



the fifth wheel

DECEMBER 2024

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This beautiful '66 Corvair Monza is owned by Dave Binnie of Ontario.

Next Membership Meeting:

Place: AOW Museum

Date: Saturday Jan 18, 2025

Time: 10 AM

[No meeting in December]

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.

Holiday Gift Idea! Corvair Model Kit *by Al Lacki*

Hey, it's Christmas Time! What could be a better gift than a Corvair! Did you say you can't fit a real Corvair beneath the tree? Well, how about a miniature?



Back in the 1960s, ERTL/AMT issued and reissued a 1/25th scale plastic Corvair model kit for each of the years 1965 through 1969. The '69 version remains available in hobby stores today. Just like the real thing, the pieces and parts were almost the same for each year. There were some changes though. For example, the '68 and '69 kits have marking for the side marker lights molded into the body and the Corsa instrument panel was dropped. Oddly, the bucket seats are replicas of those installed in Corvairs in 1965 and '66, no matter what year the kit represents. In 1967, Chevy switched to those "Astro" bucket seats, but this isn't reflected in the ERTL/AMT model kits.

I found that some of the details, such as the Monza emblems and side marker lights, are somewhat washed out, probably because the injection molds are worn. They are there, but it's hard to paint them because the cut lines are vague. Nonetheless, the level of detail in the ERTL/AMT kit is amazing. The instrument dials appear to have markings and you can see the individual push button for the teensy-weensy 1/25th scale radio. The engine compartment even has the recess for the spare tire although no spare tire comes with the kit.

Good news! The kits have plenty of extra parts so that you can build yours as a bone-stock Corvair, Fitch Sprint, Yenko Stinger, or rally car. They include miniature versions of the famous Fitch 904 Ventop roof treatment, IECO trombone exhaust pipes, velocity stacks for the carbs, rally lights, racing bucket seats and much more.

Several years ago, I bought the 1968 version of the kit at an

auction. When I opened the box, I found that the roof was crushed a bit, so I simply used the other parts to kit-bash a version of the Monza GT show car. So, several parts were then missing from the box including the wheels, tires and transaxle.

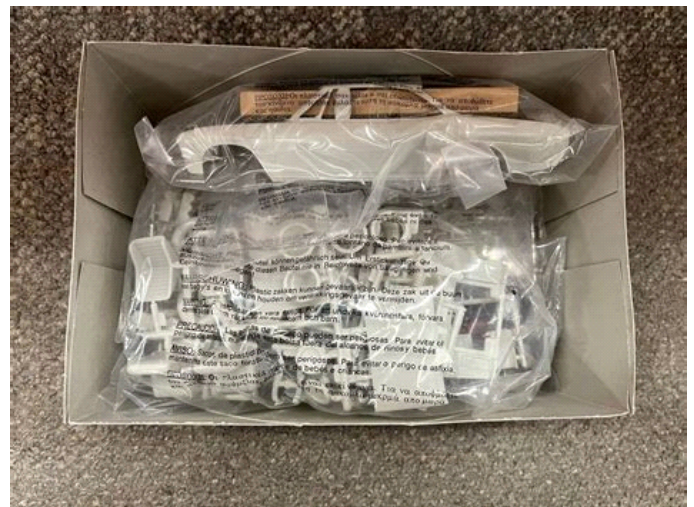
Through the years, I kept the box with the remaining parts and, a week ago, I decided to peek inside. I concluded there was enough there to build a decent model.

The first order of business was to straighten the distorted roof pillars. With a lot of massaging with my fingers, I managed to straighten them somewhat. Not perfect, but good enough for a "junk kit". Then, I started to work on the interior, engine and rear suspension.

I painted the interior in three colors using some acrylic paint left over from another project. Milk chocolate for the seats and door panels, chocolate brown for the carpets, dash pad and rear parcel shelf, and flat black for the instrument panel and glove box door.

