



the fifth wheel

NOVEMBER 2026 [HTTP://WWW.CORVAIR.ORG/CHAPTERS/LVCC](http://www.corvair.org/chapters/lvcc) 1976 - 2026 . IT'S OUR 50th ANNIVERSARY!

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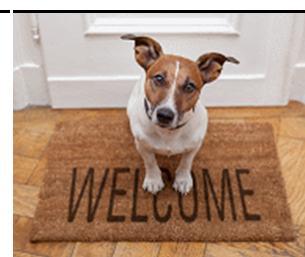
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2026 is Our 50th Anniversary!

2026 is the 50th Anniversary of the Lehigh Valley Corvair Club! LVCC was formed when a group of local Corvair guys kept 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 Nov. 21, 2026
Time: 10:00 AM to 11:30 AM



The Fifth Wheel is published monthly by Lehigh Valley Corvair Club Inc. (LVCC), a chapter of the Corvair Society of America. We accept articles of interest to Corvair owners for publication. Classified advertising of interest to Corvair owners is available free of charge to all persons. Commercial advertising is also available on a fee basis.

Bob Weideman's Big PCA/LVCC Event!

In a repeat of last year's successful event, Bob Weideman hosted another picnic bash at his place in Walnutport, PA. Saturday October 17 was the date and all the members of the Lehigh Valley Corvair Club and Philadelphia Corvair Association were invited. We had a good crowd!

Vittles* included the usual burgers and dogs - the edible kind - as well as belly-burner chili, snacks, beverages, cookies and Bob's world-famous home-made pickles! (We published his secret recipe in *The Fifth Wheel* a few years ago. Copies available upon request!)

Entertainment was provided by Bob's menagerie of friendly yard birds including clucking chickens, a quacking white-crested duck, a crowing rooster and two turkeys named Margaret and Ruth.

Ruth is a very sociable gobbler and hung around us humans, apparently enjoying all the attention we gave her. She paid particular attention to LVCC Prez Allan Lacki, following him around the outdoor premises. I think it was Judy Smullen who surmised that Ruth the Turkey was attracted to Al because of his down-filled winter coat! (I would think that would have scared her away, if anything, as the scent of feathers without a bird could portend her own fate!)

What's a Corvair club event without some Corvairs? Well yes, some of the participants arrived in Corvairs, in keeping with the situation. Greg and Bill Dittrich arrived in their '61 700 sedan, Dave and Aaron Buzzard arrived in their '65 Monza 4-door, Jeff Marvill brought his '64 Spyder coupe, and Bob King presented his turbocharged Yenko Stinger tribute car. Of course, Bob Weideman's Corvair van and Monza were also on the premises.

After feasting on the generous food offerings, Bob lit a bon fire in the backyard fire pit where some of us warmed our feet. That helped to take the chill out of the air which was pleasant but quite cold. Naturally, the guys bantered Corvair stories back and forth and the gals took the opportunity to socialize with each other. Recipes and handcrafts were discussed both in the yard and on the covered deck.

As you might expect, putting on an affair involved the purchase of food and supplies and LVCC will kick-in a share to reimburse Bob Weideman for the costs he incurred.

**According to the Merriam Webster dictionary, the meaning of "vittles" is supplies of food: victuals. The word is now chiefly used playfully to evoke the supposed language of cowboys and Granny on "The Beverly Hillbillies" TV show from the 1960s.*



Allan Lacki and Ruth, his fine feathered friend!



Here is Margaret. She'd be jealous of Ruth if we didn't post a picture of her!

Here We Are at Bob Weideman's Place!



Crowd around the fire pit after lunch.



There is a reason why Dave Smullen is shivering...



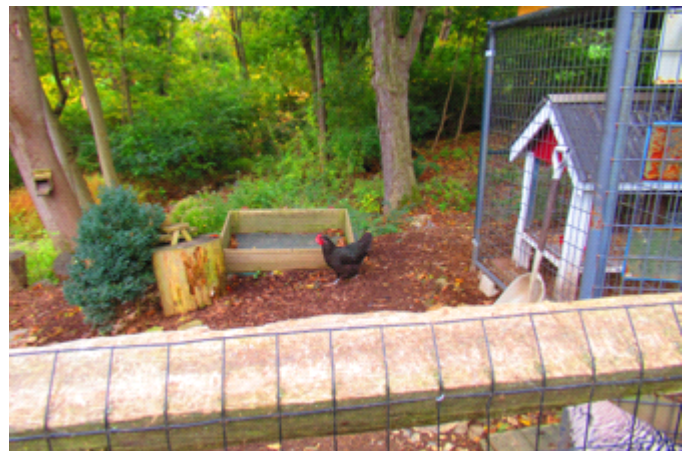
...Dave grew up in Hawaii where it's always warm!



