Newsletter of Lehigh Valley Corvair Club Inc.

the fifth wheel

JANUARY 2026 HTTP://WWW.CORVAIR.ORG/CHAPTERS/LVCC ESTABLISHED 1976

Inside this issue

Fun Fact!

2026 will be the 50th Anniversary of the Lehigh Valley Corvair Club! LVCC was formed when a group of local Corvair guys kept on bumping into each other at car shows in the Valley. They decided it would be good to form their own Corvair club where they could trade their experiences on a more regular basis. Dick Lehman hosted the first LVCC meeting on September 15, 1976 at his home in Bethlehem. Ed Hohe was our first President.

Next Membership Meeting:

Place: America on Wheels Museum

Date: Saturday January 17, 2026

Time: 10:00 AM to 11:30 AM

"Corvair Hot Air" by Dave Newell

Preface: In the October 2021 issue of "The Fifth Wheel", your editor included a picture of a 1961 Corvair sales brochure introducing a new type of heater with a real heat exchanger that would prevent engine fumes from ever reaching the passenger compartment.

According to the brochure, "The engine heat is utilized by an air heat exchanger to efficiently warm incoming outside air. The heated air is distributed through four rectangular air outlet nozzles in the passenger compartment. The heat exchanger core is filled with thin copper fins to effect a continuous heat transfer path."

What??? Did Chevrolet actually have plans to include a real heat exchanger - with thin copper fins, no less - in what later became known as the "Direct Air Heater"?

Well here, in the following article, we have the definitive answer - An article by renown Chevrolet historian David Newell.

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The optional 1961 Corvair "Direct Air" hot air perimeter heating system was designed in Chevrolet Engineering as a crash program to replace the 1960 gasoline-fired heater option in Corvair cars. The gas heater had to go, but was kept alive one more year for Corvair cars as a 1961 dealer installed accessory.

Designed jointly by Southwind and GM's Harrison Radiator Division, the gas heater could cut Corvair fuel economy by 5 mpg in constant operation. The heater worked well after initial bugs were fixed and produced almost instant heat, but lingering gasoline fumes continued to cause explosions in the trunk. Already challenged with defending their Corvair fuel economy advertising claims, Chevy's Sales Dept. was screaming for a different heating solution.

Thus, Chevrolet General Manager Ed Cole set up a Saturday emergency meeting at his home. Together with a few top engineers from Fisher Body, Harrison and from Chevrolet's HVAC and body design groups, Ed directed the air heater design on that day.

The drawings done at the meeting showed hot air from the bottom of the engine routed up to the heater box where it passed through a copper finned Harrison heat exchanger. The exchanger in turn released the heat into fresh air destined to be blown into the car's interior via ducts below the rear seat and through hoses inside the body's rocker panels. The volume of the air flow and its temperature could be independently regulated by the driver via air valves or shut off completely.

This new system wouldn't have been possible if the Corvair's body design hadn't allowed space for hoses in the rocker areas. Nor could it have worked if Chevy engineers hadn't already designed the engine's new-for-1961 damper door arrangement which controlled cooling air flow at its exit. These factors were indeed design serendipity amid chaos!

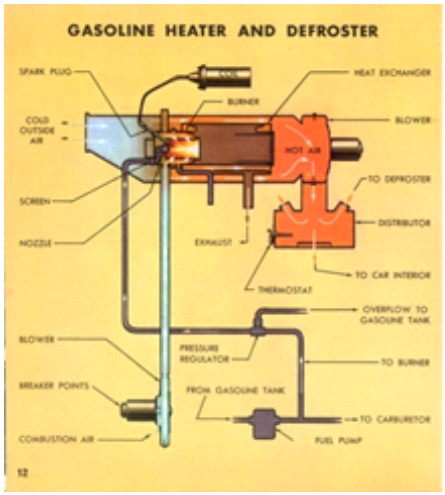
The new air heater had the same problem in Corvair test cars as VW had with its own heat exchanger design: very anemic heat output. The upcoming '61 Lakewoods and FCs would have been four wheeled Frigidaires in Buffalo winters. So Ed Cole ordered the removal of the heat exchanger despite warnings from some of his engineers about potential carbon monoxide entrance into the car's interior.

