



the fifth wheel

APRIL 2026

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

1976 - 2026 IT'S OUR 50th ANNIVERSARY!

Inside this issue	
The "Fedora" Factor by Eva McGuire	2
LVCC Swap Meet Flyer Saturday April 18th	3
LVCC Meeting Minutes by Greg Dittrich	4
LVCC Treasury Report by Joan Lacki	5
Corvair Powerglide by Bob Helt	5
LVCC Classified Ads Buy & Sell	7
Calendar of Local Events for Car People	8
Care for Your Corvair or Else! Photos by Pete Pesaresi	9
America on Wheels Museum Map to Our Meeting Location	10
Contact Information for LVCC Officers and Volunteers	10

NOW! A FANTASTIC OFFER FROM STAUB CHEVROLET

FREE!

***GASOLINE FOR 6 MONTHS WITH THE PURCHASE OF ANY 1960 CORVAIR—2 OR 4-DOOR MODEL! NO INCREASE IN PRICE!**

IMAGINE . . .
No Gas Bills for 6 Months!

Here's a once-in-a-lifetime offer you can't afford to pass up! Staub Chevrolet will sell you a brand new 1960 Corvair . . . make you the famous low-overhead money saving deal . . . give you a generous trade allowance on your present car—and after they've done all of this, they'll give you a six months' supply of gasoline . . . FREE!

Think of it! You pay not one cent more (all factory prices are the same by law) for your Corvair—but you get an average six months supply of Gasoline FREE! Only Staub Chevrolet with their low-overhead operation does make you this offer!

Don't miss it . . . step in today! But don't wait, this offer is for a limited time only.

Get top deal on your new Corvair . . . and get a six months' supply of gasoline FREE at Staub Chevrolet, New Oxford!

***GAS FOR 6 MONTHS OR 300 GALLONS**

NEW CORVAIRS FOR IMMEDIATE DELIVERY!

As Low As
\$2109⁵⁰
Full Price Delivered

Or Only
\$1150
WEEK
With Normal Down Payment

Next LVCC Event: Swap Meet

Place: Egerton's Farm
Date: Saturday April 18
Time: 9 AM to 3 PM
See enclosed flyer!

Next Membership Meeting:

Place: America on Wheels Museum
Date: Saturday May 16, 2026
Time: 10:00 AM to 11:30 AM
See enclosed directions!

The "Fedora" Factor ... by Eva McGuire

Source: February 2026 edition of Vair Views, the official publication of the Show Me Corvair Club. Reprinted here by permission of Eva "Corvair Lady" McGuire, Corvair Historian/Creator, Meet the Makers of the Chevrolet Corvair.

Back in the day of creating our classic cars, design stylists had to include the "Fedora Factor" when fashioning interiors of vehicles...including Corvairs. That's why there's so much head room in our air-cooled wonders.

Former GM Assistant Chief Designer and good friend, Paul Deesen, shared with me how they had to make sure there was enough height room in the interior to accommodate (mainly) men's hats, i.e. fedoras. Paul is credited for the facelift of the 1961 Corvair, had design input on the 1962 Corvair, created a wheel cover for the 1961 Corvair and emblems on the early models, designed the side of the 1962 Monza GT concept car, and even owned a Corvair Monza coupe at one time. He noted that's why early Corvettes (which Paul also worked on) had higher roof lines because of the "Fedora Factor."

Although the ladies also wore more hats back in those days; it was mainly the men's ability to have enough head room that designers were focused on. The average height of a man back in 1960 was around 5'8" tall. Even Bill Mitchell, GM Head of Design, who oversaw the Corvair project, wore a fedora (see photo below).

Fedora hats were popular from the 1920's into the mid 1950's but fashions began to change into the 1960's. Designs for Corvairs were created starting from the early 1950's until the mid 1960's. Nowadays, forget the fedora factor; you have to sometimes duck just to get your head inside because some modern cars are made so much lower. What goes around comes around?