Unlike professional model builders, I prefer not to paint the exterior. I don't like spray painting in the house. Instead, I leave the body in the raw color of plastic intact and work on the details instead. For example, for grill openings, I do a wash using flat black paint thinned with Ronseal lighter fluid. Apply and wipe off the excess.

For stainless steel and chrome trim, I use a product called "Bare Metal Foil". I bought a pack about fifteen years ago and, after so much time, the adhesive backing dried somewhat, making it difficult to separate from the backing paper. But when it was new, it worked great. So, if you choose to use it, get a fresh sheet.



ERTL/AMT 1968 Corvair Model Kit



Completed model kit.



3/4 View. Tires & wheels are from a '62 Buick kit.



License plate is a decal provided in the kit.



Dual mufflers are droopy, just like a real 140!



Chevy dropped fawn interiors in '67 but I like 'em!




Top view shows front & rear grill openings.

If you buy direct from the Bare-Metal company, your chances of getting a fresh sheet are better than if you buy at a hobby store.

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Model & Photo by Peter M. Winkowski

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To use Bare Metal Foil, cut a strip using a sharp X-acto blade, peel off the backing, apply it to the model, and trim it, again using your X-acto knife. The sharper the blade, the better. Be prepared to spend several hours using this stuff. Because the aluminum foil is so thin, it tears very easily. Patience!

Speaking of patience, much is needed to assemble the engine,

which includes two crankcase halves, two cylinder banks, separate valve covers, four Rochester H/HV carburetors, air cleaners, front cover, upper and lower shrouds, and more, all in miniature. These are individual pieces so they must be glued together. Tweezers come in handy here.

Gluing the carbs to the top of the engine is exceptionally tedious because there are no pins or sockets for locating them. So, unless you are familiar with real Corvairs, you can't really tell how to orient them. Should the fuel bowls face inward, outward, forward or backward? Also, it's all but impossible to align the stock air cleaner assembly to the tops of carbs without getting glue all over the place!



Speed racers will be disappointed in finding no three-barrel Weber carbs in the kit. Your choice is limited to the Rochesters. Boo! I want to say that the 1965 version of the kit included the option of building the engine with the factory-style turbocharger but I could be wrong. The last time I built the 1965 version was, well, in 1965.

You may be wondering about the wheels and tires that I used to replace the ones that came in the kit. They appear to be

Borani wire wheels. I glommed them from another model kit, namely a ERTL/AMT 1962 Buick Electra kit. I have a place in my heart for '62 Buicks because I got my drivers license in my Dad's '62.

Happy Holidays!

Here is a "starter" list of tools I recommend for building model kits like this:

- A tube of plastic model cement for styrene plastic parts,
- A tube of cyanoacrylate cement for metal and polycarbonate parts,
- X-acto knife with a pack of spare blades for separating parts from injection molding sprues,
- Small files and fine-grit sandpaper for removing "chrome" plating from surfaces to be glued,
- Artists brushes for painting fine details,
- Clips for holding small painted parts while they dry,
- Tweezers for holding and attaching very small parts,
- Small drill bits (1/32" to 3/32") and a pin vise for using them,
- Ronseal lighter fluid (light naphtha) for cleaning brushes and paint smears. (Never use acetone, paint remover or other heavy chemicals; they'll attack the plastic),
- Hand cleaner and a roll of paper towels,
- If using spray paint, wire hangers for holding large parts and, for yourself, a COVID-style face mask or better.

You'll find plenty of YouTube videos and blogs on the internet with zillions of additional useful tips! And now, we return to articles about full-size Corvairs....

Dual Master Cylinder by Jim Brandberg

Source: December 2024 issue of *Leaky Seal* the official newsletter of the Corvair Minnesota chapter of the Corvair Society of America.

Dual master cylinder conversions are something that come up quite a bit and fairly easy for the do-it-yourselfer to accomplish. There are opportunities for the project to escalate quite a bit if you should break off a bleeder screw or twist a steel line. Fools rush in, so time spent early with penetrating oil, heat and proper tools is way better than time spent later replacing broken parts.

