



the fifth wheel

MAY 2026

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

1976 - 2026 IT'S OUR 50th ANNIVERSARY!

Inside this issue	
All-Corvair Swap Meet Review	2
LVCC Meeting Minutes for April (NOT)!	2
The Right Sound by Larry Claypool	2
Swap Meet Photo Gallery	3
The Wrong Sound by Bob Marlow	5
LVCC Treasury Report by Joan Lacki	6
LVCC Classified Ads Buy & Sell	7
Calendar of Local Events for Car People	8
America on Wheels Museum Map to Our Meeting Location	10
Contact Information for LVCC Officers and Volunteers	10

PUT A TIGER IN YOUR TANK!



High-energy Esso Extra gasoline gives you

- 1) Cleaning power
- 2) Firing power
- 3) Octane power

For smooth performance and a strong exciting response when you hit the accelerator.

Get more fun out of driving with a Tiger in your tank!

HAPPY MOTORING!

HUMBLE
OIL & REFINING COMPANY

AMERICAN ISOLATION & REFINING COMPANY

MEMBERS OF ESSO PRODUCTS



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 All-Corvair Swap Meet Review

A perfect Spring day for the annual LVCC All-Corvair Swap Meet on Saturday, April 18. Thanks to all who came to sell, to buy, to browse or just share a day with friends!

Great turnout with perfect weather. Lots of Corvair parts bought and sold. Joan's kitchen did a jumping business, too!

The swap meet drew quite a crowd, with members from the Lehigh Valley Corvair Club, NJ Association of Corvair Enthusiasts, Philadelphia Corvair Association and the Detroit Area Corvair Club buying and selling Corvair stuff throughout the day.

Buyers walked away with all kinds of parts including exhaust headers, mag wheels and even body parts! (Corvair body parts that is....)

Special thanks go to LVCC's band of volunteers: John Egerton, who hosted the event at his farm in Bath, PA; Ryan Cengeri who purchased donuts, burgers, hot dogs and buns for the kitchen; Greg Dittrich who brought cases of cold soda and bags of ice; and Bob King who lent his non-stop 40-cup coffee maker!

And of course, Joan Lacki, who brought all the fixins' for the make-shift kitchen and who worked the grill, cashbox and 50/50 all day long.

LVCC Meeting Minutes April 2026

No meeting minutes for April. We had the Swap Meet instead! But we'll be back at the America on Wheels Museum on Saturday, May 16 for our next official meeting.

The Right Sound by Larry Claypool

Source: *The Airhorn, the newsletter of the Chicagoland Corvair Enthusiasts. Printed by permission.*

Around third grade, my mother thought I'd be amused if we attached a baseball card to the fork of my bike, so it made noise as the wheel spokes hit it. Not quite an engine sound, but a sound that got louder as I went faster. Indeed, I was amused. This seeming innocent addition to my 'wheels' would have lifelong consequences...



My earliest recollection of distinct *engine* sounds was perhaps a year later when my folks took me to the now long-gone O'Hare Speedway in Shiller Park, just south of O'Hare airport. The local roundy-round boys duked it out on the quarter-mile oval without any pretense of a muffler and were *loud*, like nothing I'd heard before. How cool was that!!!?

On my young path to gearheadom, I eventually acquired an old lawnmower that lent its horizontal shaft one lugner to a contraption I named the Charge Barge. It was basically a well-used Radio Flyer wagon that I mounted said engine, a standard 12-volt car generator and regulator I acquired from an abandoned clunker near the railroad tracks, with requisite belt and pulley to make a portable charging unit.

The little hot dog style muffler simply had to go for something that sounded, well, *louder*. Poking around the dumpster at the local gas station, I surmised that an oil filter looked kinda like a muffler but was bigger, so it must be better. I grabbed a couple of discarded spin-on filters, hoping one of them was the same thread as the exhaust port on the engine. As luck would have it, one of them fit the piece of 3/4" pipe that I lifted from dad's box of plumbing parts and screwed it easily onto the engine.

