



# ***the fifth wheel***

DECEMBER 2025

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

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**Happy Holidays**

***Next Membership Meeting:***

***Place: America on Wheels Museum***

***Date: Saturday January 17, 2026***

***Time: 10:00 AM to 11:30 AM***

# Doug Hargrove's V8 Corvair

Source: San Francisco Bay Area CORSA website, November 22, 2025. Refer to <https://sfbacorsa.com/2025/11/22/doug-hargroves-v8-corvair/>

*Editor's Note: Doug Hargrove's V8 Corvair is not just an ordinary V8 Corvair. It has plenty of creative technical features that are innovative and unusual. I think you'll like this article!*

The Modesto area has a rich history of Corvair racers. SFBA life member Doug Hargrove is one of those race car builders and drivers. We thought you would enjoy reading about Doug's undertaking of an abandoned V8 project Corvair. The original version of this article and a massive archive of other V8-powered Corvair articles can be found on the V8 Registry website.

Doug's conversion is a modified Crown installation. The car is a 1966 Corsa which was last licensed in 1976 and parked until he acquired it in 2006. He had a 9-month plan to build a street V8 after many years of building Corvair racers. The ground up restoration surprised him as it took 2 years.

He realized that building a race car would have been easier but is quite pleased with the results of his metallic copper-painted Corvair conversion. Doug thanks those who have shared their cars online as he spent many hours viewing other conversions to come up with his final design.

**Noise Insulation.** Design issues were to minimize interior engine noise, maximize driver's legroom and to provide heating and air conditioning for passenger comfort. First of the tasks was how to reduce noise transfer from the engine to the car body. Consequently, the entire engine/drive train was insulated from the body by rubber mounts. Second was to design a good sound and temperature insulating engine cover.

**Managing Interior Heat.** The cover design uses .062" aluminum as the skin on a 1" square aluminum frame that is hinged like a clam shell where both the front and one half of the top open by releasing two clips which provide both an airtight seal and easy access to the engine. The hinged panels can be totally removed in minutes.

The internal side of the cover is both sound and heat insulating by using 1/4" fiberglass on aluminum foil. The aluminum foil is a major factor in reduction of radiant heat into the cover (tested). The exterior of the cover has 1/8" + 3/8" commercial sound deadening material with a layer of jute and carpet which provides excellent sound isolation.

Dual fans are installed with automatic and manual controls to remove engine compartment heat. Passenger compartment engine noise and heat has been virtually eliminated.

Passenger heating and cooling was accomplished using the stock heater controls and air duct. A custom designed and fabricated heating and cooling unit mounted on the right side of the engine, coupled to a modified stock heater air duct, was the answer. An AC on/off switch was installed completing the installation.

**Increase Leg Room.** To increase legroom, a remote water pump was used similar to what is used with Porsche 914 V8 conversions, leaving the front of the engine cover flat. This moved the forward engine cover panel rearward giving an additional 5 to 6 inches of legroom over the original Crown conversion.

**Scratch-Built Powertrain Sub Frame.** The Crown sub-frame needed to be replaced. A custom under-the-engine bolt-in sub frame was fabricated. It is bolted to the inside of the rocker panels and to the transmission horse collar. This design included clearance for the low slung full-length headers. Plates with captive nuts were installed inside each rocker panel which removed the need of welding in the sub-frame.

**Engine Cooling.** Mounting the radiator in the rear enabled the original "frunk" to be retained. The installation includes two high volume radiator fans, one as a pusher and one as a puller, one in front and one behind the radiator. A custom designed controller was built to provide high/low, automatic/manual, fan speed control.

After performing several evaluation tests, it was concluded that the radiator fans must provide all the airflow to cool the engine. In summer with outside temperatures of 100+, the air from under the car with the added engine heat needed to be isolated from the radiator air intake so all radiator cooling air had to come from the topside.

An airflow test (using a video inside the radiator compartment) indicated that the stock air intake is not a high-pressure area relative to under the car. Yenko-style flaps did not force air into the radiator at 60+ mph but did reduce the air intake restriction. The same reduction was accomplished by raising the front of the deck lid (flow meter testing) about 2 inches.