All cars in the USA since 1969 or so have been mandated to have a dual master cylinder. The idea is that in the event of a

hydraulic failure one will still have some brakes. In a dual master cylinder the pressure from one circuit pushes against the other circuit so if one fails the brake pedal travels much closer to the floor before it does anything. In our case that anything is either the front or rear brakes.

When I first started installing them I tried a kit from Clarks and a kit from Corvair Underground. I thought they were sort of expensive and I wasn't thrilled with the way they were made. I thought one had the lines a little too long and vulnerable to shifting luggage and the other one had sort of hokey fittings and adapters.

I suppose that was 30 years ago and they could have improved for all I know. I developed sources for parts and templates for lines so I just haven't tried a kit again. I don't sell kits so you're on your own to some extent if doing your own.

In Late Models I use the same master cylinder like a '69 Corvair but without the rigmarole of the warning light. It exits on the left side and I run the lines under the master cylinder to the firewall.



1965-66 Installation.

In Early Models there's a little more room so I use a right-exiting master cylinder from a Dodge with drum brakes of that era.

On FCs, I use the Late one and it's turned in the other direction under the floor.

I buy new ones from Brake and Equipment Supply in Minneapolis. Raybestos are Made in China but have been good, I like that idea better than something rebuilt.

I run a new 1/4" line to the original Tee on the firewall. Under the dash I remove the line from the original Tee that feeds the

rear brakes and bend it a little to line up for a new hole through the firewall. Under the dash I use a new Tee to feed the rear brakes. That Tee also gets a new line from the master cylinder.



1962-64 Installation.

The hardware may vary a little, on some Corvairs the line to the rear is 1/4" and some are 3/16. The threads on the ports on the new master cylinder are bigger than what a normal 1/4" line usually has (7/16) but there are tube nuts available (1/2 and 9/16) to fit 1/4" line without an adapter. You need flare plugs for the unused holes. I'm a bit of a fastener snob and try to avoid adapters in plain view although they work just fine.

It's good to bench-bleed the master cylinder before you install it. You may argue the point but things just seem to go better. You have to bleed the brakes at all 4 wheel cylinders when you're done, but it's a good thing to do routinely anyway.

I bleed brakes with a rubber hose into a clear pop bottle. If I don't have a helper, I wedge a 2 x 2 between the pedal and the steering wheel to hold the pedal down after a number of pumps while I go tighten the bleeder screw.

If you don't get good flow as evidenced by the level growing in the pop bottle, there may be a restriction in the brake hose which along with wheel cylinders; may be another story for another day.

I usually just use DOT 3 brake fluid instead of 4 or 5 but I'm happy to discuss it.



The Great Sell Off Part 2 Twice as Nice... by Bob Marlow

On Sunday November 3rd, our neighboring CORSA chapter to the east, the New Jersey Association of Corvair Enthusiasts, had its second big sale of Corvair parts at Jack Rogers' place and it was a surprising success. Why Surprising? Because we expected a second sale to be less well attended than the first, and we thought that the Sunday date would limit attendance. Wrong on both counts!

Not only was the sale equally well attended as the first sale (which was on Saturday, October 19th), but the total sale proceeds exceeded that of the first sale! We had chosen a Sunday for the second sale so as to reach people who might otherwise have to work on a Saturday, and apparently that was a good idea.

Gary Weber came all the way from Virginia and went home with TWO 140-hp engines. Larry Asheuer, from suburban Philadelphia, and a regular supporter of our midwinter parts auction, picked up a truckload of parts including a complete Spyder turbo engine and an NOS gas tank. Our own Nick Ford obtained a solid gas tank for his Greenbrier. Wait - which Greenbrier? Nick has two!