Larry Asheuer poses for the camera.



Dave Stein & Larry Asheuer feed the fire.



One of Bob & Annie Weideman's free-range chickens.

Corvairs at Bob Weideman's Place!



Bill & Greg Dittrich brought their '61 sedan.



Dave & Aaron Buzzard brought their '65 Monza sedan.



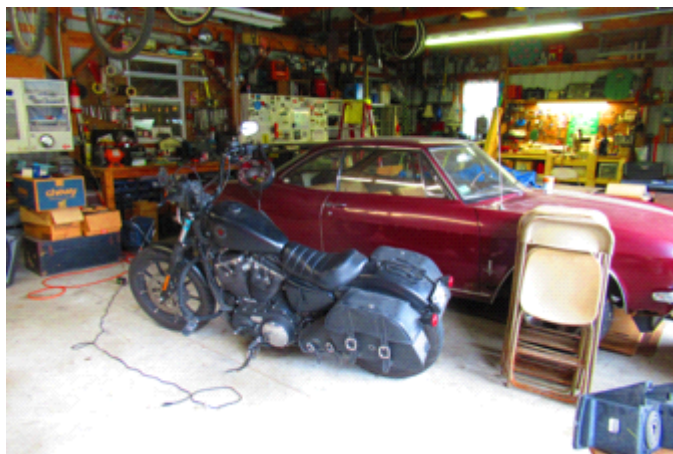
This is Bob King's Stinger tribute car. Turbocharged!



This is Jeff Marvill's '64 Spyder!



Here is Bob Weideman's Greenbrier.



And here is Bob's two-wheeler & Monza coupe.

LVCC Friends by Bob Marlow

Having spent five weeks in the hospital recently as the result of a fall at home, there is a lot that has not gotten done and which I cannot do.

My friends from the Corvair hobby have stepped up! I've lost track of how many have offered to help, and more than a half dozen have already helped.

Today these three gentlemen rolled up and made quick work of moving 120 pounds of water softener salt into the basement, and moving six heavy totes from the garage to the basement, all with the smiles you see here. Thanks, guys!



L to R, Al Lacki, Greg Dittrich, and John Egerton. Greg is the owner of the beautiful yellow '64 Monza convertible. All three are officers with the Lehigh Valley Corvair Club. If you do not belong to a local Corvair club, here's an example of why being a Facebook follower alone is not enough!

LVCC Nomination Period Is OPEN!

Effective immediately, we are accepting nominations for the offices of President, Vice President, Secretary and Treasurer. Please consider running for office!

The period for submitting nominations will extend into the Old Business portion of our November meeting, at which time the nominees will either accept or reject the nominations they have received.

The election will then be held during the New Business por-

tion of that same meeting providing a quorum is present.

If no quorum is present at the November meeting, the election will be postponed until the next scheduled LVCC meeting. The newly elected officers will assume their duties immediately after the election.

Corvair Adventures - Fifty Years Ago with Dave and Friends by Dave Edsinger

As a 19-year-old Corvair enthusiast, I was excited to meet with other Corvair folks down south, so Jack Dempsey and I planned to go to the CORSA Mini Convention in Birmingham in May of 1975. We left the DC area and drove the 700+ miles to the convention without incident. My car was a 68 500 Coupe that was factory ordered with a 140, 4 speed, and I think it had about 70,000 miles on it at the time.

We arrived at the convention and settled in and did some vending. Sales were good and we had a great time hanging out and getting to know some wonderful people. One of the "big draws" to the Convention was the tie-in with the Winston 500 at Talladega Speedway which included an "All Corvair Pace Lap" on the Speedway. I really don't know how it was for everyone else, but my Corvair did not appreciate the slow speed Pace Lap that was barely fast enough to keep the back end of the car from sliding down the 30-degree banking, and all of the oil migrating to the left-hand rocker cover....

Long story short, at the end of the Pace Lap, my car didn't sound nearly as healthy as it did when we started out. I didn't really think the engine was bad, but when you're better than 700 miles from home, you want to be positively sure.

However, when the Convention finished up and we headed home, we didn't get very far up the road when things started sounding ugly. I don't recall the Route #, but we were headed north toward Chattanooga. We stopped a couple of times to assess the engine damage, and pulled the pushrods on a couple of cylinders as part of damage control.