**Brakes.** Installing full size Chevy front disc brakes with a vacuum boosted master cylinder and proportioning valve from a Chevy Astro van increased stopping power.



**Electric Rear Windows.** It would be awfully tough to retain the original hand-operated window cranks for the rear quarter windows with the mid-mounted engine and headers in the way. The rear quarter glass is motorized by coupling window drive motors from a Camaro to the Corvair window crankshafts with a custom built coupler. The window crankshaft is drilled and the coupler is connected to the shaft with a pin. The coupler mates with the gear on the window drive motor – simple and effective.

**Other Specifications.** The front tires are 205×50 on 15×7” rims with 225×60 on 15×8” rims for the rear.

Rear end ratio is 3.08:1 with limited slip and a 4-spider carrier. The top of the differential is enforced with a ¼” steel plate cover.

The engine is 327 cid unit that has been balanced, with 9.5 : 1 compression ratio and a mild cam (5,700 rpm). Cylinder heads are cc'd, with port matching and stainless steel roller rockers. The full length headers with turbo mufflers, low rise single plane aluminum intake manifold let the engine breathe. The engine is finished off with an aluminum oil pan and valve covers, HEI ignition system and a 600 cfm Edelbrock carburetor and an electric fuel pump with safety run control.

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## ***Next LVCC Meeting!***

No meeting in December. Enjoy the Holidays! Our next meeting will occur on January 17, 2026 at the America on Wheels Museum. 'See you next year!

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## ***MEETING MINUTES***

### ***Lehigh Valley Corvair Club***

### ***General Membership Meeting***

***November 15, 2025***

***American On Wheels Museum Allentown, PA***

The meeting was called to order at 10:13 AM by President Al Lacki.

Attendance: Ryan Cengeri, William A. Dittrich, William D. Dittrich, Greg Dittrich, John Egerton, Mark Fischer, Rich Green, Allan Lacki, Bob Marlow, Scott Oberholzer, Pete Pesari and Dave Smullen.

Upon motion duly made and seconded, the minutes of the previous meeting were approved as published in the “Fifth Wheel” newsletter.

Upon motion duly made and seconded, the Treasurer’s Report was approved as published in the November edition of the “Fifth Wheel” newsletter.

### **Old Business**

Al Lacki reported that club records show that 18 members have not yet renewed their dues for 2025-2026, and that reminder letters have been mailed to each of those members.

Thanks were expressed to the Philadelphia Corvair Association and to member Bob Weideman for being host to LVCC last month for a joint club get-together. To help defray expenses for the event, LVCC mailed a \$100 check to the PCA in care of Larry Asheuer.

Al Lacki called for any additional nominations for club officers for 2026. Incumbent officers, Al Lacki (President), John Egerton (Vice President), and Joan Lacki (Treasurer) were re-nominated. Bob Marlow (Secretary), declined re-nomination because of his limited ability to continue to attend meetings. Greg Dittrich offered to stand for the position of Secretary and his self-nomination was accepted immediately.

### **New Business**

With no further nominations being made, and only one candidate for each position, the slate of candidates was elected by acclamation; the Secretary casting an affirmative vote.

Bob Marlow noted that the annual NJACE Corvair Parts Auction is scheduled for February 21, and that LVCC’s own Spring Swap Meet is scheduled for April 18.

Al Lacki reminded the members in attendance that the election for the CORSA Board of Directors is ongoing and that ballots can be submitted until December 1. To vote, one must be a CORSA member and a ballot can be submitted via a link on corvair.org. Log-on and click on “User Tools” to find the ballot. Alternatively, a member can download the ballot as a PDF. Fill it out and mail it to the CORSA office.

Al Lacki confirmed that our next general membership meeting will take place on January 17; there will be no meeting during the month of December.

The formal meeting was adjourned at 11:00 AM.

General discussion included a wide-ranging aviation topic, sparked by Ryan Cengeri’s “grounding” from his job as a pilot with FedEx. The recent crash of a UPS cargo plane caused the FAA to ground all Boeing MD-11 aircraft, which FedEx flies.

