



the fifth wheel

JANUARY 2025

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Next Membership Meeting:
Place: AOW Museum
Date: Saturday Jan 18, 2025
Time: 10 AM

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.

Happy New Year! by Bob Marlow

It's 2025, and the newest Corvair will be 56 years old this year. Yikes! I remember clearly visiting the local Chevy dealer showroom with my father on October 2, 1959. Where does the time go?

LVCC will mark its 49th birthday this year. And I'm optimistic. 2024 was, in my opinion, a good year for the club. The year ended on a high note, with December giving us one of our best meeting turnouts in some time.

Our "Covered Bridge Tour" in October was well-attended and well-received. Das Awkscht Fescht, a club staple for decades, remained strong despite less-than-ideal weather conditions this year. Our Spring Swap Meet entered its second year with a nice bump in participation, and we kicked off 2024 with an informative indoor tech session.

With several new members having joined us during the past 12 months, LVCC is in a good position to thrive in an era where car clubs everywhere are struggling. As I write, our membership stands at 53 households, a nice increase over prior years. We have an award-winning newsletter delivered electronically each month, we have both a Facebook page and an Instagram presence, and we have a monthly meeting place that is nationally-known and respected.

For 2025, we already have plans in place for the Spring Swap Meet, scheduled for April 12. The 62nd annual Das Awkscht Fescht happens on the first weekend of August, and our "Car Club Day" gathering will be there on Sunday, August 3. Our first meeting of the year will take place on January 18, where you can help us can make additional plans for club activities.

January 18 is also when the annual "Auto Mania" indoor flea market takes place in the Ag Hall at the Allentown Fairgrounds, so you can easily combine our meeting in the morning with a visit to the flea market that afternoon. (Okay, the building is really called the "Agro-Plex Expo Center" these days, but it will always be the Ag Hall to me.)

Most of you know that I am a New Jersey native who moved to the Allentown only recently, in the Fall of 2021. But the Lehigh Valley has always been a key part of my experiences. I first visited as a child in 1960, I attended my first event at the Fairgrounds in 1966, and I was a P.A. announcer at the Dorney Park Speedway for several years in the 1980s. My family enjoyed dinners at Walp's Restaurant (younger members may have to Google that) and my sister attended Cedar Crest College.

So being a part of LVCC feels right to me. Here's to a good New Year!

Just Wanna Make It Back Home.... by Larry Claypool

Source: December 2024 issue of "Airhorn", the official newsletter of the Chicagoland Corvair Enthusiasts club.

Driving an old car can have its 'moments', regardless of the make. The newest car I own wasn't even built during this century, so I guess all my cars could be considered old ones. When you drive an old car often, you become adept at "MacGyvering" stuff to get home.

Way back in the early 70's, I was driving a '62 Monza convert that began to have fuel starvation troubles whilst on the Dan Ryan expressway towards Chicago. I coasted over to the shoulder and after about 15 minutes of fiddling, determined the fuel pump eccentric or pump pushrod must have become worn out as I could push the pump manually up and down and make it work, but it would not do so when correctly secured by its positioning bolt.

As it happened, I was quite near the public transit "L" line that could take me to 22nd Street, three blocks away from the famed Warshawsky (A.K.A. JC Whitney "Everything Automotive") location.



Warshawsky's big store. Chicago, IL.

That I did, and one hour later returned with an inexpensive electric pump, a little wire, some hose and clamps. I bypassed the mechanical pump with the precariously routed rubber hoses, just laid the pump loose on the rear frame rail and hooked the power wire to the positive terminal of the coil; all things I shudder to think of now (but still see people doing it that way on YouTube). But it worked and I was able

(Continued on page 4)



January 20. Tech Session at Jeff's garage.

LVCC in 2024!



Larry Asheuer examines Jeff's Powertrain!



April 13. LVCC All-Corvair Swap Meet.



August 4. LVCC at Das Awkscht Fescht.



October 24. LVCC Covered Bridge Tour.



October 24. 🎵 "We're fording the river!" 🎵

to drive away under my own power until I could address the problem correctly.