Interestingly, in recent years, the fedora hat has made a come-back in fashion. Will designers have to consider a "Fedora Factor" in newer vehicles? Who knows? One thing I have noticed in later years (after Corvairs were already made) is noticing some guys who don't have enough "leg

(Continued on page 4)



Lehigh Valley Corvair Club

All-Corvair Swap Meet

Saturday, April 18, 2026

9 AM – 3 PM

Rain or Shine

at the Egerton Farm

2510 Community Drive, Bath, PA 18014

Free for sellers *Free admission*
Free for buyers *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 table, tarps or canopies
Buyers, bring cash!

Visit us on Facebook



(Continued from page 2)

room" in their Corvaire. Average height for men grew from 5'8" in the 1960's to 5'10" in later years. Those particular guys had to put "seat extenders/relocation brackets" in their Corvaire to move factory seats further back.

Next time you sit in your Corvaire or go to a classic car show, think about "The Fedora Factor." How times have changed... When I see these old photos of guys in fedora hats (and trench coats), they look like FBI or CIA agents, don't they?



LVCC Meeting Minutes Saturday, March 21, 2026

The meeting was called to order at 10:00 AM.

We had 16 members in attendance. They were Edwin Buitter, Ryan Cengeri, Ken Cush, Greg Dittrich, William A. Dittrich, William D. Dittrich, John Egerton, Wes Heiss, Bob King, Allan Lacki, Bob Marlow, Scott Oberholzer, Paul Pagoda, Peter Pesaresi, Dave Smullen, and Ken Cush.

Membership stands at 60.

Old Business

The minutes from the February 14, 2026 meeting were approved based on a motion by John Egerton and seconded by Edwin Buitter.

The Treasurers Report – February 's ending balance was \$2,498.20. After a motion by Greg Dittrich and seconded by Ryan Cengeri, the report was approved.

NJACE Corvaire Parts Auction was held on Saturday, February 21, 2026. A number of members attended. As always, a fun event!

New Business

Swap Meet: Volunteers were recruited to bring food and supplies to LVCC's All-Corvaire Swap Meet which is coming up on April 18.

50th Anniversary Celebration: Al Lacki suggested that we could hold LVCC's 50th anniversary celebration inside the America on Wheels museum. This would have the advantage of being indoors in an air-conditioned facility.

Ryan Cengeri volunteered to follow-up on this idea with Monica Ziobro, the museum manager. We would need her approval to either bring in food or a caterer for the event. Other possibilities, such as having the celebration at Das Awkscht Fescht or Bob Weidman's farmette, remain on the table.

Bob King suggested that, if we want to have a catered affair, Weiss market would be a good choice. They have an extensive catering brochure and their prices are reasonable.

Above all, the date for the celebration must not interfere with the CORSA Convention or Das Awkscht Fescht – assuming we have the celebration someplace else.

50th Anniversary T-Shirts: Edwin Buitter and Ryan Cengeri continue to work on graphics for the T-shirts.

Discussion:

Peter Pesaresi mentioned that Harry's U Pull It in Hazleton, PA has four Corvaire in its yard – a 62/3 Spyder, 67, 65 Coupe and 66 Monza Coupe. Peter investigated and found them to be rather rough and picked over.

Wes Heiss shared his skills with digital printing by creating custom phone holders with magnetic chargers that replace the ash tray on an early model. For late models, it fits within the ashtray location. He's refining the design and will make these available for sale. Well done, Wes!

Wes also inquired on the tool required for replacing the rear wheel bearings on an early model. A brief discussion followed.

Peter Pesaresi discussed the new electric BEZ car (bezcar.com) as it is being produced in Emmaus. It's intended for on-site transportation such as airports, planned communities, etc.

Ryan Cengeri said today's Leigh Valley Car Show will have an outdoor show plus a competitive tire changing event.

Edwin Buitter shared that he is actively searching for a garage to rent for his 1966 Turbo Coupe. If you are aware of one,

please let him know!

Bob King displayed his remote mirror and shared his problem with identifying the “proper” inside location for the control.

Greg Dittrich mentioned that APS Powder Coating in Wind Gap has done a great job on his 1961 engine parts, better than new!