Respectfully submitted,  
Bob Marlow, Secretary

## LVCC Treasury Report

by Joan Lacki

<b>Beginning Balance: (October 31, 2025) .....</b>		<b>\$2,410.20</b>
<b>Receipts:</b>		
Membership	\$20.00	
		\$20.00
<b>Expenses:</b>		
Newsletter (November)	-\$10.60	
Envelopes/ stamps/ storage box	-\$50.57	
Phila. Corvair Assn. (picnic)	-\$100.00	
		-\$161.17
<b>Ending Balance: (November 30, 2025) .....</b>		<b>\$2,269.03</b>
<b>New/Renewed Members:</b>		
Smullen, Dave	\$ 20.00	1 year
	\$ 20.00	

## Wet Sixties

By Eva McGuire

In 1959, Chevrolet was building Corvairs like crazy! They needed a new Corvair in every showroom on opening day, so they were stockpiled in Detroit.

This photo has been posted and shared to various Automotive and Corvair Facebook sites today but none of the posts shared any details giving the location or background story so, here it is from us (with some bonus information):

The photo was taken in 1959 at the Willow Run Assembly Plant in Ypsilanti Twp., Michigan (where most Corvairs were made) when they began stockpiling newly made 1960 Corvairs in the parking lot from the first day of production on July 7, 1959 to October 2, 1959, when Corvairs were officially introduced and sold to the general public.

GM didn't want anyone seeing these cars until October 2nd, so they hid them. In addition, the Willow Run Assembly Plant Manager ordered his employees to place thick heavy duty coverings on all the outside perimeter fencing area of the plant to ensure no one could take a peek at GM's first

compact economy car being made.

Due to there not being enough room at Willow Run, they wound up shipping 8,000 of these cars to store them at the GM Proving Ground in Milford in Michigan because it was a well-guarded location surrounded by thick trees and walls so people couldn't see inside.

**Oops!** Approximately 250 to 300 of those Corvairs were placed in a dry lake bed area. That night it rained really hard and all those cars that were placed in the dry lake bed drowned and got water damaged. To provide a place to repair them, the Chevrolet staff erected tents at the GM Proving Ground where Willow Run employees were bused to do the



work on overtime.

One employee, Dominick Orlando, witnessed them trying to start these drowned Corvairs by placing a snorkel on the exhaust pipe under water! Needless to say, it didn't work. They did, however, manage to fix all the water damaged cars and sold every one of them.

By the way, the 1960 Corvair was first introduced as a four door sedan (as you can see in this photo). It was in January of 1960 when a two door version was introduced with the Monza model being introduced in the spring of 1960.

**Funny Story:** When Dominick's boss asked if he still had his fishing waders because he was taking him to Milford, Dominick thought they were going fishing because there's a lake out in Milford and they often fished together.

Dominick's boss didn't tell him why they were actually going to Milford and what had happened to the drowned Corvairs the night before. When Dominick arrived at the GM Proving Ground and saw all the Corvairs under water, his boss then said to him, "Now you know why I asked you to bring your fishing waders."

With a deflated affirmative mutter of, "Uh huh," from

Dominick, he immediately understood that fishing wasn't on the agenda.

**Fun Facts:** Dominick Orlando was the gentleman who started the first made 1960 Corvair (car #1) and Pete Rausch (Willow Run Chevy Division Manager) officially drove it off the line with a press photo being taken of the event.

Thing is...when Dominick attempted to start car #1, it initially wouldn't start due to an electrical terminal connection problem. They did get it going and Rausch drove it off the line with GM executives and Willow Run management being present as well as the press. The Ypsilanti Press purchased the first- made Corvair but we don't know where it went from there. And as Paul Harvey would say, that's the rest of this Corvair story.

By: Eva "Corvair Lady" McGuire, Corvair Historian/Creator

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## ***So, Your Corvair "Got Wet"*** ***by Tony Underwood***

*Editor's Note: This article was written by Tony and posted on the online Corvair Forum: <https://www.corvairforum.com/forum/>*

I've rescued three different vehicles that "got wet" with good success and had each of them running in less than an hour. Two of them at the same time, although one wasn't that wet... got lucky. If you feel lucky and it's taking a while to get help for the cars, you may want to take matters into your own hands.