Another time the CCE Slalom Team was up at an autocross in a suburb of Milwaukee, some 140 miles from home. Being young and on a slim budget, nobody had a trailer back then, we'd just tow bar our 'race' cars if it was a long trek. Another club member whose name shall not be mentioned (but his initials are Harry Jensen) was racing his Stinger when it came to screeching halt in the middle of the course. The differential had locked up, probably due to diminished gear oil. We had to use a floor jack under the diff to be able to push it off the course. A car that won't move, and no trailer, tow dolly, or freewheeling hubs to found. What to do?

As the diff wasn't a posi, and figuring it was already toast anyway, I surmised if we removed one axle shaft and somehow made something to wedge between the trailing arm and the diff case, we could let the one connected axle turn through the spider gears and tow it home. A suitable 2x4 was located and crudely hacked into something that looked nothing like an upper suspension link, but performed that task admirably, or at least long enough to make it home.

My girlfriend way back then had a well-used Corvan she drove (including all the way to and from the first Seattle convention in '75). I got a call from her one day explaining the accelerator pedal suddenly dropped to the floor while engine remained at idle. Figuring the linkage just fell apart somewhere I was dismayed to find the inner cable itself had bro-



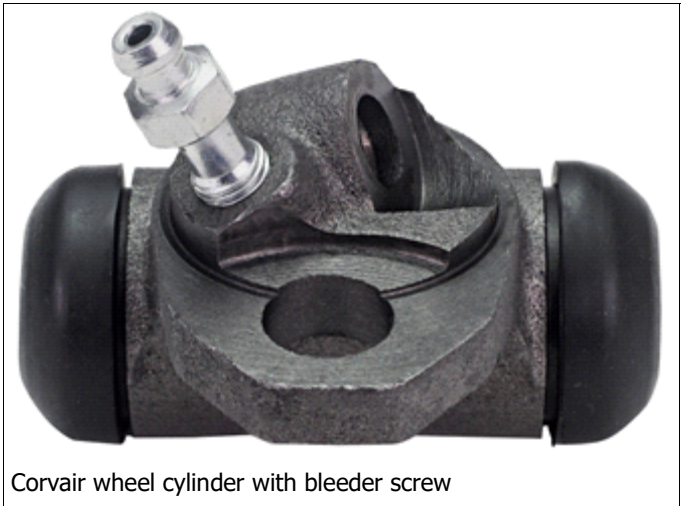
Corvan versus Greenbrier - Do You Know the Difference?

ken somewhere in its tortured and mostly inaccessible route to the back of the van - a job that would require more resources than the parallel parking spot it had stopped at. We found (or bought, I can't remember) a piece of clothesline, and with the engine cover removed, tied one end to the carburetor cross shaft, and the other to the front seat adjuster lever, with just enough extra to run over my left shoulder.

Throttle action was now possible by leaning forward, which pulled open the cross shaft and thus the carbs. Drove it back the shop that way.

Much more recently at the '17 convention in Independence, I came across good my friend, the late Burt Neuner, sitting on the shoulder of the road during the rally with smoke billowing out of the right rear wheel. He explained that brakes were getting hot and was dragging badly. Experience told me it was a collapsed brake hose, having suffered a similar fate myself in 2009 at the Jacksonville convention.

We could have called a tow truck, but I put forth the proposition I could 'fix' this enough to get back to the hotel. With that, the tire was removed (make note—don't hold onto those hot lug nuts!) and a quick turn of the bleeder screw released the trapped fluid pressure and brake was released. To make



Corvair wheel cylinder with bleeder screw

sure it stayed that way, I beat the trailing arm steel brake flat with a suitable hammer, thus preventing any further brake application on that wheel. Burt then drove it back to the host hotel without further ado.

Such repairs are not confined to Corvairs. Many of you have seen my 'driver' Cadillac Deville, now celebrating its 26th birthday. Last year while driving to Indiana to Shelly's mom's, the power steering pump began whining, and eventually quit being power. Once at our destination, I didn't have to investigate very far to find the power steering oil cooler, located in front of the air conditioning condenser, had gotten rusty enough to spring a leak (big clue - oil was dripping off the outside of the grill). I reasoned that none of my other big cars had a power steering cooler, so the old Cad could probably get along without one as well.