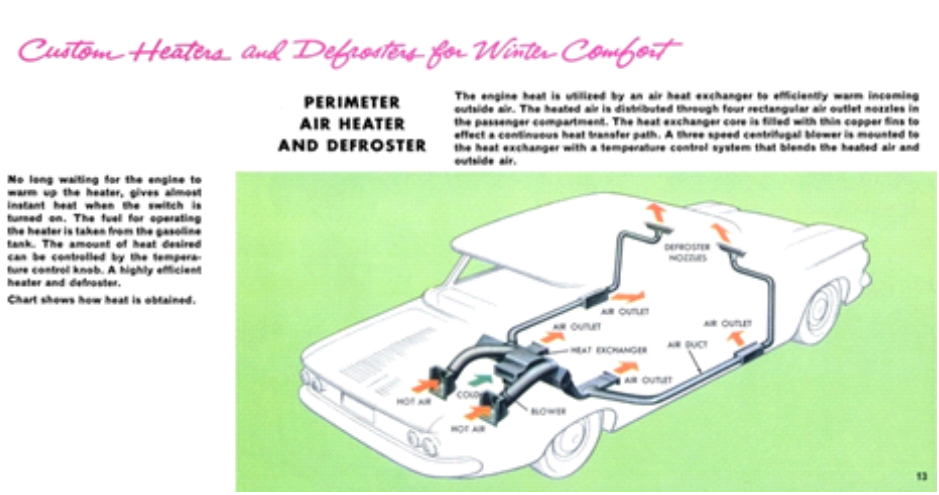
With the heat exchanger, the heater blower had to be located in the engine compartment on the firewall. Without it there was room for the blower to be mounted below the heater box itself, which now served as a mixing chamber for combining temperate engine compartment air and hot lower engine air. The temperate air was then given a boost up to the heater box by the engine's fan via a hole in the front of the top shroud and then through a short hose and duct.

The Corvair Direct Air Heater story had yet another twist. The hurried design of the heater and the ultra-late removal of its heat exchanger caused unrevised text to slip by and be published in the 1961 Corvair car consumer accessory brochure and in the '61 Chevy dealer accessory album.

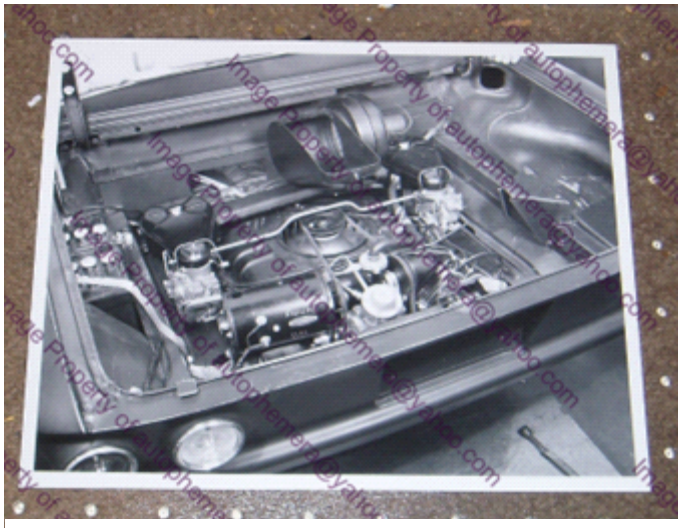
The air heater text in both of those publications merrily describes the operation of the HEAT EXCHANGER including its hundreds of copper fins! The embellished illustration of the heater's layout is correct for the production heater but one of the added callouts points to the air mixing chamber and dubs it the "Heat Exchanger".