If nothing has been done yet, don't wait too long... First, get underneath and loosen the oil pan drain plug. You won't have to remove it completely, just loose enough for the oil to begin dribbling out...or water, if a worst-case scenario.

If oil comes out instead of water, I'd put the drain plug back then I'd pull all of the spark plugs and crank the engine. Watch what comes out of the plug holes. If water shoots out, you can expect that the carbs also have some water in them. Continue to crank the engine until NO water comes out.

The carbs may be more of an issue that the layman may want to tackle in such a situation...but you will at least not have water sitting in the cylinders.

In my worst-case scenario, I cranked the engine with the chokes held shut to suck water out of the carbs until the engine finally began seeing gas instead of water. No, it didn't hurt anything. It eventually did start and run and blow steam out the exhaust which also had water in it.

If while cranking and no water exits the engine through the plug holes, put the plugs back in and start the engine. If it won't start, you may need to remove the distributor cap and dry it out. If any residual water managed to find its way inside the engine it won't be there long...Corvair engines run hot and any water will quickly boil away.

No it will not harm the engine doing this. Many times a Corvair engine that only runs for short periods in damp weather will accumulate enough moisture through the crankcase breather or PVC plumbing to actually make "chocolate milk" goop under the oil filler cap. With dry ignition and no water in the oil or cylinders it should start...let it run until hot.

Now: If water comes out of the engine crankcase drain plug, let it flow until no more water exits the drain hole then screw the plug back in. Then do the same for the transaxle drain to be sure. A Powerglide usually won't take on water unless the seals are flaky or the water rises above the transmission filler spout and if that happens water will be in everything.

A gearbox transaxle can leak through the differential vent on the top cover...usually...unless it's clogged with road grime or dirt. Still, do the same water check on the bottom of the differential. With any luck there won't be any water in the trans-axle.

One Corvair I rescued was completely submerged, all that was above the water was the windshield bow and the top outline (convertible) and the radio antenna. The transmission was OK, differential had maybe a half pint of water in it - had to drain the engine completely because it was full of water, and the oil had dribbled up through the dipstick tube ('62 Monza with the non-sealing dipstick) and greased up the engine bay and under the decklid.

Carbs somehow managed to get very little water in them, amazingly enough. I had it running, as mentioned before, in an hour following fresh oil and filter and ignition dry out. Water did get into the rear wheel bearings...I'd hoped to get away with not having to go there but the bearing seals were evidently not up to it. Both rear wheel bearing started making noise a month or so later.

The car had various other water issues after the flooding but they got worked out along the way. It is still alive and well today after its very thorough soaking. No, there was no water in the gas tank. Just don't let them sit too long.



## LVCC Classified Ads



**For Sale: 1963 Corvair Spyder Convertible.** It is a running and driving car. Currently equipped with a resealed engine from a 1966 Corvair Monza and many new parts, including entire fuel system, entire brake system, new starter, rebuilt alternator, new battery. Also includes two disassemble turbo engines and more. It needs some rust work and interior work. Location: Doylestown, PA. Asking \$5,000 obo. Contact Chris Senegeto. [chriss.corvair@gmail.com](mailto:chriss.corvair@gmail.com)



**Contact Larry Asheuer if interested in any of the following offers. [a-lcorvair@msn.com](mailto:a-lcorvair@msn.com)**

**For Sale: 1965 Corvair Drag Race Car** (Set up for NHRA Bracket Racing 2018) - \$4,000. This Corvair is totally set-up for Drag Racing and is NOT street legal (15.29 Sec @ 90 MPH).

**For Sale: 1969 Corvair 500 Coupe.** Frost Green - \$6,000. This Corvair has only 36,000 miles on the original Odometer. Corvair was stored in a garage from 1982 until purchased by Larry, in 2016. Runs great and will smoothly drive down interstates doing 80 MPH.

**For Sale: 1966 Corvair Monza Convertible.** Project Car - \$2,500. Car was taken completely apart by previous owner. Larry is slowly making it a roller. This Corvair has a very solid Body. It is a Project Car.