My filter-turned-muffler looked impressive but turned out to have a couple of initial issues. First off, since the inlet/outlet of the filter are roughly in the same place, as soon as I started the engine the old oil in the filter element spewed out, pointed squarely back at my once-shiny Briggs. Then, while revving the engine up to assess its sound quality, it began to smoke—a *lot*. The hot exhaust began to cook the oil and filter media, creating a blue cloud that soon engulfed the immediate neighborhood.

(Continued on page 4)

Swap Meet Photos





A different twist: Oil filter as gun silencer! It's illegal...

Undaunted, I kept it wide open, figured it would stop smoking, which it did eventually, thankfully before anybody called the fire department. The jury is still out on whether it sounded any better than the little OEM hot dog muffler, but it was bigger so it *must* be better.

With the actual usefulness of the Charge Barge in question, I moved on to go-karts. A factory-made kart was out of the question, so I, along with best buddy Larry B., built one with stuff we could find. Some Unistrut, 2x4's, a kitchen chair with the legs cut off and the main component: a Chicago-built Pincor (Pioneer Products) horizontal shaft engine.

Of course, the ubiquitous hot dog muffler would have to go. No ex-filter muffler this time – straight pipe! A simple piece of straight water pipe could work, but perhaps I do could better. Dad's box of old plumbing pieces didn't have much to offer so I rummaged around the bins at the local hardware store until I pieced together an industrial grade extractor. A ¾" piece of pipe long enough to get past the gas tank, then an ¾" x 2" adapter, ending with a 2" straight pipe several inches long. It looked cool and was *loud*. This was just perfect for the sound of power... and for annoying the neighbors as we bombed endlessly up and down the alley.

Eventually a fault became apparent – the weight of my custom extractor, the inherent engine vibrations, no suspension and solid tires all conspired to metal fatigue the extractor headpipe which broke off flush with the engine and clanged its way to the curb. With only cave man grade tools available, we really struggled to get that broken piece of pipe out of the block...

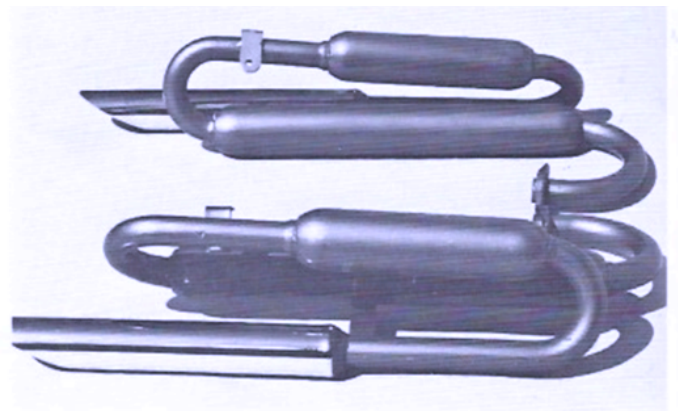
At 15, I bought my first Corvair, a '61 Lakewood with a tired 80-hp automatic. One of the first modifications I made was to get rid of the stock exhaust and install a pair of glasspacks from Warshawsky down on State and Archer. The whole kit was \$12.95. And they were... *loud*. Especially with the 80 Hp and Powerglide, because at 15, I was basically flooring it all the time, so the little 80 was working hard to go slow.

Two years later, I had upgraded to a 140 / 4-speed powertrain and chose the costly (\$29.95) trombone-style exhaust which had, essentially, two glasspacks per side in series with a nice long chrome tailpipe (BTW, these are still available today for a mere \$497. I am not joking!) Those sounded nice, but not so loud as to drown out my stock non-transistorized AM radio with under dash FM converter, but loud enough to be 'sporty'. My only complaint was they rusted out so quickly in the Chicago winters – after three years the 90-degree elbows had simply disintegrated. (Editor's Note: I had the same system, but the glass packing blew out before the pipes rotted through – and so, they were *loud*, too!)