A quick stop at the Logansport Rural King store, conveniently open at 7 AM, armed me with a pair of cheap pliers, a screwdriver, two clamps, and two quarts of steering juice.

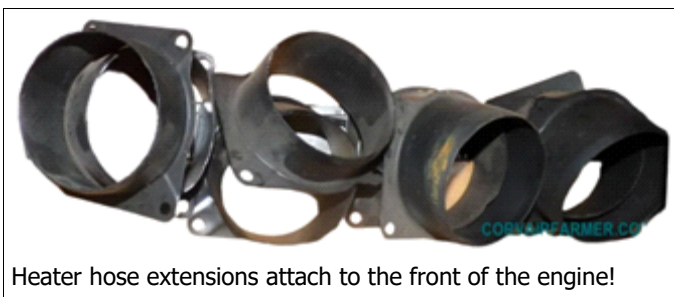
They didn't have much in the way of actual auto parts besides batteries and oil, but they did have a marvelous plumbing department where I picked up two six-inch pieces of galvanized 1/8" steel pipe and a coupler to join them. About 20 minutes of fiddling to remove the hoses from the leaky cooler later, the old hoses slid onto my foot long 'bypass' pipe rather nicely. Clamps tightened and steering pump refilled, it worked perfectly and will remain so until that car's dying day.

Some things are just too severe to MacGyver up - like when the clutch disc flings off all its lining into the extremities of the bellhousing or a front wheel/tire/brake drum and remnants of the glowing red hot wheel bearing go careening off your car towards the shoulder and beyond. But Rick Herda did relate to me he saw some unmemorable rear wheel drive car plodding down Western Avenue in Chicago on a nice summer day sans right front wheel. In its place was the bottom half of some store's now long missing shopping cart, placed strategically under the lower control arm. Confident in this solution, the driver wheeled along as if nothing was out of the ordinary. As long as he avoided the big potholes and manhole covers, I am sure he made it home.

With a little thought and the barest of resources, you probably can too.

An Unanticipated Three-Day Project by Bob King

Heading home from Allentown in my '67 Corvair, I heard that classic spitting sound usually reserved for old pickup trucks with exhaust leaks. 'Got home and saw soot at the seam on the muffler case in three places. It had just passed inspection two weeks before, but the guys at the garage didn't catch it.



I then noticed the steel heater hose extension on one of the cylinder heads had a big hole in it. This is the one that the 4-inch diameter heater hose attaches to at the front of the engine. This didn't surprise me. I noticed my heat was cooler than normal even with my desert cooling option that usually works too well in winter!

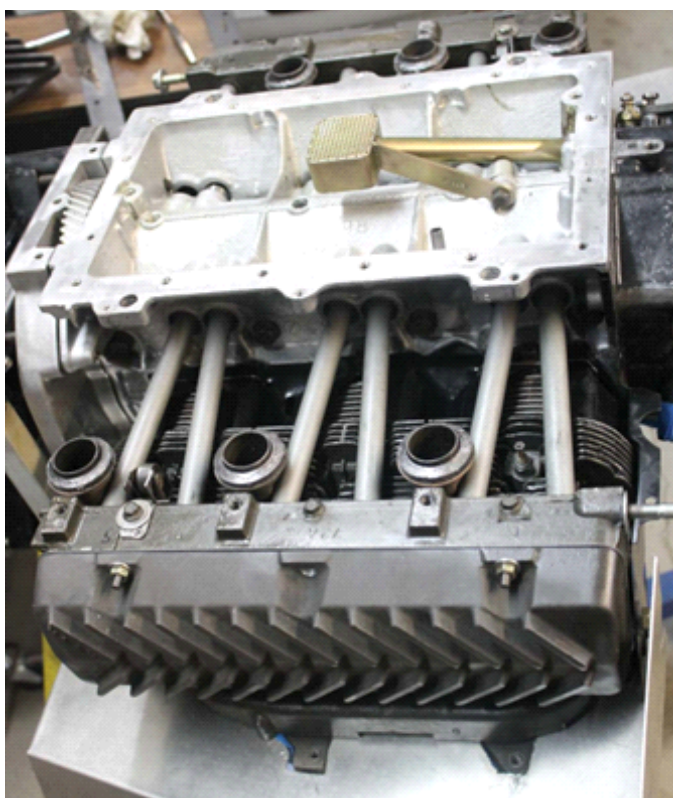
To get to the heater hose extension, I removed the rusty but intact thermostat shroud (often referred-to as a "lower shroud"), the exhaust crossover pipe and the bad muffler. The exhaust crossover pipe looked like Swiss cheese. How they were they holding on, I do not know.