**For Sale: 1967 Corvair Monza Coupe.** Project Car - \$2,500. Car was completely taken apart by previous owner in 1974 to paint but never painted. At this time, it is only a body that is a roller. Car sat inside from 1974 till 2023 in this condition. The body is solid with no rust anywhere. This is a solid start but is a project

**For Sale: 2000 Dively Car Trailer.** Bought new. - \$2,500. Selling because I upgraded to Featherlite Car Trailer. Used this trailer to tow race car for years. Open deck with front tool box. Trailer brake system works well.

**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](mailto: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](mailto: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, Perkasié, PA.

# ***LVCC Calendar of Events***



## Between Now and Saturday December 6, 2026. Koch Christmas for Kids Toy Drive

Participating Koch Auto Dealer and Service Locations: Koch 33 Toyota, Koch 33 Ford, Koch Protect Inc., Koch 33 Volkswagen, Koch 33 Mazda, Nazareth Ford, Bethlehem Ford, Koch 33 Collision Center. Please bring a new, unwrapped toy for children from infants through age 18. All Koch Automotive Group locations are accepting toy donations in their sales and service departments through Saturday December 6.

## Sunday, December 7, 2025. Koch Christmas for Kids Parade

Muster Location: Park and Ride at Route 33 & William Penn Highway. Staging Begins: 10 AM. Parade Departs: 11 AM. After-Parade Holiday Fun @ Christkindlmarkt at 101 Founders Way, Bethlehem, PA 18015. Decorate your vehicle and join the convoy. Be part of the magic as we bring joy to children and families in our local community. All participants receive complimentary Christkindlmarkt tickets. Partners include Lehigh Valley Reilly Children's Hospital, Olivet Boys & Girls Club, local YMCAs, 3rd Street Alliance, Valley Youth House, The Kindness Project and Fast Lane Towing & Transport. This year's event will follow a Cars & Coffee-style parade. In previous years, nearly 300 vehicles participated, including holiday-decorated vehicles, Overland vehicles, sports cars, JDMS, classics, euros, exotics, trucks, fire trucks, police vehicles, motorcycles, and more.

## Friday through Sunday, January 16-18 2026. Auto Mania 2026.

Location: Agri-Plex Expo Center, 302 N. 17th Street, Allentown, PA, United States, Pennsylvania 18104. Time: Begins 12 PM on Friday and end 3 PM on Sunday. Rain or Shine. Admission: Daily Fri- Sun: \$13. Kids 12 and Under - free. Parking - free. 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. Attendees can explore a broad selection of automotive items, making it a must-visit for anyone looking to expand their collection during the winter months. In addition to the wide array of automotive merchandise, the event features a car corral where vehicles are available for sale. (717) 243-7855 Mobile. [info@carlisleevents.com](mailto:info@carlisleevents.com)

## Saturday February 21, 2026. NJACE Indoor Corvair Parts Auction.

Location: Pompton Lakes Elks Lodge, 15 Perrin Avenue Pompton Lakes NJ. Time: 9 AM for setup, bidding begins 10:30 AM. Ends approximately 3 PM. All Corvair enthusiasts are welcome. Staged by our member-auctioneers, this indoor wintertime event provides ample opportunity to get hot deals on Corvair parts and is consistently one of our most popular activities. At the auction we offer Corvair parts and Corvair-related items to the highest bidder, with a 10% commission of the sale price going to the club treasury. You may bring parts to sell, you may buy, you may do both, or you may just come to enjoy the fun. There is always ample entertainment with jokes ranging from bang-zoom to awful groaners as our auctioneers hawk the many parts being offered for sale. Breakfast and lunch are available on-site by the members of the Elks Lodge. For complete details, visit <https://www.corvair.org/chapters/njace/auctions.html>

## Sunday March 1, 2026. 59th Annual Ontelaunee Region AACA Swap Meet & Car Corral.

Location: Leesport Farmers Market. 312 Germant's Church Road, Leesport, PA 19533. Time: 7 AM to 2 PM. Rain or shine. Admission: \$3 per adult, children under 12 free. Over 60 indoor spaces. Unlimited outdoor space. Car corral. Vendor setup: Saturday 9 AM to 3:30 PM & Sunday from 5 AM to 7 AM. Registration & details: Lester Manwiller, [leesportswap-meet@ontelauneaaca.com](mailto:leesportswap-meet@ontelauneaaca.com) (610) 823-4656 (8 AM to 8 PM)