Entire Greenbrier doors were sold. Longtime club member Tom Ludwig found some pieces that he needed for his newly-acquired 1965 Monza four-door. Greg Dittrich, a certified "parts hound," had a large stack of wheel covers among the parts he selected. Jeff Stonesifer from the Corvair Ranch in Gettysburg made the trip as well. Waiting until the end of the day so that club members would get first dibs, Jeff then picked out a vanload of new-old-stock and used parts. John Sweet did the same, although he was limited by the capacity of his SUV. Both plan to come back for more.

The weather was perfect for both sales and we hope that you were among the majority of NJACE members who attended one or both. A substantial dent was made in the size of Jack's collection, but there is still a long way to go. A crew of NJACers under the supervision of club President Brian O'Neill visit Jack's place weekly to dig out and sort out the remaining parts. Interested? Contact Brian to learn more. His email address: oneill1258@juno.com.

And thanks must again be given to Jack! After decades of Corvair parts collecting, he has donated a majority of the sale proceeds to the club's treasury and this will subsidize the NJACE Holiday Party this year in a big way.



Michelin Brings Back 13" Tires!

They must have seen that Coker Tire was making a killing on vintage-style tires. Michelin has just added a new series of "Classic" tires including its once-popular XAS model which appeared on many foreign cars back in the 1970s.



They are H-rated tires, good for 130 MPH. And they come in the exact size that's right for our Corvairs! 185Rx13. Wow, try 130 MPH in your Corvair! Here is what Michelin says about this new offering.

"Michelin's Classic tires are designed for vintage automobiles. Using modern materials and manufactured to original specifications, these tires are manufactured in small batches and are de-

signed to preserve the vehicle's driving character and provide period-correct aesthetics.

The XAS FF is part of Michelin's Grand Touring Summer tire collection for classic cars. Building off the innovation of the XAS, the "FF" stands for "Formule France", a special rubber compound for use in vintage racing, rally and hill climb applications.

The XAS FF updates its classic tread pattern with modern compounding techniques for the best of both worlds. The lower void outer shoulder allows for more tread in continuous surface contact and greater available grip during cornering.



Greater void along the inner shoulder aids the four circumferential grooves displace water from the contact patch to increase hydroplaning resistance. The zig-zag inboard channels and biting edges from generous siping only further aid grip in wet conditions.

Internally, a polyester casing aids ride comfort and supports two wide, steel belts. A nylon cover gives the tire more controlled, predictable handling in dry and wet conditions while also providing high-speed capability."

Back in the 1970s, I had a set of Michelin XAS tires on my Fiat and they were the only thing that didn't break on that car!

Now, hold onto your hat. Price: \$268.50 apiece at Tire Rack!

Minutes Lehigh Valley Corvair Club Membership Meeting November 16, 2024 Allentown, PA

The meeting was called to order at 10:00 AM by President Al Lacki. Members in attendance included Larry Asheuer, Ryan Cengari, Ken Cush, Greg Dittrich, William A. Dittrich, John Egerton, Rich Greene, Walter Ingles, Bob King, Allan Lacki, Bob Marlow, Scott Oberholzer, Paul Pagoda, Dan Schmidt, Jeff Strausser, and Dick Weidner.

Upon motion duly made and seconded, the Minutes of the September meeting were approved as published in the October newsletter.

Upon motion duly made and seconded, the Treasurer's Report for October was approved as published in the November newsletter.

Old Business

Kudos were offered for the recent Covered Bridge Tour, and Al Lacki had extra copies of the tour route available for those interested.

New Business

Rich Greene confirmed that the America On Wheels Museum, our meeting host, will be open during the months of January and February, unlike this past year. It was decided subsequently that the club will not hold a meeting in December, and will re-convene in January.

Al Lacki reported that an ad for the sale of the late Ron Peles' Corvair has been submitted for publication in the CORSA Communique.

John Egerton, our host for the Spring Swap Meet, recommended the date of April 12, 2025, for the upcoming year.