On a motion by Peter and seconded by Wes, the meeting was adjourned at 11.04 AM.

Next Meeting:

It was agreed that our Swap Meet on April 18 will be in lieu of our usual April meeting. Our next formal meeting will be in May.

Respectfully submitted by Greg Dittrich.

LVCC Treasury Report by Joan Lacki

Beginning Balance: (February 28, 2026)		\$ 2,498.20
Receipts:		
Membership	\$0.00	
		\$0.00
Expenses:		
Newsletter (March)	-\$14.63	
CORSA Annual Fee	-\$35.00	
		-\$49.63
Ending Balance: (March 30, 2026)		\$ 2,448.57
New/Renewed Members:		
None this month		\$0.00
		\$0.00



Corvair Powerglide Transmission, by the late Bob Helt

Strange as it may seem, the Corvair Powerglide transmission was patterned after the Model T Ford (1908-1928) transmission. Both of these transmissions used a sun and planetary gear set that provided two speeds forward and one reverse. The main difference being of course that the Corvair tranny included automatic shifting between the two forward gears, with the addition of a torque converter that multiplied the low-speed engine torque. In addition, of course, the Corvair Powerglide was simply a slightly smaller version of the Chevrolet big-car Powerglide that had been in production for many years, and was fully developed from Proving Grounds testing and customer experiences. Thus it was that the Corvair Powerglide was an exceptionally rugged transmission that incorporated many of the worst-case fixes made necessary by Chevrolet’s prior experiences.

For example, the Powerglide was designed to be capable of withstanding without failure 100 WOT low-to-reverse shifts on dry pavement. This was to ensure the ability to accept possible customer abuse. (Frank Winchell said that this test was the result of actual driving responses by the public). Of course not every transmission was tested this way. But periodically a production unit would be so tested to ensure that this criterion was still being met.

The bell housing surrounding the torque converter allowed cooling air to be sucked in thru an opening and swirled around the converter prior to being exited from the housing. This effectually cooled the converter and the lubricating oil within. While fairly effective for normal driving, the oil was prone to running at high temperatures when the converter was maximizing the torque multiplication at high ambient outside temperatures. This led to factory recommendations of frequent transmission oil changes.

The torque converter was capable of multiplying the torque a maximum of 2.4 times (later 2.6). This, coupled with the low gear ratio of 1.82:1 gave an effective low speed gearing of 4.36 with the 3.55:1 rear axle ratio. With the brakes firmly set and the transmission in low gear, the 80 HP engine speed was limited to 1600 rpm at WOT. This was called the stall speed. Although there is no official documentation known, it is believed that later engines were allowed a higher stall speed to more nearly match their torque characteristics.

Although a high- speed lockup was considered (all current production vehicles use a lockup), it was never used on the Powerglides. As a result there was always some slight slippage in the converter even at a steady cruising speed. Maximum coupling was about 94% at 100 Lb-ft torque.

One nice feature, not commonly provided now was the ability to push-start a dead engine because of the included rear oil pump in the transmission. Although, there were slight changes made nearly each year, there are really two different versions of the Corvair Powerglide. One designed for the 140/145 CID engines with their torque capabilities and a second version designed to handle the greater torque available from the 164 CID engines.

This second version transmission used much higher internal oil pressures to counter this increased engine torque. While this later version Powerglide may be installed and used with the smaller engines, it is not recommended that the earlier version ever be mounted to a LM engine because of the lower internal pressures that might allow slipping and loss of power under some circumstances.

There was also a modification to this second version Powerglide that was used for the 140 HP, four carburetor engines, (Powerglide was never available with the turbocharger engines.) This modification effectively raised the shift points to more nearly match the increased speed of the engine.