## Saturday April 18, 2026. Lehigh Valley Corvair Club All-Corvair Swap Meet.

Location: Egerton Farm, 2510 Community Drive, Bath, PA 18014. Time: 9 AM to 3 PM. Rain or Shine. Corvair Parts, and Corvair-Related items only, please. Sellers, bring your own tables or tarps or canopies. Buyers, bring cash! Prices: FREE for sellers. FREE for buyers. FREE admission. FREE parking. Refreshments - Okay, they're not free. 50/50 - that's not free either! See our Facebook page for details. Lehigh Valley Corvair Club.

## Saturday May 9, 2026. Wheels for Victory Car Show.

Location: Kempton Fairgrounds, 83 Community Center Dr, Kempton, PA 19529. Time: 9 AM to 3 PM. Bring your car, truck, motorcycle or tractor to Kempton Community Center. Benefits the kids at Victory Junction Camp. Food, music, silent auction. Free admission to public. No price listed for show cars; was \$15 in 2024. (610) 223-5750.

## ***LVCC Calendar of Events (continued)***

### Saturday June 13, 2026. Gasket Goons Spring Showdown.

Location: Macungie Memorial Park, 50 Poplar Street, Macungie, PA 18062. Gates open 8 AM. Band starts 9:30 AM. Valve cover racing starts at Noon. Trophies at 3 PM. Limited to 1969 and prior cars & trucks! Show car price: \$20. Spectator price: \$10. Facebook/gasketgoonspa.

### Monday June 22 - Friday June 26, 2026. Corvair Society International Convention.

Location: Historic Gettysburg, PA. The four host chapters—Mid Maryland Corvair Club, Group Corvair, Northern Virginia Corvairs and Central Pennsylvania Corvair club- are working to put together a great time in this beautiful and historic area. The Convention will include a welcome party, concour d'elegance, road rally, autocross, economy run, tech sessions, banquet & awards ceremony and more. Registration & hotel reservations opening early 2026. Join now to be part of the action! Participation limited to CORSA members. More information to come. [www.corvair.org](http://www.corvair.org).

### Sunday August 2, 2026 – Corvair Row at the Das Awkscht Fescht Car Show

Location: Macungie Memorial Park, 50 Poplar Street, Macungie, PA. Time: 7:30 AM to 4 PM. Sunday is Car Club Day at Das Awkscht Fescht and Randy Kohler has reserved a full row on the show field just for us! Of course, anybody with a Corvair can park in Corvair Row. It's a great way to get together with folks from all the regional Corvair clubs to get together. Show Car Registration Fee: Registration through December 31, 2025: \$17.00 per day per vehicle. Registration January 1 through July 1, 2026: \$20.00 per vehicle. Spectator Admission: \$10 per adult, FREE for age 15 and under. Online registration is available, but the registrar adds \$3.18 to the fee. Avoid the fee by registering by US Postal. To do it, download the registration form at <https://awkscht.com/>

## ***NECC Track Event Update***

LVCC members John Egerton and Allan Lacki represent the Lehigh Valley Corvair Club on the board of directors of NECC Motorsports (officially, the Northeast Corvair Council, Inc.) NECC organizes and conducts high performance track days at various regional race tracks for Corvairs and other makes & models. [www.neccmotorsports.com](http://www.neccmotorsports.com)

On November 11, the NECC board conducted its latest meeting. Here is a review of topics of discussion.

**Proposal to Collaborate with Another Club.** Terry Stafford and Brian O'Neill presented an informal proposal advanced by Eastern Motor Racing Association (EMRA) for the two clubs to collaborate on track day events. Each event would consist of separate group sessions on the track. Each club would independently manage its own run group sessions, including registration, tech inspection, drivers meetings, and track operations.

EMRA would be the party to pay the track rental fee and – possibly – obtain and pay for insurance. NECC would reimburse EMRA in proportion to the number of run group sessions it would manage on its own. In effect, NECC would “sublet” track time from EMRA. NECC President Brian O'Neill will continue to explore this proposal with EMRA.