Bob Marlow reported that the New Jersey Association of Corvair Enthusiasts annual Corvair Parts Auction is scheduled for March 1.

Al Lacki reported the Northeast Corvair Council will conduct perhaps as many as four track days in 2025. One of these will be at Pocono Raceway, with the others to take place at New York Safety Track. Dates yet to be confirmed.

There's more. Turn the page!

(Continued on page 8)

(Continued from page 7)

Election of Officers

The floor was opened for nominations of club officers for 2025. A blanket nomination of the current slate of officers was named and seconded; no additional nominations were received. Upon an affirmative vote entered by the Secretary, the full slate of officers was re-elected.

Upon motion duly made and seconded, the formal meeting was adjourned at 11:16 AM. Informal discussions included a "show & tell" of three Corvair scale models from Dick Weidner; an aluminum alternator pulley, Fluke meter, and an industrial endoscope from Bob King.

Respectfully submitted,
Robert Marlow, Secretary

Treasury Report **by Joan Lacki**

No new members this month, but just one expense item - photocopies of newsletters for members who don't have email. The cost of postage was expensed in a prior month.

Beginning Balance: (Oct. 31, 2024)		\$ 1,926.83
<u>Receipts:</u>		
Membership Dues	\$ -	
		\$ -
<u>Expenses:</u>		
Photocopies newsletter	\$ (10.60)	
		\$ (10.60)
Ending Balance: (Nov. 30, 2024)		\$ 1,916.23

Josh's Electric Fuel Pump, **by Joshua Deitcher**

Source: This is an excerpt from an article published in the San Francisco Bay Area's Spyder Web newsletter. The complete article includes a discussion of all the considerations and components Josh used when he converted his Corvair to an electric fuel pump. It can be found at: <https://tinyurl.com/3rjjpak4>

I read and read and read on which fuel pump is the most durable, best performing and quietest. Also, a consideration is the operating psi/gph of our Corvairs.



I went with the Facet 36 gph Gold Pro. I paid \$80 for it on eBay because I had a bunch of credit with them for other things I have sold. If you Google the pump, you might be able to source it cheaper. Just make sure it's this one. It runs almost silently and is well constructed. Facet is ISO-certified and their fuel pumps are used in aviation, marine and military applications as well as automotive.

The Safety Switch / Fuel Pump Controller. Like the fuel pump, I did quite a bit of research on the controller / safety switch. I take my family for rides in this car, so I wanted to take the extra measure to make sure we were safe in the event of a crash or engine failure. I decided to go with the Revolution Electronics fuel pump controller. I spent about \$75 on it at OPGI.

This universal electric fuel pump controller is designed for cars and trucks being upgraded from a mechanical fuel pump to an electric inline or in-tank fuel pump. Pump only runs if there is a tach signal from the ignition (Just connect to the negative side of the ignition if you don't have a factory tach). Primes the pump for three seconds at initial key-on.

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LVCC Classified Ads



For Sale. 1965 "Corsa" convertible. A 1965 Monza, fully updated to Corsa specifications. 140-hp, 4-speed. Extensive performance modifications, including center-mount 4-bbl carburetor, Recaro seats, roll bar, electric fuel pump, and much more. Comfortable street cruiser, capable track car. Multi-time Fitch Award winner at Lime Rock. Owned by the LVCC member Ron Peles who passed away earlier this year.. Being offered on behalf of the late owner's estate. Located in Stewartsville, just off I-78 near Phillipsburg, NJ. Asking price is \$16,000. For more information, please contact Allan Lacki by email at Redbatt01@verizon.net or call (610) 927-1583 during normal business hours.



For Sale. 1965 Covair Corsa coupe. Known as "Fast Orange." 140-hp, 4-speed, air conditioned. Just completed a trouble-free round trip to the Dayton convention. A ready-to-drive, ready-to-show car. If interested, send an email to Ray Coker during normal business hours at raycoker534@gmail.com

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, and much much more. Used Parts: Too many to list. Contact Larry Asheuer for pricing. Phone (267) 994-1569 or email: a-lcorvair@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, 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.

