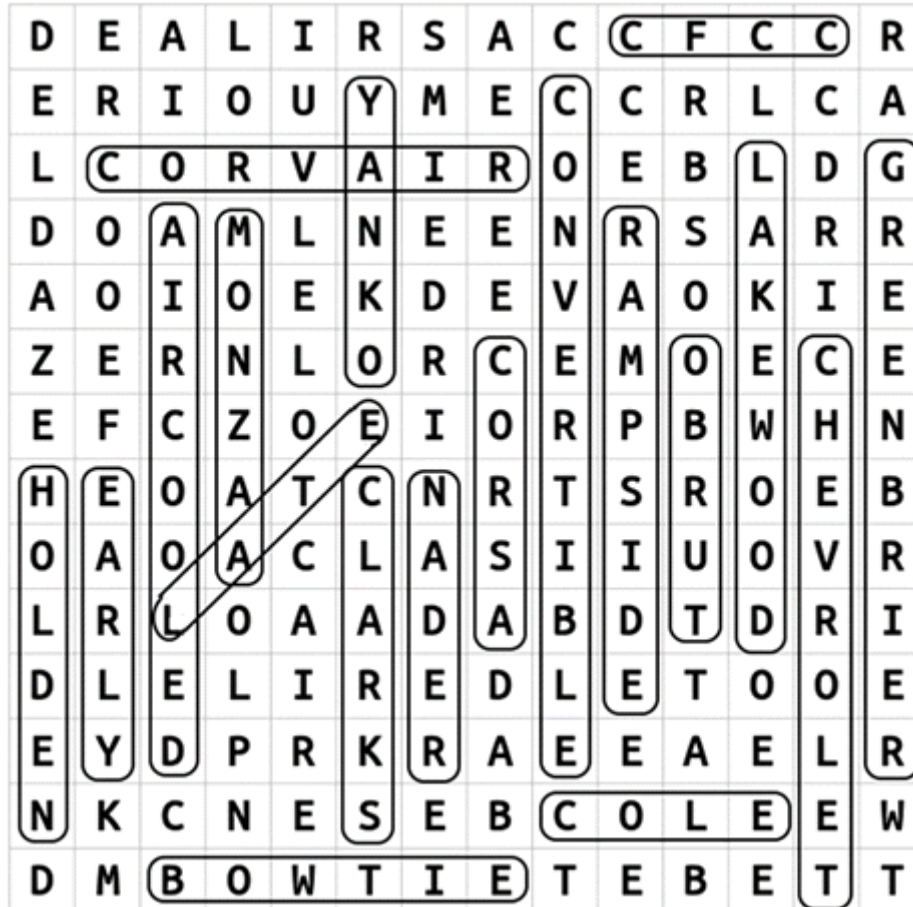
Cooking with Corvairs! Proof that you can use a stainless steel frying pan - or maybe one of those fancy Teflon pans—in place of the air cleaner lid -

Bob & Annie Get Married!

On October 1, our Bob Weideman married his sweetheart Annie Turner. And so, they are now Mr. and Mrs. Weideman. May their happiness last forever!



Vairy Nice - Last month's puzzle solution



CORSA
NADER
RAMPSIDE
GREENBRIER
COLE
BOWTIE
EARLY
MONZA
CFCC
TURBO
CHEVROLET
YANKO
LAKEWOOD
CORVAIR
HOLDEN
AIRCOOLED
CLARKS
LATE
CONVERTIBLE

LVCC Dues! If you haven't already done so, please pay up for August 2022 through July 2023. Price? Only \$12 for CORSA Members. \$15 for all others. You can pay in person at our July meeting or at Das Awkscht Fescht or by mail to LVCC Secretary / Treasurer Dick Weidner, 2304 Main Street, Northampton, PA 18067. Please make your check payable to LVCC, Inc. LVCC is a chapter of the Corvair Society of America (CORSA).

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





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:

Saturday October 15, 2022. 11th Annual Bristol Day Car Show. Location: Snyder-Girotti Elementary School, 450 Beaver Street, Bristol, PA Time: 9 AM to 4 PM. Rain or shine. \$15 per entrant; same cost for one or multiple cars. All cars welcome. Show on blacktop. Indoor rest rooms, food and seating. www.bristoldaycarshow.com

Saturday October 22, 2022. DVRR Halloween Car Show. Location: Falls Township Community Park. 9061, Mill Creek Road, Levittown, PA 19054. Time: 2 PM to 6 PM. Day of event price: \$15 per show car. Rain date is next day. Awards for best decorated cars, best costumes. Hay rides, auction, food, music, trophies, goodie bags, etc. Phone: (215) 510-6629. Email: lpnribish@hotmail.com. <https://www.delawarevalleyroadrunners.com/>

Sunday October 30, 2022. 46th Annual Old Car Show & Flea Market. Location: Phifer's Ice Dams, 880 Main Road, Lehigh, PA. Time: 9 AM to 3 PM. Rain or shine. Day of event price: \$15 per show car, \$15 per corral car. \$15 per flea market space. Accepting all cars, trucks and motorcycles up to 1999. Show cars requested not to leave the field before 2:30 PM. Dash plaques for first 150 cars. 9 classes with trophies (no Corvair class). Phone: (610) 377-6130. www.buickfreespirit.org.