Well, more fun to come. That hole in the hose extension served as an inlet for salt water splashed up from the road in winter. This, in turn, attacked the nearest of the sheet steel exhaust tubes - the tubes that are press-fit into the bottom of the cylinder head.



Exhaust tubes press-fit into the bottom of the cylinder heads. One for each cylinder. Five shown here.

The tube's flange, where the tube mates up to the cast iron exhaust manifold, was rotted away. So like we've all experienced before, my pile of tools on the floor got bigger and bigger.



Tight quarters. Removed exhaust manifold reveals exhaust tubes (with their gaskets intact) and push rod tubes.

Now I had to remove the manifold and two of the push rod tubes because the exhaust tube is VERY close to the end pushrod tube. I have also experienced the problem of not even getting the exhaust tube out because the cylinder head stud is also right in the way and it actually flexes when you're pulling that tube out. But gradually, from tapping around the tube and pulling it down with a pair of vice grips, I was able to work it out.

I found a used exhaust tube in my parts collection, cleaned it up, pressed a gasket on it and, using a bushing installer, tapped the tube into the head. You have to hold it on a slight angle or it ends up getting jammed and will not go all the way in. (Editor's Note: Many years ago, I did the same job on my own Corvair and encountered the same difficulty. If I had to do it again, I'd try shrinking the tube in dry ice overnight. I never tried it on an exhaust tube, but it's a trick that works well when replacing pilot bushings.)

Before bolting the exhaust manifold back up to the cylinder head, I sand-blasted and painted it with high temperature paint. And with the two push rod tubes out, this was a good time to replace the lifters that would otherwise be inaccessible. Naturally, when I tapped the push rod tubes back in place, I fitted them with Viton O-rings.

So far, I haven't mentioned it, but on the other side of the engine, I had a leak on one of the pushrod tube O-rings. It was a Viton O-ring too, maybe 5 years old. For some reason it failed, so I replaced that one, too.

I ordered a new muffler from Clarks and now I'm going to be working on a hopefully clever solution to adjusting valves without having the muffler in the way (By using some flex pipe.) I will try to send some pictures of that if I am successful.

By the way, I attached a picture of one of the push rod tubes. As noted above, the hole in the steel heater hose extension let water in and that not only rotted-out the flange on the nearby exhaust tube but also put a rust hole in the push rod tube! So I had probably a little oil weeping from that a pushrod tube leak that wasn't caused by an O-ring. That has to be a first!



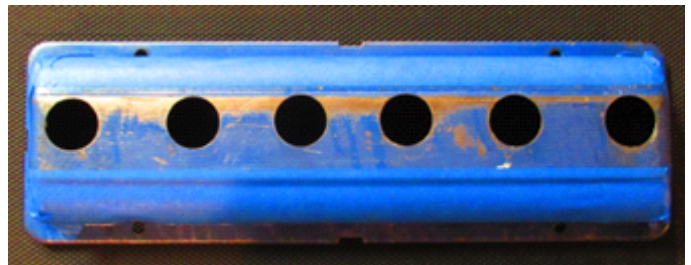
Push rod tube with saltwater-induced pin-hole and corrosion.

I never seen that in my life, but this is my driver car and I used it for 20 some years going back and forth to work driving in the winter in the salt and everything else so things like this are to be expected.