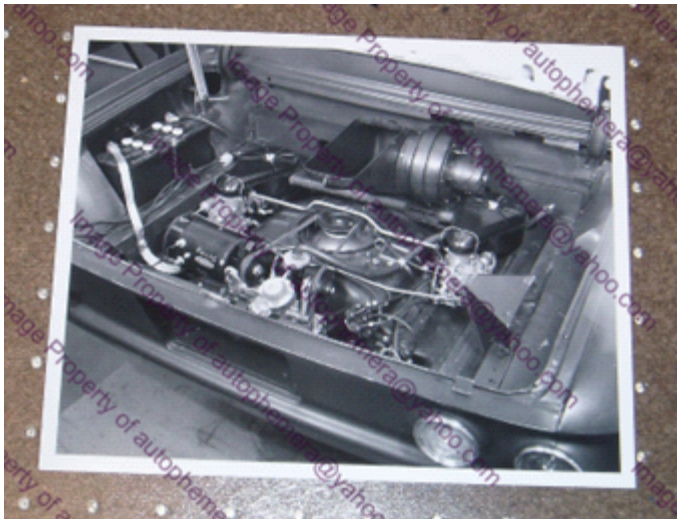
Neither 1961 publication was ever revised, but the 1962 editions have properly corrected text which doesn't mention a heat exchanger. The callout, though, stayed the same. None of this really mattered because the air heater was made standard equipment on all 1962 Corvair cars at the last minute. That move killed the air and gas heaters as dealer installed accessories for cars. Both heaters remained available as either factory or dealer installed for FCs through 1965 as they had been in 1961.



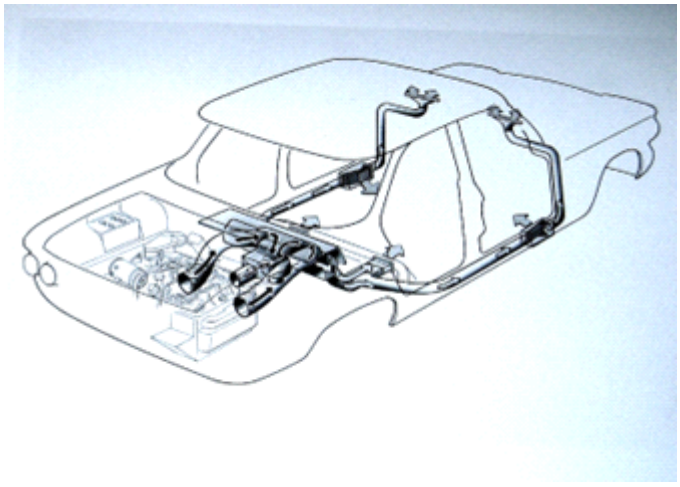


Left: Gasoline heater. Right: "The engine heat is utilized by an air heat exchanger to efficiently warm incoming outside air …. The heat exchanger core is filled with thin copper fins to affect a continuous heat transfer path."





Engine bay showing the fresh air intake and blower. The heat exchanger is hidden below the parcel shelf.



Left: 1962 Accessory album air heater page: Text is properly corrected but callout still reads "Heat Exchanger". Right: Embellished catalog art was based on this drawing done by Chevrolet Engineering.

LVCC Treasury Report
by Joan Lacki

Beginning Balance: (November 30, 2025) ….		**$2,269.03**
Receipts:		
Membership	$105.00	
		$105.00
Expenses:		
Newsletter (December)	-$10.60	
		-$10.60
Ending Balance: (December 31, 2025) ….		**$2,363.43**
New/Renewed Members:		
Motsney, Stephen/Margaret	$35.00	2 years
Kowalenko, Peter	$35.00	2 years
Levering, Philip/Joanne	$35.00	2 years
	$105.00	

Quickie Tech Tips from Central PA Corvair Club!

Source: January 2026 issue of The Four Wheel Independent, the newsletter of the Central Pennsylvania Corvair Club. Carol Trimper, Editor.

Better Back-Up Lights

You can dramatically increase the brightness of your back-up lights by changing the bulbs. Just pull out the stock #1156 bulbs and replace them with #1129 bulbs. The difference will be amazing. They will draw a little more current, but since that circuit has a 20 amp fuse, it will be ok. (Taken from the CPCC Newsletter January 2016.)

A Handy Tool

A handy tool to carry in your car is a dwarf deep offset 12-point flank drive 9/16" box wrench. It can be used to tighten the bolts on the fan idler and also the bolts under your generator or alternator.

Editor's Note: This particular kind of wrench is an "Snap-on 1/2-9/16" 12-Point SAE Flank Drive® 60° Deep Offset Box Wrench XO1618". "Flank Drive" is a Snap-on trademark.