We went a little further and things just kept getting worse. We pulled into a gas station and were wondering what to do, when this long-haired hippy (takes one to know one!) pulled into the station driving an early 4 door Corvair. We befriended him and asked him if he knew anyone who might be into Corvairs or might have an engine for sale - his response was "no". We then asked him if he'd sell us his Corvair and after a little negotiation, Jack and I owned an early Corvair for \$200. Since my car would barely move now, we made it to the "Dude Motel", which looked like something we could afford.

The next morning, our hippy friend delivered his car and took his money. We were then faced with the challenge of swapping the engines with no floor jack - we only had a stock Corvair jack, which made things interesting. We jacked up the donor car and cribbed it up using some split-rail fencing, brick, and cinder block that we found in the parking lot.



When we got the car up high enough to get the engine out, I got under and loosened all the bell housing bolts and related items. When everything was free, I slid the engine off the input shaft and let it rest on my chest. (Ouch! ed.) While Jack pulled on my legs, I wiggled out from under the car with the engine on my chest. We went through the same painful process for removing the engine from my car and then putting the donor engine into my car.

After we hooked everything back up and put the broken 140 in the trunk of my car, we fired it up and headed for home, hoping the fellow we got the car from didn't get into trouble resulting from us leaving his car abandoned in the motel lot.

Heading back to Maryland, we took some slower routes including the Blue Ridge Parkway to keep speeds down on the donor engine because we didn't want to go through this again. It ran flawlessly all the way home, getting 26 mpg. After 55 years of messing with Corvairs, I still enjoy the cars and the people.



Diagnostic Oddities, by Mike Dawson

Source: September 2026 issue of "The Flat Six", the monthly newsletter of the Prairie Capital Corvair Association. The author, Mike Dawson, is a member of the Heart of America Corvair Association. As always, we thank Mike for his excellent articles!

The following are true stories from the past.

An HACO member bought a rust-free Greenbrier back east based on pictures and testimony of the owner, a fairly well-known name around the CORSA circuit. It was described as being in perfect mechanical condition, with a rebuilt engine that you could drive anywhere, and the new owner drove it back to Kansas City without incident. It was a '64 110 four-speed but the new owner complained about low power and poor gas mileage. After he did carburetor re-work and tuning he brought it to me for a second opinion.

After a compression check showed low compression on all six, we explored valve adjustment and then cam timing and cylinder leak down. Nothing showed up. The head number were correct and all I could think of was either re-worked heads or too many stacked gaskets to lower compression. As soon as one head came off you could see a much larger deposit area at the top of the cylinder. No stacked gaskets or re-worked head; this was a complete 64 110 engine that had been rebuilt with an early model crankshaft. With the shorter stroke of the early crankshaft, the compressed area in the '64 head was significantly less. Finally I knew; it can be done and it will run, but not well!

A late model coupe that I had installed cruise control on several years ago developed a problem with the cruise; it would cut off for no apparent reason. After a while the owner connected the problem with use of the headlights, and after spending some time in my garage with test lights and multi meters we finally traced the problem to an 1157 bulb in the right rear. The Chinese manufacturer had constructed the filaments so close together that when the tail light filament heated up it bent and touched the brake light filament. Turning on the headlights made the cruise controller think the brake had been applied and shut itself off.

One of the items on a list of repairs to be performed on a re-stored '60 four door was a transmission fluid leak that appeared after the car was parked for a period of time. After fixing the usual leak where the cable was separating from the mounting bracket, I noticed that both tunnel pans looked wet, with more fluid than could have run up the cable. When I pulled the pans and tried to inspect the cable, I found it had been wire welded to the floor in numerous places when the floors had been repaired. It still worked, but the plastic cas-

(Continued from page 6)

ing was melted away in some areas.

One of our members who had a '69 coupe complained of gas smells every time he filled up, so I explained about replacing the inlet hoses and he dropped it by for the repair. A quick glance at the bottom of the tank showed gas stains on the bottom and around the inlet hoses, so I proceeded to jack it up, removed the sway bar and tank strap so I could wiggle the tank while change hoses. The tank would not move and I thought it had stuck to the little pads above it. Gently prying on it did nothing. Finally I opened the trunk and there was a brand-new state of the art CD changer firmly screwed down to the shelf area (and into the top of the tank in several places).

When I started to replace push-rod tube seals on an early model, I found that whoever had been there before me had forgotten to install the air deflectors that fit up against the cylinders when they installed the push rod tubes. When they found the extra parts, they cut them in small pieces and carefully pounded them up against the heads, not the cylinders. That explained why the seals were leaking again.