So that is the story of the little exhaust leak that turned into a three-day job. You might want to check that steel heater hose extension on the passenger side some time. They are always subjected to a higher failure rate than the ones on the driver side. It might be wise to keep one in stock in case you need to replace it someday.

And While You're In There... More Tech Advice from Bob King

While adjusting your engine's valves, you can minimize the oil bath you get by installing a special valve cover with cut-outs just big enough for access to the rocker arm nuts. I also use safety glasses and Solvex gloves with a 12 inch cuff and canvas inner liner to provide more protection from heat and oil.



Special valve cover with cut-outs for adjusting valves.

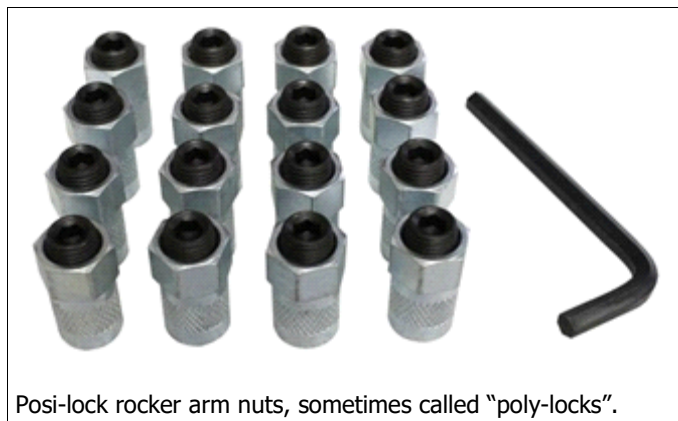
For those who say, "I just cold-adjust my valves and I'm fine" You'll never really know how fine you are! I do both and the cold gets you 95% of the way. But if you only adjust them cold, you'll never know whether or not you have mixed lifter brands with some needing more lash than the others. Some lifters need more time to settle down after running.

Another thing: You can sometimes hear a tapping come and go. Trust me, that won't go away. Doing the valve adjustment cold won't enable you to identify which lifter is causing that intermittent tapping. A hot adjustment will. You may not want to replace the lifter at that particular point in time, but at least you can plan to do it without warming up the engine and removing the valve cover all over again.

To do a valve adjustment with the engine hot, tighten any loose rocker arms so you don't hear any tapping - if there is any. Then, for one valve at a time, loosen the rocker arm nut a 1/2 turn or so just until the valve begins to tap. Let it tap 10 seconds or so and then *slowly* tighten the nut until the valve stops tapping. Then, tighten the nut 1/2 a turn and you're done. Move onto the next valve.

Rocker arm nuts are meant to be self-locking. That means they should give some resistance while being tightened. If you can easily turn the rocker arm nuts using a 3/8" socket

wrench, they are probably too loose. And if they are too loose, they'll soon back off due to engine vibration and won't hold the adjustment you just made! Replace them with new self-locking rocker arm nuts. (Editor's Note: Or better yet, place them with posi-lock nuts available at most speed shops. Posi-locks for a 1960s Chevy or Pontiac V8 work fine).



Posi-lock rocker arm nuts, sometimes called "poly-locks".

If your engine has stock valve covers, install the valve cover gaskets and bolts with load spreaders. If you have a valve cover that is held-down with six bolts instead of four, use small V8 valve spreaders for the middle bolt positions. The six-bolt configuration is typical of 1960 Corvair engines.

Peace and happy Corvairing!

Treasury Report ***by Joan Lacki***

Beginning Balance: (Nov 30, 2024)		\$ 1,916.23
Receipts:		
Membership Dues	\$ 20.00	
		\$ 20.00
Expenses:		
Photocopies newsletter	\$ (10.60)	
Postage stamps	\$ (29.20)	
		\$ (39.80)
Ending Balance: Dec. 31, 2024)		\$ 1,896.43
Membership Dues Breakout		
Mason, Chuck	\$ 20.00	1 year
		\$ 20.00

Paul Pagoda's Corvair

Paul is one of our newer members, having joined LVCC in August of 2023. Here are two photos of his lovely 1964 Corvair Monza.