My next Corvair was a '65 4-door with a 95-hp automatic. This was soon changed to a 140. In search of the right sound, I didn't need to look further than the Corvair Spyder Turbo muffler; these had become quite the rage for performance cars in the 70's and 80's, spawning a slew of turbo mufflers from various manufacturers. I, of course, bought a pair of genuine GM units from the local Chevy dealer on Milwaukee Ave, Gateway Chevrolet. The parts manager there gave members of the Chicagoland Corvair Enthusiasts like me a discount, so I remained a loyal customer there for many years. The turbo mufflers had a good deep sound and held up well.

I later built a '65 Coupe for autocross duty equipped with dual turbo mufflers and cable-controlled exhaust cuts outs. This permitted the occasional indulgence of "straight pipes," but I rarely used them; the autocross venues typically had some noise restrictions that seriously frowned upon open exhaust.

Here I am 50 years later, and I'm still rather fussy about the sound of my cars. I've given up on the glasspacks and turbo mufflers, but a number of them still wear twice pipes, sometimes with the pipe diameter increased for a little less backpressure. And a little more sound... but my preference these days is to hear my exhaust only if I have my foot on the floor; otherwise, I'd rather just listen to my favorite station on the XM radio.



Trombone-style exhaust extractors like Larry had.

But apparently loud exhaust is still quite in vogue judging by the number of not very old Challengers, Chargers, Mustangs, and any American brand truck with their chromed oversized tailpipes belting out the barely muffled sound of combustion. I still get a smile when I hear somebody with loud pipes ‘get on it’.

I have read that some electric cars have fakey engine/exhaust sounds piped into the dash speakers, and the new electric Dodge Charger has external speakers at the back of the car which are supposed to fool some idiots into thinking it has a real powerful hemi under the hood. If I ever hear one those in person, you can join me in hysterical laughter at that salute to – the “*Sound.*”

The Wrong Sound by Bob Marlow

Source: May 2026 issue of “The Fanbelt”, the newsletter of the NJ Association of Corvair Enthusiasts.

Like Larry Claypool in the preceding story, at some early point in my life I put baseball cards in the spokes of my bicycle to mimic, as only a kid can imagine it, the sound of an engine. But I did not leave the cards there very long because I found the noise to be more annoying than enjoyable.

Larry’s parents took him to the oval short-track races and so did mine. My father soon built and operated one such track where, as it happened, future big-time racing figures ranging from Mario Andretti to Ray Evernham raced.

You can read about Dick Marlow’s track here:
<https://pinebrookstadium.blogspot.com/p/history.html>

But while I was captivated by the racing, I was not captivated by the noise. At age ten I asked my father why race cars did not have mufflers.

Like Larry I soon moved on to a homemade kart, as did a number of my friends. But unlike Larry, we did not scrounge up old engines for our karts, we built gravity-powered contraptions. A nearby street was both lightly-traveled and very steep, with two challenging curves. We raced down it (and pushed up it) endlessly.

Although the basic chassis structure of these karts was always scrap lumber, the variety of approaches to homemade kart engineering was fascinating. Everything from spoked baby-buggy wheels to lawnmower wheels to wheels acquired from a steam cleaner were installed. The steering mechanisms employed a wide array of mostly rope-and-pulley designs. Brakes, such as they were, acted on the wheels or the road

surface, although their performance was more theoretical than actual.

Most of the karts had junkyard steering wheels of some sort, but one lightweight (and fast) kart had a rudimentary yoke. Memorably, mine had a steering wheel sourced from a Lloyd Alexander, a car I had never heard of at the time but an example of which I believe later became part of Larry’s fleet.

My gravity-karts days (we did not consider them to be “soapbox racers”) faded as the group of us got more serious about bicycles, getting ten-speed velocipedes and taking extended road trips. In fact, one of my cohorts from those days made his professional career in the cycling field. But two near-simultaneous events moved me back onto four wheels: My bicycle was stolen, and I got my driver’s license.

Here again, my path appears to parallel Larry’s. His first Corvair was a ‘61 Lakewood wagon with an 80-hp automatic, and mine was a ‘62 700 wagon with an 80-hp 3-speed stick.