### **Proposal for a Track Day During CORSA Convention.**

Summit Point Raceway would be the most logical location. It is about an hour and twenty minutes away from Gettysburg where the 2026 CORSA Convention will be held. It was agreed that NECC would host the track day only if a sufficient number of drivers register six weeks in advance of the date. Terry Stafford of the Long Island Corvair Association will continue to reach out Summit Point management to obtain track rental information and to lock in the date for us to run there.

**NECC at Pocono.** Pocono has penciled-in a date for NECC to rent Pocono's Southeast Course. Terry will continue to negotiate with Pocono's business office.

**NECC Financial Reports.** Treasurer Tom Ludwig distributed a statement showing revenues and expenses associated with each of the events held by NECC during 2025. Overall, NECC lost \$5,723.03 this year, all events combined. This was due to unusually-low driver registrations. But the club still has money in its accounts. NECC's balance in its TD Bank account is \$5,149.10 and the balance in its ClubReg account is \$2,269.34. Grand total: \$7,418.44.

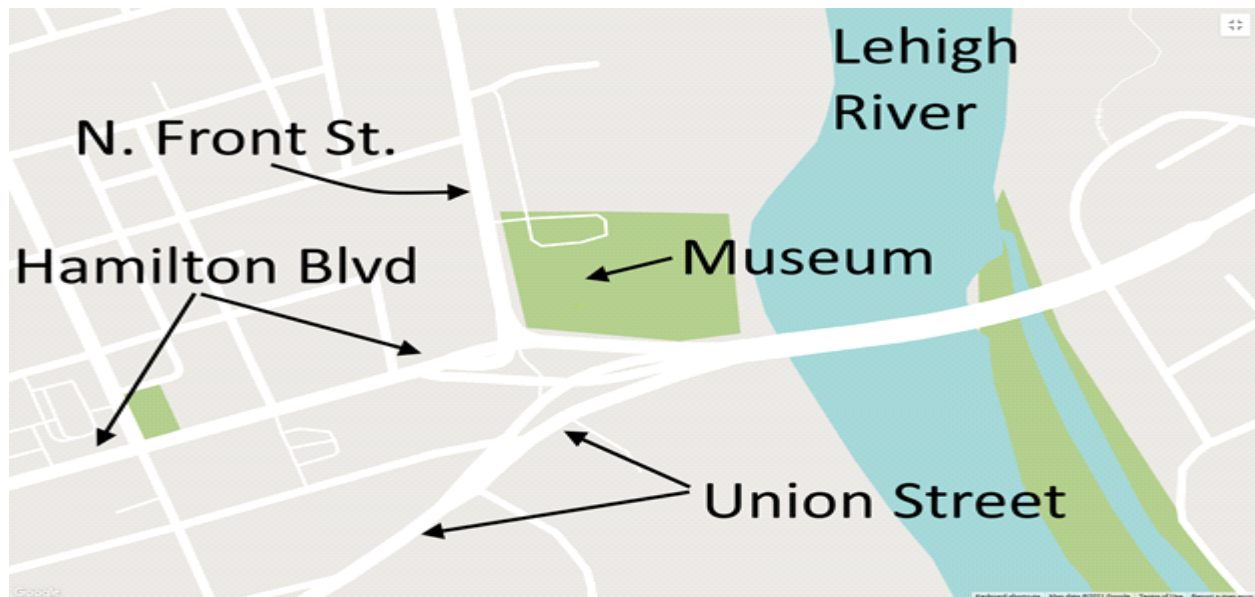


## ***Next Meeting. We Meet Here!***

Next Meeting Date: **Saturday January 17, 2026**

Place: America On Wheels Museum

5 North Front Street, Allentown, PA 18102



**Clark's**  
**Corvair Parts®**

**Clark's Corvair Parts®**

400 Mohawk Trail  
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2019-2025 CATALOG Now Available. Order a copy or view online at [www.corvair.com](http://www.corvair.com). Clark's provides door prize gifts at no cost to LVCC for Das Awkscht Fescht.

## ***LVCC Officers & Volunteers***

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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](mailto:halfmile@gmail.com)  
Contact Ryan to have your favorite Corvair photos posted on Instagram!