Starter Solenoids Revisited (Click-Click-Click)
By Mike Dawson

Source: December 2025 issue of "VairCor", the official newsletter of the Heart of America Corvair Association. This article is one of several among "The Preventive Maintenance Series" posted on the HOACA website at www.hacoa.org

I recently completed rebuilding ten Corvair starters and began to test them. For testing I have a low mileage engine on the floor and I use a complete late model Powerglide wiring harness to ensure that the amp draw, voltage drop and mechanical functions all work properly through repeated cranking tests. The new starter drives, solenoids, and some of the small parts that get replaced, came from Clark's Corvair Parts and have been giving perfect service.

When I began testing this group of starters, several of the units would occasionally click but not crank the engine. I had run into that a couple of years ago and tried several different solenoids which finally cured the problem. This time I found that changing solenoids might lessen the frequency but did not completely eliminate the problem.

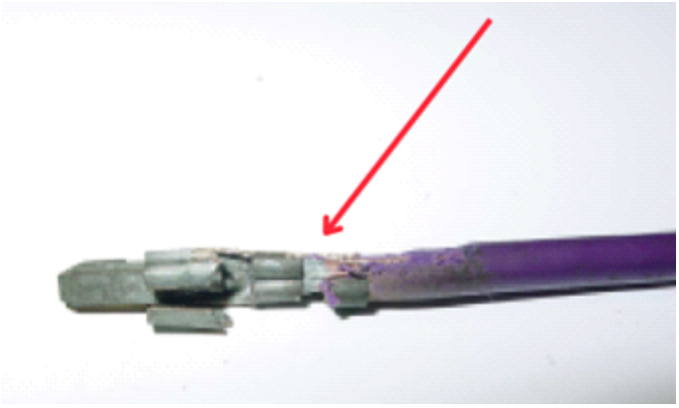
Voltage testing showed that the drive teeth were not engaging the ring gear but instead clicked against it, which in turn did not allow the starter motor to receive any current through the solenoid internal switch. A voltmeter found between 8-9 volts at the solenoid "S" terminal. If I jumped between the positive battery cable and the S terminal (remote starter), the starter would work every time. This pointed to a voltage drop between the battery, ignition switch and solenoid. An investigation of my wiring harness was in order.

The approximate length of the wiring needed to start a Corvair is 38'+ including both directions. It begins at the positive

battery post, travels to the ignition switch, turns around and travels back to the starter solenoid. An easily understood routing - however, during that routing the current has to pass through 10 push on connections, 2 switches and 15 crimp connections. There is only one soldered connection in the entire starting circuit.

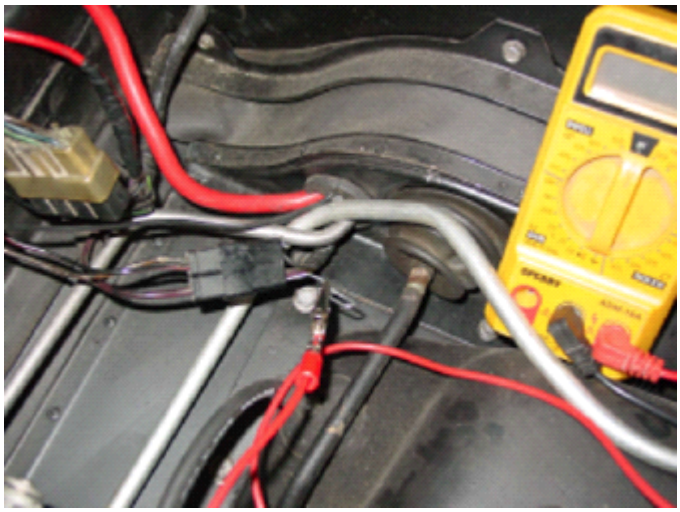
Our electrical system has been exposed for 60 years to humidity, road salt mist, and sometimes added crimp and twist connections done by others. I ended up cleaning and soldering numerous crimp connections, cleaning push connections and replacing the ignition switch.

After the wiring harness tune-up, a retest of clicking starters found the problem was solved. Pictured below is one example of the 19' long purple 12 AWG solenoid wire with a crimp connection turning green from corrosion and high resistance.



It was in a late model 12 pin connector behind the defroster duct. If you have a starter that has a noticeable click occasionally (or regularly), use a volt meter and a paper clip to check the supplied voltage at the two-wire starter harness in the forward left side of the engine compartment (purple wire).