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



LVCC Classified Ads

SOLD! Deande steel dual axle open car trailer. Tilt fender, concealed ramps, spare tire, sway control, weight distributing hitch, 10,000 lb., tie downs, New silver paint in 2021. Located in Stewartville, NJ (near Phillipsburg, NJ). \$3,500.00 Ron Peles, 908-479-1218. ronaldpeleslaw@gmail.com

For Sale: 1964 Spyder Coupe. Very solid body. All glass good. Factory sport steering wheel. 14" aluminum slot wheels. Drivetrain not installed but included in price is a complete 1965 turbo engine and a 1964 4-speed transaxle with 3:55 ratio. Price: \$5,000. Location: Bath, PA. Contact John Egerton. (610) 217-0514 jegerton@ptd.net

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, Perkasi, PA

A&L Corvair Parts: 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: alcorvair@msn.com

Sky King Automotive Services: 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 kcovair@ptd.net or text/call to 610-442-2873.

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.



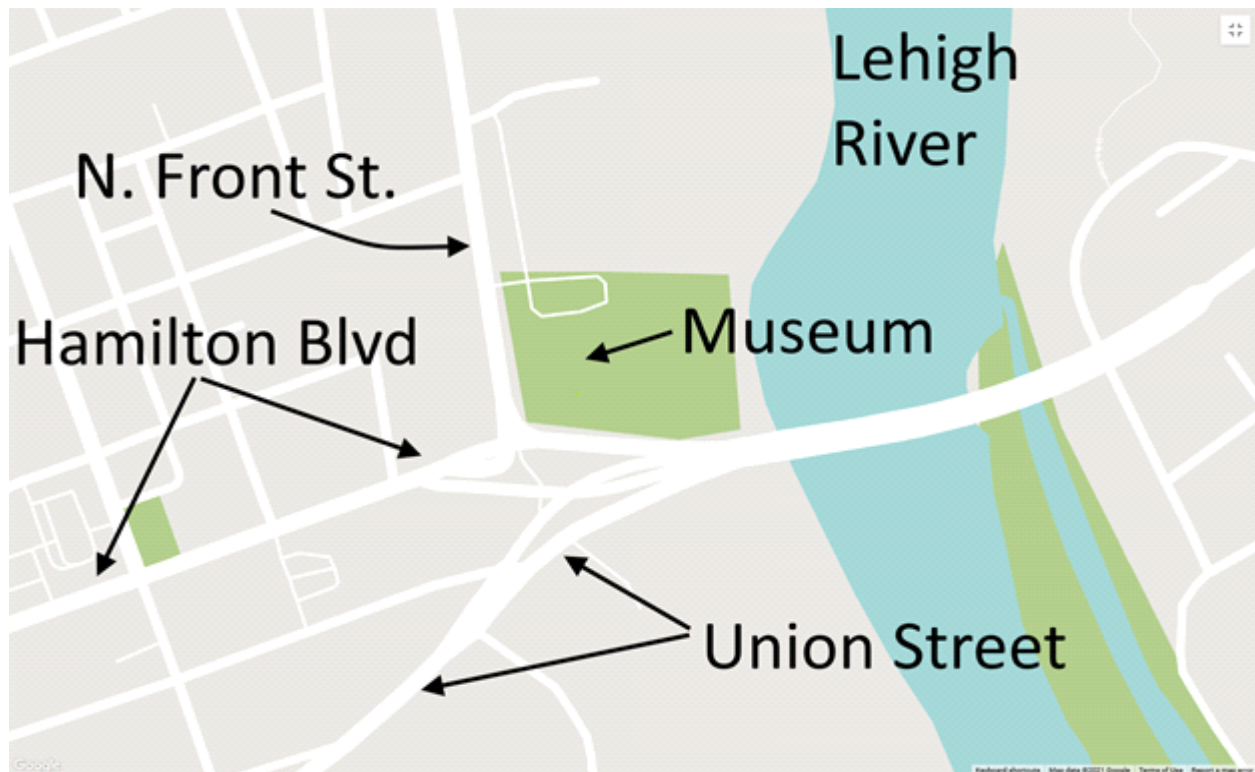
Date: **Saturday** October 15, 2022

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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