Would you like your Corvair featured in The Fifth Wheel? Send a few photos and we'll published them!



December Meeting Minutes

We had no meeting in December, therefore we have no meeting minutes for you to read!

LVCC Classified Ads



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, Perkasio, PA.

For Sale. 1968 Corvair 500 Coupe. 95/PG. Mileage: 36,095 indicated - Could be 136,095. Acquired in 2021. Usual rust bubbles and a couple of holes at door and fender bottoms. Many new parts including exhaust system, fuel tank & sending unit, master cylinder, etc. Comes with Clark's electric fuel pump kit (not yet installed) and other items. The car started and traveled confidently while my son drove it to school for his senior year (2022-23), but now, additional work needs to be done to make it road-worthy again. The car will not start without priming the carbs with gas when- the car sits for a long time. Once it starts it will run until it warms up, then it dies. If I prime the carbs again, it will run for a short time then die. After replacing the master cylinder, the brake pedal will not build pressure to bleed the lines. So the car has no brakes. The emergency brake holds the car still on somewhat flat surfaces, 'gotta chock it. It will need to be towed. Located in Branchburg, New Jersey. Asking \$3,950 OBO. Contact Patrick Mariani. Voice or text 908-883-1736. Email patsuevin@gmail.com.



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LVCC Calendar of Events



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

Location: Allentown Fairgrounds, 302 N 17th St, Allentown, Pennsylvania 18104. Admission: Daily Price: \$10*, Kids 12 and under are free (*Online tickets discounted.). Hours: January 17 - 12 PM until 9 PM. January 18 - 9 AM until 6 PM. January 19 - 9 AM to 3 PM. Auto Mania is Pennsylvania's largest indoor heated automotive flea market, with over 30 years of history. This event offers a prime opportunity for pickers, flippers, investors, and collectors to find new and untouched automotive merchandise. In addition to the wide array of automotive merchandise, the event features a car corral where vehicles are available for sale. Contact Info: Phone: (717) 243 – 7855. Email: info@carlisleevents.com

Saturday, March 1, 2025: Annual NJACE Corvair Parts Auction

Location: Pompton Lakes Elks Lodge, 15 Perrin Avenue, Pompton Lakes NJ. Time: 9 AM for setup, bidding begins 10:40 AM. Ends approximately 3 PM. Admission: No charge. All Corvair enthusiasts welcome. It's the Annual Corvair Parts Auction conducted by the New Jersey Association of Corvair Enthusiasts. Staged by our member-auctioneers, this indoor wintertime event provides ample opportunity to get hot deals on Corvair parts plus a few laughs! Food and refreshments available. More details at <https://www.corvair.org/chapters/njace/auctions.html>

Sunday March 2, 2025 Ontelalunee Region Leesport Swap Meet

Location: 312 Gernants Church Rd, Leesport, PA 19533, USA. Time: 9 AM. Price: Adults \$3.00, Children under 12 free. Over 60 indoor vendor spots available (10' x 10' spaces for \$30 each). Unlimited Outdoor Spaces: Perfect for larger displays (10' x 20' spaces for \$20 each). Car Corral: Show off your vehicle for just \$10 per car.. Refreshments Available: Stay energized while exploring. Lester Manwiller, Chairperson. leesportswapmeet@ontelauneeaca.com. 610-823-4656 (8:00 am—8:00 pm)

Saturday, April 12, 2025. LVCC All-Corvair Swap Meet

Location: Egerton Farm, 2510 Community Drive, Bath, Pennsylvania 18014. Time: 9 AM to 3 PM. FREE for sellers. FREE for buyers. FREE admission. FREE parking. REFRESHMENTS (okay, they're not free). 50/50 Raffle (that's not free, either). Corvairs, Corvair Parts, and Corvair-Related items only, please. Sellers, bring your own tables or tarps or canopies. Buyers, bring cash!