The circuit has to be under a load to check so do not unplug that connector. Have an assistant turn the key while you watch the meter. If you see less than 9 volts with a click, you have found the cause. If you jump from the positive battery to the purple wire at this point you should find the solenoid works every time. The original GM solenoids were supposed to work with as little as 7.7 volts but all of the replacements I have used weigh less (fewer copper windings) and will not function at that low voltage.



Here is a list of the push connectors, switches, and battery cable parts that make up the cranking circuit. (None of them are located in the lower two tunnel pans).

1. Positive battery cable clamp to battery post
2. 10ga positive battery to frame connection on late model (screw in a plastic plug).
3. 12 wire connector left front of engine compartment.
4. 12 wire connector behind defroster duct late model or under dash early model.
5. Connector in to ignition switch.
6. Ignition switch.
7. Connector out of ignition switch.
8. Neutral safety switch connector in. Neutral safety switch.
9. Neutral safety switch connector out.
10. 12 wire connector under dash.
11. 2 wire connector in left front of engine compartment.
12. Connector at terminal on solenoid.

And there are 2 crimp connections at all of the push connec-

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.

tors and one at each side of the switches.

Last but very important, check the ground side of the system. Folks change parts, parts come loose and they corrode. With the drivetrain mounted in rubber, it has to be solidly connected to body and battery.

If you do determine that the harness voltage drop is the problem and you just want a dependable Corvair without additional time or wiring, you could utilize an early Ford type fender solenoid attached (or hidden) next to the battery or the two wire starter harness. They are $10-25, and can be purchased at any auto supply. A turn of the ignition switch sends full battery voltage directly to the starter solenoid "S" terminal, avoiding the electrical trip to the front of the car and back. The Ford solenoid only needs a fraction of the amps previously needed for starting.

Why Corvairs (or) Why Me?!
by Jerry McRorie

Source: This article appeared in the December issue of the Spyder Web, the official newsletter of the San Francisco Bay Area Corvair Association. They, in turn, reprinted it from the January 1968 issue of the CORSA Communique magazine. The original author was Jerry McRorie. Enjoy!

Mountain climbers can explain their urge to scale peaks with the explanation, "Because they're there." The man banging his head against the wall can explain his action, "I do it because it feels so good when I stop." But what earthly reason can the Corvair enthusiast give for driving his funny little rig?

Not having a degree in psychology, I will attempt to define this aberrant behavior as best I can from examining my own experiences with Corvairs. I suspect there are at least three reasons I drive, repair and curse Corvairs:

1. I enjoy the excitement of never knowing if I will reach my destination.
2. I must have made a "vow of poverty" that I don't recall ever verbalizing, but I seem to enjoy spending enough money to own a Mercedes 450 SEL on keeping just a few Corvairs running at times.
3. You meet the nicest people with Corvairs.

Just a few examples ~ When Becky and I met six years ago, I was driving a '67 Monza coupe with an automatic. I bought it from a co-worker for $300 and it was a pretty decent little car.

I decided it deserved a better look than rusted and dented doors and torn original upholstery. So I went to my neighborhood auto recycler looking for some straight doors. I found them on a coupe of the same tan and cream color. They didn't even need repainting! The yard wanted $50 each for the doors but, for another $50, I could have what was left of the car. All it was missing was the starter, the rear window, the gas tank and a battery. Such a deal for $150.

I snapped it up and within two hours my eldest son and I had managed to put some wheels on it and by pushing it up and down the road in front of the junk yard (of course it was another automatic) we got it running. Gas was being pumped from a one-gallon gas can precariously lodged where the battery belonged.

I had only to drive it about 10 miles to its final resting place at my house. I had plotted a route that kept to back roads except for one mile where I had to take a freeway across a river. As I merged onto the freeway, I noticed the car right beside me had a big star on the door. The patrolman waved me to the side of the road.

A few pumps of the brake pedal and I was stopped. I left the motor running and hoped there was no reason he would ask me to shut it off.

I waved the bill of sale and pointed out that the car was a match for the one my son was driving and I had purchased it for parts. He was sympathetic enough to issue a ticket only for not having a license on it.