Bob Marlow’s father built & operated Pinebrook Stadium in Pinebrook, New Jersey.



A Lloyd Alexander gave up its steering wheel for Bob!

It was the car in which I learned to drive a manual transmission, and it served me well. It was not possible to get a speeding ticket in that car.

But here my story truly diverges from Larry's. Of the Corvair wagon, one of my friends remarked, "It must be fun to drive a car wide-open, while no one notices." Part of the reason that no one noticed, aside from the modest power, was the church-quiet stock exhaust.

I soon graduated to a '68 Monza convertible with nearly every available option: 140-hp, 4-speed, power top, AM-FM, headrests, even the speed minder. It was a rocket compared to that first station wagon. But like the wagon, and like virtually every other car I have ever owned, it retained its stock exhaust. Blessedly quiet. I just was never a fast-n-loud guy.

Fast-forward a few decades and starting in 2002 I put together a 1964 500 2-door as a track car. I lightened it considerably, tweaked the suspension, installed a roll bar, a racing seat and 5-point harness, and powered it with a slightly-warmed-over 140/4-speed combination. But, to the consternation of my track-days friends, I fitted, you guessed it, stock exhaust. Duals, but stock.

I simply prefer quiet cars. The irony is that I followed my father into the world of racing, becoming both a writer and an announcer. That career has been nothing but enjoyable, but also damaging to my hearing. I began wearing hearing protection at the tracks circa 1987, but by then it was too late. I'm now an old guy who has a constant hissing sound in his head and says "what?" far too often.

Racing has taken me quite literally coast-to-coast, and I have written about and announced for everything from Midgets to NASCAR to IndyCar to Formula One. But my favorite races may have been those that were promoted by Car & Driver magazine in the mid-1970s at Lime Rock Park: Showroom Stock Sedans, roaring around the track with their stock exhausts. Wheel-to-wheel, door-to-door, highly competitive and yet quieter than an Interstate highway.

For most fans of racing, the noise is part of the allure. I consider myself fortunate to be able to be in the booth where all that racket is suppressed.

I love the sound of a 110-Offy at full song, and there are many other engines that produce wonderful music. But, and with the greatest of respect toward Larry, while he salutes the "Sound" I tip my hat to the "Silence."



Bob Marlow's track car.... With stock dual exhaust!



LVCC Treasury Report by Joan Lacki

Beginning Balance: (March 30, 2026)		\$ 2,448.57
Receipts:		
Membership		\$35.00
4/17/24 Swap Meet 50/50	\$	40.50
4/17/24 Swap Meet Food	\$	216.00
		\$291.50
Expenses:		
Newsletter Exp / 50-50 Tkts (Allan Lacki)	\$	(24.13) (APR-26)
P.O. Box Rental	\$	(88.00)
Swap Meet Drinks	\$	(15.00)
Swap Meet Misc. Food / Supplies	\$	(27.00)
Hamburgers / Hot Dogs / Doughnuts	\$	(159.66)
Swap Meet Porta Potty	\$	(121.90)
		-\$435.69
Ending Balance: (April 30, 2026)		\$2,304.38
New/Renewed Members:		
Stamm, Dennis	\$	35.00 2 years
		\$35.00

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



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

Saturday May 16, 2026. Spring Fling Car Show.

Location: Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA 19543. Rain date: May 23. Time: 10 AM to 3 PM. Price: \$20 plus 2 non-perishable food items for the food bank per show car. All classes welcome: Street rods, muscle cars, classics, Vettes, antiques, trucks. Live music, door prizes, goodie bags. 100 trophies by People's Choice. Contact: Pastor Lawrence Weed (610) 322-1622. pastorweed@hotmail.com. Chariots-of-fire.org.

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. 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!

Sunday June 7, 2026. Red Coffin Memorial Car Show.

Location: Lyons Fire Company Exhibition Grounds, 110 Park Avenue, Lyons, PA 19536. Time: 8 AM to 3 PM. Day of Show Price: \$20 per show car. (All race cars are free!). Antiques, classics, customs, street rods, rat rods, race cars. Participant judging. Music, silent auction, 50/50 drawing, raffle prizes. Dash plaques and goodie bags to the first 100 registered. Host: Reading Fairgrounds Racing Historical Society. Contact: Darrell Merman (484) 516-7457. www.readingfairgroundsracing.com.