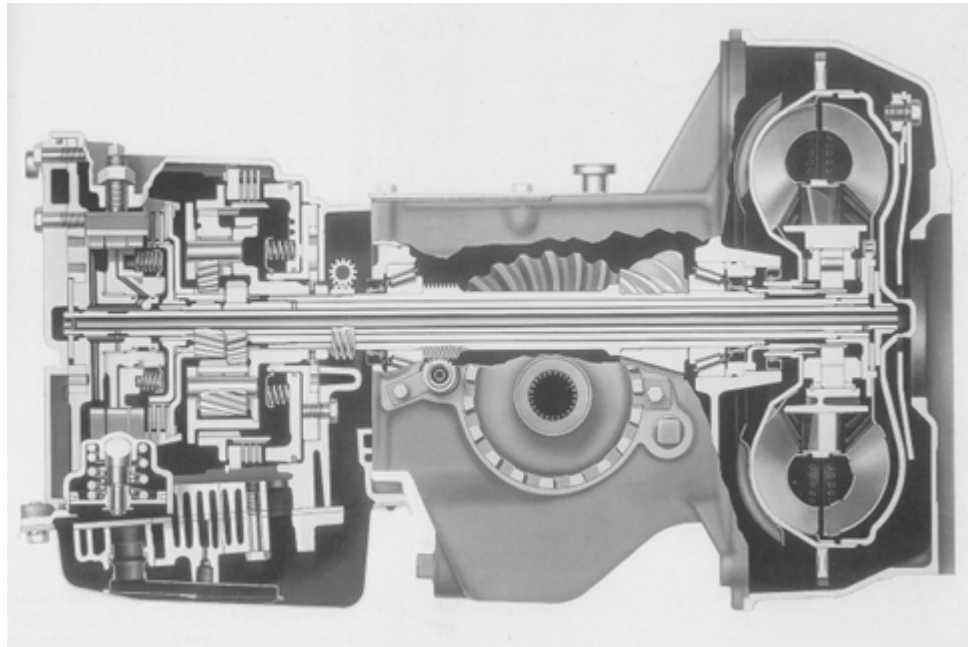
One might wonder if there were ever any hidden defects or operational problems discovered in the Corvair Powerglides. We can't think of any but there were a few common failures due to age and wear. These follow. After standing unused for several days, the transmission oil would tend to drain from the converter and settle in the pan. This raised the fluid level to the point that it would leak from a worn or damaged control cable where it entered the transmission, leaving big oil spots under the vehicle. The fix was to replace this cable or tightly wrap the leaking portion of the cable with an oil-tight covering (available from vendors).

Another possible problem is the diaphragm failure in the modulator allow-

ing transmission oil to be sucked into the engine via the vacuum hose connection. This can be checked by pulling the short coupler hose from the balance tube and looking for a wet condition (i.e., ATF fluid there). This fix was to simply replace the faulty modulator.

In addition, a faulty modulator possibly allowed some uncontrolled shifts that could have broken the e-clip within the valve body. This required the valve body to be removed and a new e-clip to be installed. The broken or lost e-clip resulted in erratic shifting.

Failure of the front oil seal in the differential would allow transmission oil to enter the differential and mix with the differential lube causing excessive wear on the ring and pinion within. This was an infrequent problem luckily. And lastly, the already mentioned factory recommendations to make frequent transmission oil changes due to deterioration of the ATF.



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.



LVCC Classified Ads

For Sale: 100\$ Excellent condition 60-69 bumper tow hitch with 1-5/8 ball. Trades considered restoring; I'm restoring a 1965 Turbo Convertible blue interior. Phone: (610) 452-2873 Email: kcorvair@ptd.net Bob King Lehigh Pa.



For Sale: SealSkin Car Cover for Corvair. Paul Pagoda writes, I purchased the cover from SealSkin in June of 2024 for \$144. It fit my 1964 Corvair Monza perfectly, like a second skin. At some point this past fall a squirrel chewed a whole in the bottom end of the cover. I patched the whole with a piece of plastic tarp. Other than that the cover really is as good as new. Asking \$80. Seller: Paul Pagoda. (610) 883-1469. ppagoda1948@gmail.com

For Sale: 1965 Corvair Monza Convertible. 110 / Powerglide. Evening Orchid with white interior. 61,000 miles. Meticulously maintained by LVCC Member Fred Scherzer. Asking \$18,000. Contact: Jeff Scherzer (Fred's son). (484) 948-5140 or jscherzer02@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: 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.