Although the guy at the auto recyclers had insisted the engine and transmission were good, when I ran out of gas a few miles further down the road and we raised the hood, all we could see was oil sprayed everywhere. A trip to the gas station for another gallon of gas and two quarts of oil, a push for a quarter of a mile and we made it home without incident.

Months later, after much tinkering with the engine, my eldest and I completely rebuilt the engine and found the reason it was blowing oil all over. While sitting in the junk yard with the wheels off, the breather tube had plugged with mud!

Well, my Monza ran better than ever with a new engine. While I was replacing the engine, I opted for a transmission rebuild which included a lifetime guarantee at a cost of just over $500.

By now I had about $500 in parts for the engine rebuild, $150 for a parts car, $500 for a transmission. So the car ran pretty good, but it needed a decent stereo to drown out lifter rattle and occasional octane ping. There went another $300. Radial tires were bought on sale for $200.

It was time to do something about the appearance. A nice paint job and re- chromed bumpers for $550 seemed like a

good investment and another $500 finished the entire insides with a combination of brown vinyl and crushed velour.

The Monza was definitely getting there, but shocks and a brake job, including turning those drums that were turnable and replacing those that weren't, added around $200 more. All told, that put the car at about $2,900 and still seemed like a pretty good deal.

So I went to Becky's to pick her up to go talk to a minister about performing a little ceremony for the two of us. But my nice car didn't want to run. Fuel was getting past the fuel pump, but not through one of the carbs. No time to overhaul a carb, so I grabbed a big 4-barrel off another 110 engine and bolted it on.

It started right up and ran great!

At Becky's house, however, it flooded, then backfired. Since the air cleaner had fit under the hood of the late model but wouldn't fit under the early model, a great sheet of flame followed the explosion. To further complicate matters, a section of hose used to put all that plumbing together slipped off the gas line and we rolled down the hill in front of the house belching flames through the louvers of the hood and trailing a stream of burning gas behind us.

A block away we bailed out and ran.

The fire department got everything under control shortly, but the heat had warped the hood so it no longer closed and did a little more damage to wiring and paint. Insurance took care of all but $200 of the cost.

Still before the wedding date, another fire in the same car in the same driveway.

This time it was the cable to the battery that had cut through where there was no grommet at the firewall. No real damage this time, but Becky was getting a bit nervous about the car.

The solution was to buy a very ordinary '77 Buick for her and keep the good stuff for myself.

She was riding with me on the dark night when, totally without warning, the engine stopped, the lights went out and the car filled with a very unpleasant smoke.

This time it was a matter of the wire to the cigarette lighter dropping off and shorting out. I guess it is one of the few wires that isn't fused. A new wire harness took care of that problem.

We finally found out how to keep "Old Flammable" from burning. One afternoon we were using her to launch our small sailboat at our next-door boat ramp.

The tide was way out and the ramp was slippery. I blocked the wheel with a piece of driftwood before engaging in sliding the boat off its trailer.
Standing in the water beside the boat, I told Becky to drive the trailer and car up the ramp. She put the lever in drive and put the gas to it. The wheels spun and the car slid sideways. Wheels still spinning forward, the car skidded down the slime-covered ramp and disappeared in the salty bay.

A friend with a four-wheel drive truck was called and we wrapped a cable around my newly re-chromed bumper and pulled the car from the bottom.

Not wanting to upset my wife any more (or my insurance agent, either), I cleaned the car up, flushed the lifetime guaranteed transmission a couple of times, replaced the alternator and several taillight sockets and being completely honest with the new owner, sold her for $800.

I was going to give examples of meeting the nicest people, like a trip to Europe planned around friends we made through writing to CORSA members whose names we found in the directory.