Friday June 12 - Sunday June 14. 50th Annual Corvair Recall.

Location: Hampton Inn Syracuse Clay at 3948 State Route 31 Liverpool, New York 1309. All air-cooled vehicles welcome. Ice cream social road tour, car show (judged), valve cover racing, fanbelt toss, prizes, raffles, social hour, dinner, awards, farewell breakfast. Website & Registration: <https://www.cnycorvair.com/Recall2026.php> Hotel Reservations: (215) 622-3443. Press "O" for local desk. Mention "CNY Corvair Club" for discounted rate. Hotel is pet-friendly. Room rate is good until May 13, 2026. Need more info? Contact Neil Reitmeyer (570) 351-8168 or Corina Edwards (315) 419-3638.

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](https://www.facebook.com/gasketgoonspa).

(Continued from page 8)

Saturday June 13, 2026. Pre-Father's Day Show.

Location: Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA 19543. Rain date: June 20. Time: 10 AM to 3 PM. Price: \$20 plus 2 non-perishable food items for the food bank per show car. All classes welcome: Street rods, muscle cars, classics, Vettes, antiques, trucks. Live music, door prizes, goodie bags. 100 trophies by People's Choice. Contact: Pastor Lawrence Weed (610) 322-1622. pastorweed@hotmail.com. Chariots-of-fire.org.

Saturday June 20, 2026. 20th Annual Fleetwood Rotary Show of Wheels

Location: Fleetwood Community Park, 334 West Main Street, Fleetwood, PA. Time: 8 AM to 3 PM. Judging at noon. Day of show price: \$20 per show vehicle. (\$15 if you pre-register by June 13). Trophies and prizes for standout vehicles in multiple categories. Goody boxes and dash plaques to the first 250 registered participants. Door Prizes, 50/50 Drawing, Rubber Duck Race, Chance Auction, Live Music. Contact John Leibelsperger at (610) 781-8949.

Sunday June 21, 2026. 24th Annual Father's Day Car Show at Silver Creek

Location: 2943 Route 212, Springtown, PA 18081. Time: 9 AM to 3 PM. (Rain or Shine). Pre-registration is \$10 per car. \$15 on the day of the show. Flea market, food & beverages, music. This is a big show, with over 1,500 cars expected. (610) 346-6840 scaacarshow@gmail.com

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 at www.corvair.org.

Sunday, July 26, 2026. Road Angels Car Show.

Location: Dublin Volunteer Fire Company, 194 N. Main Street, Dublin, PA 18917. Time: 9AM to 3:30 PM. Day of show price: \$20 per show vehicle. Trophies for: best of show-stock, best of show-modified, club participation, long distance award, president's choice, ladies choice, favorite 30 selections, favorite interior, favorite motor, favorite paint, rat rod, under 30 participants. also, door prizes, pre-registered prizes, 50's DJ, flea market spaces, coffee & donuts for early birds. Vehicles must meet the 30 year old window and must be on the show grounds to qualify for prizes and awards. If you have any questions, please send an email to: altursi@gmail.com

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/>

Saturday August 8, 2026. RFRHS Classic Car & Race Car Show.

Location: North parking lot at the Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA 19543. Time: 8 AM to 2 PM. Day of Show Price: \$20 per show car. (All race cars are free!). Antiques, classics, customs, street rods, rat rods, race cars. Participant judging. Music, silent auction, 50/50 drawing, raffle prizes. Dash plaques and goodie bags to the first 100 registered. Host: Reading Fairgrounds Racing Historical Society. Contact: Darrell Herman (484) 516-7457. www.readingfairgroundsracing.com.

Saturday August 22, 2026 - First State Corvair Club Annual Show.

Location: Limestone Presbyterian Church, 3201 Limestone Road, Wilmington, DE. Time: 9 AM to 2 PM. Price: \$20 per car. Hosted by First State Corvair Club. Corvairs, music, food, family fun.