A '64 convertible had been to the local Chevrolet dealership for some unknown repair and had developed a small oil leak later on. I attempted to diagnose the leak and found it coming from a cylinder base gasket. Thinking there may be a loose head, I re-torqued the head but still it leaked. I did notice that the head had been off recently; new head nuts, clean tubes etc. That was a new one, so I was interested in finding the cause and the owner wanted it fixed. After pulling the head and removing the cylinder I found the base gasket was cut in two. The dealership had apparently replaced the cylinder (probably a badly blown head gasket burned a notch) and they had forgotten the gasket. Instead of pulling the cylinder to install it, the mechanic simply moved the cylinder out, cut the gasket, sprung it enough to fit over the cylinder and put it all back together. It might not have been quite so bad but the cut was on the bottom.

A local lady who had been a long-time early model owner purchased a late model Monza from an HACO member and loved the car except she said the brakes were worse than the previous early model she had owned, mainly when driving in the rain when it took a lot of pedal effort. After I test drove the car and started pulling the drums I found there were front drums on all four corners! They fit and worked, but allowed water to quickly get in the rear shoes.

Notice what all these stories have in common? None of these were defects in Corvairs, but rather "things" that had been done to them!



The brake drum width for late model Corvairs is 2.0 inches for the front (above) and 2.5 inches for the rear (below). Don't mix 'em up!



LVCC T-Shirt Update! **by Allan Lacki**

We still have some LVCC 50th Anniversary T-shirts that have yet to be delivered to the members who ordered them! I'll be bringing them to our November meeting. Here is the list:

Wes Heiss	1 Large
Randy Kohler	1 2XL
Brian Rogers	1 2XL
Dave & Judy Smullen	1 Large & 1 Med
Dennis Stamm	2 Large
Jeff Strausser	1 2XL

In addition, we have some extras - one small and four mediums. And of course, we'd like to sell them at the usual bargain price of \$20 apiece!

LVCC Treasury Report by Joan Lacki

Beginning Balance: (September 30, 2026)		\$ 1,497.89
Receipts:		
Membership	\$0.00	
		\$0.00
Expenses:		
Envelopes	(24.37)	
Stamps	(24.60)	
Additional Postage (Large Items)	(4.10)	
Newsletter Exp (Allan Lacki)	(14.63)	(OCT-26)
PCA / LVCC Picnic	(100.00)	
		(\$167.70)
Ending Balance: October 31, 2026)		\$1,330.19
New/Renewed Members:		
N/A	\$0.00	

Noises from the Front by Mike Dawson

Source: June 2026 issue of "The Flat Six", the official newsletter of the Prairie Capital Corvair Association. This article is Mike Dawson's counterpart to his article named "Noises from the Rear" which first appeared in the May 2026 issue of "The Flat Six" newsletter of the Prairie Capital Corvair Association and then the June 2026 issue of The Fifth Wheel.

This month is an attempt to help identify front end noises. Application is for all years and models with exceptions noted.

- A creaking noise heard at low speed during turning is usually a frozen idler arm joint. By the time it creaks, it may be too late, but installing grease fittings where none exist is highly recommended.
- A quick squeak when hitting small bumps at low speed is usually a worn-out pitman arm bushing. It will be accompanied by play in the steering wheel. Cars only, and replacement is the cure.
- A very sharp metallic knock when going over a bump with one wheel only is usually a missing or split outer sway bar bushing (if your car has one). If both bushings are bad, you get twice the noise.

- The upper bushings can also cause the problem, but not as common.
- Loose lower shock mount bolt on late model cars also makes a series of metallic knocks. You can see rusted metal powder around a loose bolt. Add washers to squeeze the A-arm against the shock when you tighten the bolt.
- Very soft thunks that can be duplicated by lightly bouncing the car can be in the shocks themselves. Long periods of storage causes this, and replacement is the only cure.
- A loud "sproing" (sic) when going over dips and bumps or when bouncing the car, is the spring rubbing on the inside rear of the spring tower. Caused by negative caster or springs that have settled and aggravated by bad shocks.
- Light knocking that seems worse as you encounter edges may be strut rod bushings. The lower A-arm is controlled, and shock is absorbed by the strut mounting at the crossmember. As the bushings wear out, the metal strut encounters the mounting hole. Steering also suffers.
- Clicking may be a loose hubcap center, wire cover spokes, loose front wheel bearings, an unnatural object inside the wheel cover or a nail in a tire.
- Bad A-arm bushings usually make a snapping noise when making quick low speed turns. As they get worse the noise can be heard going over bumps.
- There are probably many more noises to diagnose, but these are some of the more common. A yearly check of ball joints, steering parts, suspension bushings, springs and shocks is a good way to head off trouble; noises are not normal. Preventative maintenance is preferable to repairs in most cases.