Jeff Marvill's 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.

LVCC Calendar of Events



Friday Jan 17 to Sunday January 19, 2025 - Auto Mania in Allentown

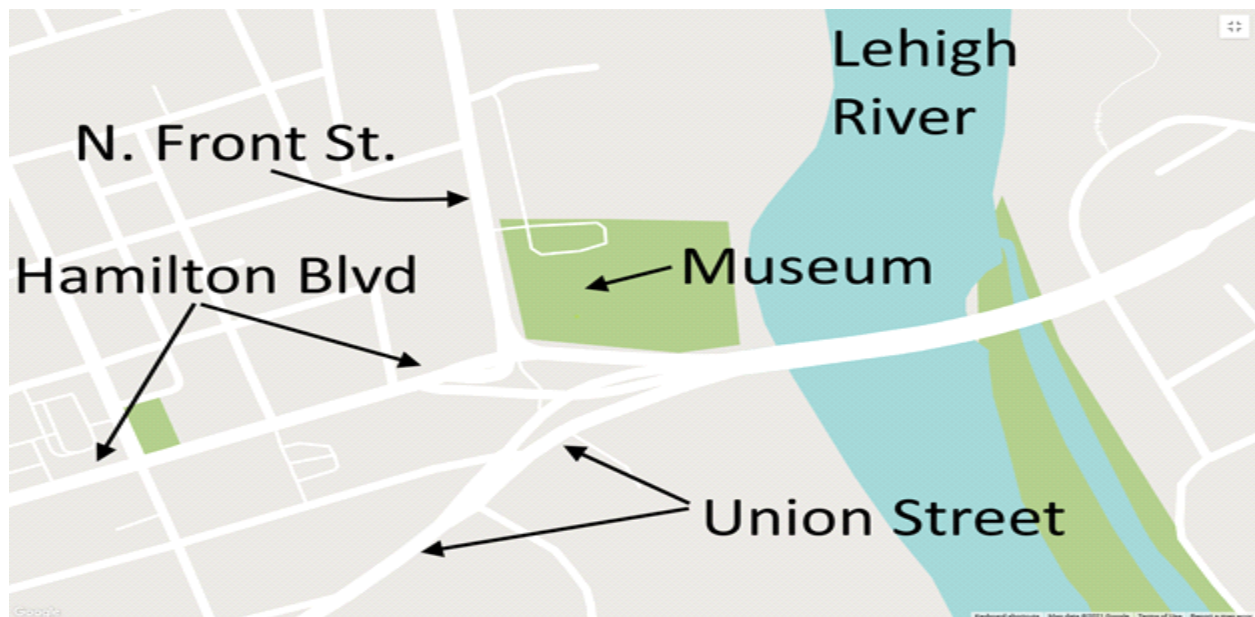
Location: Allentown Fairgrounds, 302 N 17th St., Allentown, PA 18104. Start: January 17, 2025 @ 12 PM. End: January 19, 2025 @ 3:PM. General admission: \$10 per person. Kids under 12 free. Since 1990, Auto Mania has been Pennsylvania's largest indoor heated automotive flea market. Buy & sell new and untouched automotive merchandise. <https://tinyurl.com/2cpzrtyb> or (717) 243-7855 during normal business hours.

Next Meeting. We Meet Here!

Next Meeting Date: ***Saturday January 18, 2025, 10 AM***

Place: America On Wheels Museum

5 North Front Street, Allentown, PA 18102



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LVCC's Instagram Account, [lehigh_valley_corvair_club](https://www.instagram.com/lehigh_valley_corvair_club), is maintained for us by Ryan Cengeri, halfmile@gmail.com
Contact Ryan to have your favorite Corvair photos posted on Instagram!