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.

LVCC Calendar of Events



Sunday April 12, 2026. Keswick Village Car & Music Festival.

Location: Keswick Village, 125 N. Keswick Ave, Glenside, Pennsylvania 19038. Rain date: April 19. Time: 3PM to 7PM. Price: \$20 per show car. All vehicles welcome. An afternoon showcase of classic and custom cars, paired with live music, local vendors, food trucks, and a strong community turnout in the heart of Keswick Village. About Keswick Village <https://keswickvillage.org>. Email: gianninid@comcast.net

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.

Wednesday through Sunday, April 22 to April 26, 2026. Spring Carlisle.

Location: Carlisle Fairgrounds. 1000 Bryn Mawr Rd, Carlisle, PA 17013. Time: 7 AM to 6 PM each day except Sunday, which ends at Noon. One of the world's largest automotive flea markets 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. Admission: Daily Price: \$13* (Sunday is FREE), Kids 12 and under are FREE (*Online tickets discounted.) Visit CarlisleTickets.com for all ticket options. Contact Info: Phone: (717) - 243 – 7855. Email: info@carlisleevents.com

Saturday May 2, 2026. Blue Mountain Classics 42nd Annual Car Show.

Location: Bicentennial Park West, 5351 Park West Lane, Bethlehem, PA. (Use Colony Drive entrance). Rain date Sunday May 3. Time: 9 Am to 3 PM. Day of show price: \$15 per show vehicle. Any year vehicle welcome. Awards at 3 PM for top 15 cars. Door prizes, tricky tray, food trucks for breakfast & lunch, Oldies DJ, 50/50 drawing. Phone: Donna Tully at (610) 625-0851. www.bluemountainclassics.com

Saturday May 2, 2026 – Cars for a Cause Car Show

Location: 221 N. Sherman Street, Willkes-Barre, PA 18702. Time: 11 AM to 4 PM. Rain date: May 16. Price: \$15 per show car. Food, drinks, music, 50/50, free giveaways. Proceeds donated to Luzerne Intermediate Unit to benefit students with special needs. (570) 822-2390.

Saturday May 2, 2026 - Hot Dogs & Hot Rods Car Show

Location: 100 Cabela Dr, Hamburg, PA 19526-8777. Time: 9 AM to 2 PM. Open to all makes and models - - Rain date May 3rd. Just for fun show. Join us for a fun day of appreciating cars of all ages, makes and models. There will be a 50/50 drawing, Scouts to support, food trucks for some awesome treats and a DJ rocking some tunes.

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.

Friday May 15 & Saturday May 16. Carlisle Import & Performance Nationals

Location: Carlisle Fairgrounds, 1000 Bryn Mawr Rd, Carlisle PA 17013. Time: 7 AM to 6 PM both days. Admission: \$12 each day. Kids under 12 free. 2,000+ vehicles on the show field including imports, domestics, kit cars, motorcycles, trucks, and high-performance machines. Flea market, car corral, autocross, drifting. Daily admission price: \$12* , Kids 12 and under are FREE. Visit CarlisleTickets.com for all ticket options. Phone: (717) 243 7855. Email: info@carlisleevents.com

Sunday June 7, 2026. 47th Annual General Motors on Display Show.

Location: Macungie Memorial Park, Rt 100, Macungie, PA. Time: 9 AM to 3 PM. Rain or shine. Day of Show Price: \$20 per show car. The show is open to any vehicle that has been or is made by GM. Cars will be parked in the order they arrive. No judging. Flea market. DJ. Food: Coffee, donuts, hot breakfast. Hot & cold lunch items will be served after 11 AM. For more information, contact Tom Wright. Phone (610) 587-3468. Email: tommyjw22@yahoo.com. Pre-Register online at www.kscpoci.org and save \$5!

Care for Your Corvair.... Or Else!