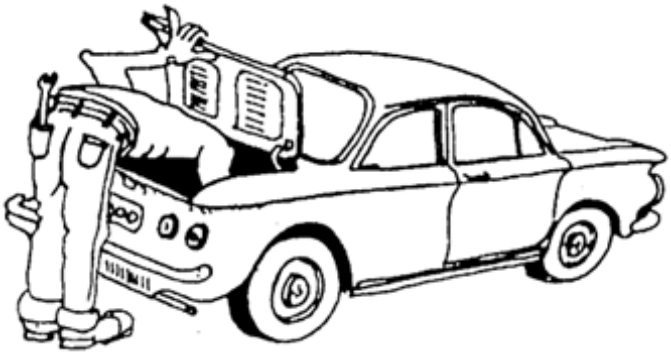
Imagine a look at Big Ben from a '68 Convertible and then helping its Bobby owner roll-start it in heavy traffic in downtown London. And I might have mentioned the great people at the Seattle convention who helped us out when our "just-completely-rebuilt" 64 Spyder Convertible decided to lose a valve seat on the Mount Rainier rally.

We had the honor of being the only car brought back on a trailer.

But these stories will have to wait for another time.

Would we get rid of our Corvairs?

Well, Becky won't drive them anymore, but she loves both the '65 Corsa convertible and the Spyder too much to part with either of them. And we just bought a very tired Rampside. Now we have to decide whether to restore it, make it into a 'shorty' or put on a stake bed.



LVCC Calendar of Events

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

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

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.

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.

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/

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



Contact Larry Asheuer if interested in any of the following offers. 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.

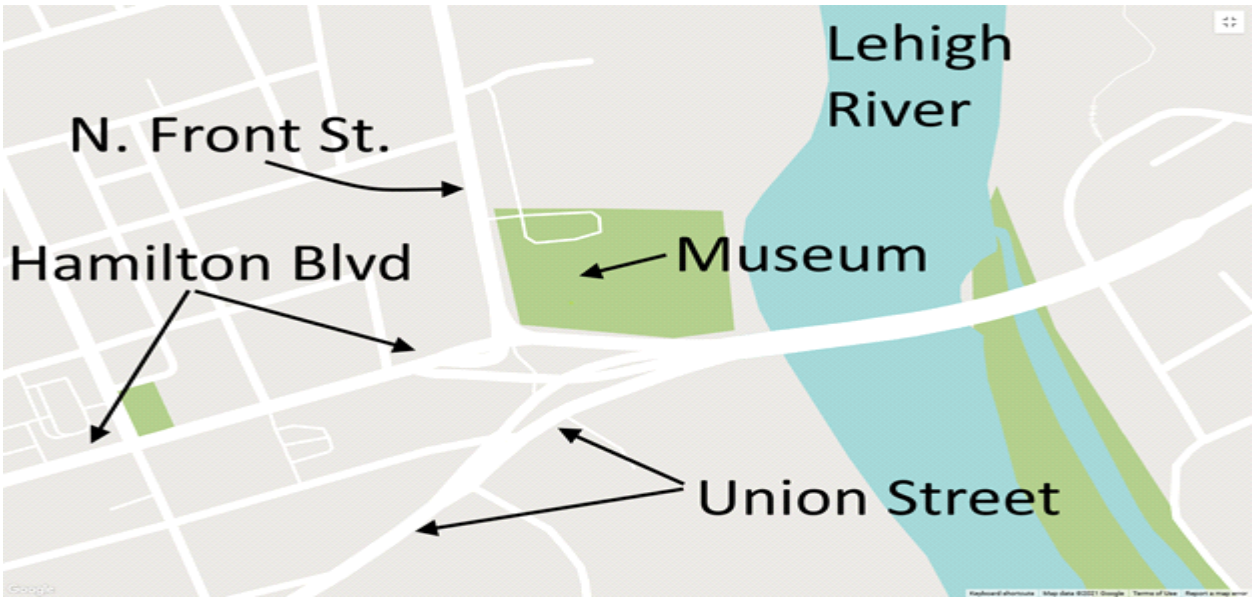
A&L Corvair Parts: New Parts: Brakes hoses, air filters, oil filters, tune-up parts, brake shoes, shocks, tail light lenses, gaskets, plugs, cables, choke pull offs, and much much more. Used Parts: Too many to list. Contact Larry Asheuer for pricing. Phone (267) 994-1569 or email: a-lcorvair@msn.com

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, Perkasie, PA.

Next Meeting. We Meet Here!

Next Meeting Date: ***Saturday January 17, 2026***
Place: America On Wheels Museum
5 North Front Street, Allentown, PA 18102



LVCC Officers & Volunteers

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LVCC's Instagram Account, 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!