Wednesday April 23 to Sunday April 27, 2025. Spring Carlisle

Location: Carlisle Fairgrounds, 1000 Bryn Mawr Rd, Carlisle, Pennsylvania 17013. Admission: Daily Price: \$13* (Sunday is FREE), Kids 12 and under are FREE (*Online tickets discounted.) Hours are 7 AM to 6 PM every day except Sunday, which is 7 AM until Noon. Known as one of the world's largest automotive flea markets, the event fills the Carlisle Fairgrounds with 8,100 vendor spaces, offering a wide range of automotive parts, collectibles, accessories, memorabilia and classic & collectible cars for sale in the Car Corral. In addition, the Manufacturers Midway adds another layer of excitement, showcasing the latest and greatest products and services in the automotive world.

Across the street at the Carlisle Expo Center, the Spring Carlisle Collector Car Auction runs from April 24-25. This auction, held alongside Spring Carlisle, offers enthusiasts a chance to buy and admire classic cars. More than just an event, Spring Carlisle is a destination where passion meets commerce, ensuring every visitor finds something to fuel their love for automobiles.

Contact Info: Phone: (717) - 243 – 7855. Email: info@carlisleevents.com

Saturday May 17, 2025 Wheels On The Canal Car Show

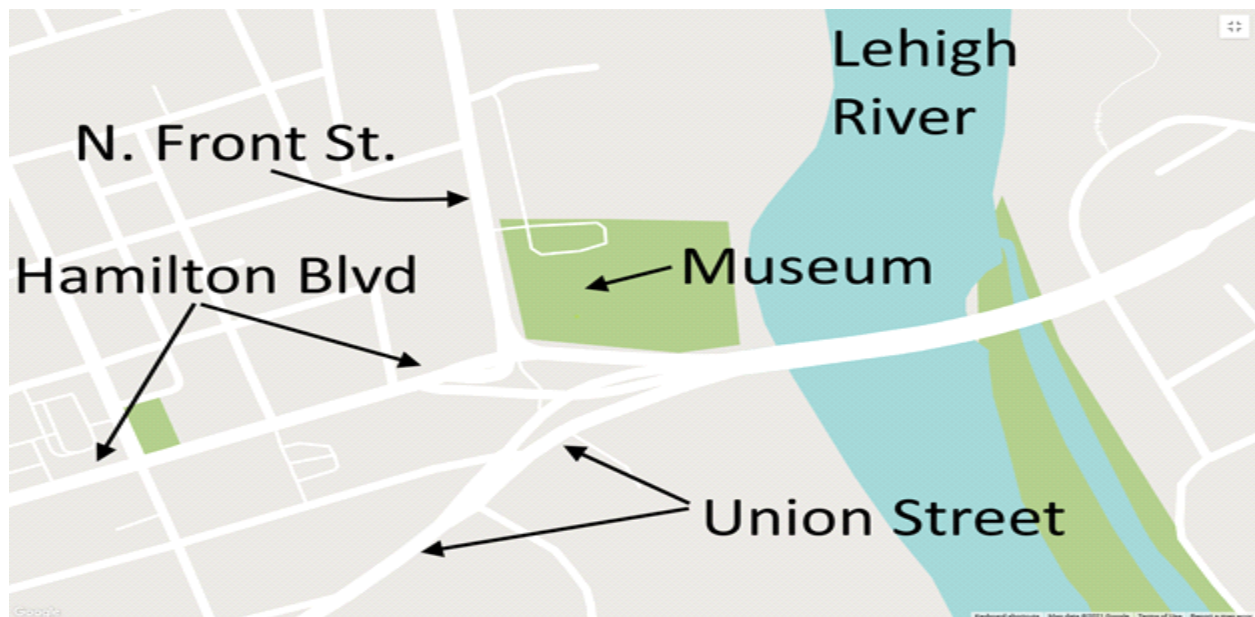
Location: Canal Street Park, 531 East 4th Street Rear entrance, Northampton, PA. Time: 10 AM to 3 PM Price: \$20 cash only per car, day of show. Pre-registration available for \$15. This event welcomes all types of vehicles, including cars, trucks, and motorcycles, and features a live band, DJ entertainment, and various crafters and vendors. Proceeds benefit Mission 22, a National Veteran Non-Profit Organization. wheelsonthecanal@gmail.com

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!