In one of our recent meetings, there was mention of Corvairs resting in a nearby “salvage yard”, so Peter Pesaresi visited the premises with his camera to investigate! The location is Harry’s U Pull It in Hazleton, PA. There, Peter found four Corvairs – a 62, 65, 66, and a 67. As you can see from the photos, the remains have been picked over quite thoroughly.

After so many years, it’s surprising to see *any* Corvairs in a salvage yard (except for the Corvair Ranch outside Gettysburg). Most of the carcasses were sent to the crusher decades ago.

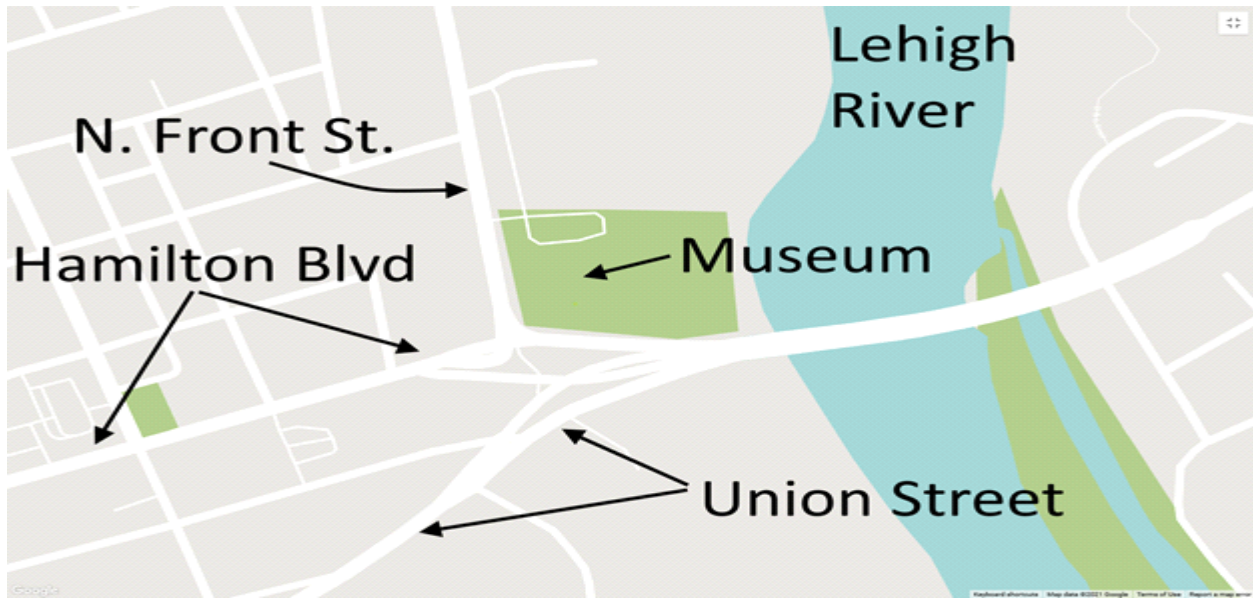
If you look closely at the photos, you can see several newer vehicles including a couple of Ford Explorers and a Buick Rendezvous in the background. That’s more like it!

Next LVCC Meeting. We Meet Here!

Next Meeting Date: **Saturday May 16, 2026**

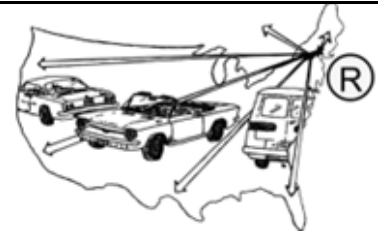
Place: America On Wheels Museum, 5 North Front Street, Allentown, PA 18102

But don't forget our Swap Meet at Egerton's Farm, on April 18! 'See you there!



Clark's
Corvair Parts®

Clark's Corvair Parts®
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Shelburne Falls, MA 01370
(413) 625-9776
www.corvair.com



2019-2025 CATALOG Now Available. Order a copy or view online at 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
Contact Ryan to have your favorite Corvair photos posted on Instagram!