Saturday September 12. Fall Fest Car Show.

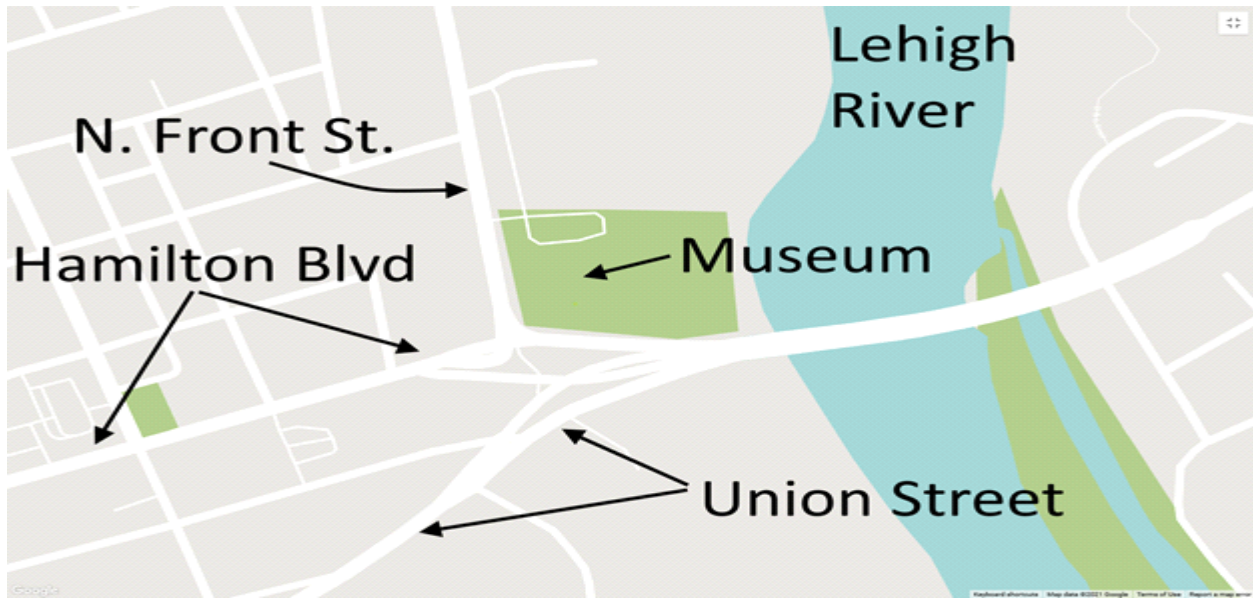
Location: Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA 19543. Rain date: September 19. Time: 10 AM to 3 PM. Price: \$20 plus 2 non-perishable food items for the food bank per show car. All classes welcome: Street rods, muscle cars, classics, Vettes, antiques, trucks. Live music, door prizes, goodie bags. 100 trophies by People's Choice. Contact: Pastor Lawrence Weed (610) 322-1622. pastorweed@hotmail.com. Chariots-of-fire.org.

Next LVCC Meeting. We Meet Here!

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

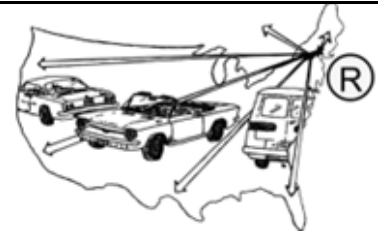
Time: 10 AM to Noon

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



Clark's
Corvair Parts®

Clark's Corvair Parts®
400 Mohawk Trail
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 Feschct.

LVCC Officers & Volunteers

President & Newsletter Editor: Allan Lacki Phone: (610) 927-1583 Email: redbat01@verizon.net
Vice Pres: John Egerton Phone: (610) 217-0514 Email: jegerton@ptd.net
Secretary: Greg Dittrich Email: gdittrich1@gmail.com
Treasurer: Joan Lacki Phone: (610) 927-1583 Email: joantlacki@verizon.net



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!