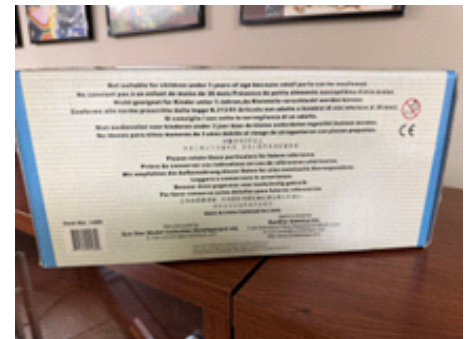
LVCC Classified Ads



For Sale: 1964 Chevy Corvair Rampside. Owned by long-time LVCC member Wayne Troxell. One of 851 Rampside made in its final year, 1964. 164 cubic inch motor, 110 HP. Windows and bumpers re-chromed, new carpet, custom color Rhino-lined bed. Asking \$25,000. Buyer responsible for any delivery/ transport costs. More photos available upon request. Contact Christine Troxell, Andreas, PA. (570) 386-4347. (You can also contact Christine Troxell on Facebook).



For Sale: Sun Star 1/18 scale model of a 1963 Corvair Monza. This vintage, like new model, is white with red interior. It's still in its original packaging. Asking \$50. Any interested party can call or text me, Paul Pagoda, at (610) 883-1469. Email: 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



LVCC Classified Ads (continued)

For Sale: 1967 Corvair Monza Convertible. Madeira Maroon exterior. Black interior. Excellent condition throughout. Rust-free. 110 hp engine. 4-speed transmission. Asking a truly reasonable price of \$16,000. Location: Wernersville, PA. LVCC Prez Al Lacki has seen this car and vouches for its condition. Contact the owner directly - B. Pysher, (610) 451-0009 or email drano35494@comcast.net



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 call (610) 442-2873.

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

Jeff Marvill's Suspension Services: I have over 45 years of suspension experience and I'm extremely experienced with 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.

For Sale: Contact Larry Asheuer if interested in any of the following offers. a-lcorvair@msn.com

- **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: Contact: Bob King if interested in any of the following offers. kcorvair@ptd.net or text/call to 610-442-2873.

- **4 brand new 60-64 4-door Vent Shades.** Chevrolet NOS GROUP 9.694 #985166. In original packaging. 125\$.
- **For Sale: 1 brand new Deluxe FC mirror head only.** (large mirror). NOS GROUP 16.068 # 985286. White. 85\$.
- **For Sale: Pair of NOS Delco "Big D" front shock absorbers.** These are the HD Delco shocks. 80\$/pair. I don't think Clarks lists a separate # for front Van shocks for reg. shocks.



LVCC Calendar of Events



Cruise Nights

Interested in doing a cruise night? Go to <https://carmacruisefinder.com/> It's easy to use and lists more cruise events than we could possibly fit in this newsletter! The following is just a sprinkling of summer-time car shows in our region! Many more can be found at <https://carmacruisefinder.com/>.

Corvair Events, Car Shows, Etc:

Sunday November 1, 2026 - Riegelsville Fall Roll-Out.

Location: Riegelsville Borough park, 400 Wayside Way, Riegelsville, PA. Time: 8 AM to 2 PM. No vehicles newer than 1999. Exhibitors entry begins at 7 AM. Vintage, Antiques, Street Rods, Customs & Trucks. Automotive Flea Market. No entry or registration fee for vehicles. Spectator admission \$5. First 475 receive dash plaques. Get there EARLY - the show field fills up quickly!!

Saturday January 16, 2027. Annual Jacktown Snow Show.

Location: Jacktown Grove, 1279 Richmond Road, Bangor, Pennsylvania 18013. Time: 7 AM to 2 PM. Snow or shine! A large display of make-and-break gas engines of all kinds. Come for the camaraderie. Come for the food. Their soup is famous! Hosted by Blue Mountain Antique Gas and Steam Engine Association. Email: bluemountainassociation@gmail.com Phone: (610) 588-6900.

July 12 – 15, 2027. CORSA International Convention.

Location: Embassy Suites Cool Springs. 820 Crescent Centre Drive, Franklin, TN 37067. This annual event requires membership in CORSA. Pre-convention activities begin on Sunday with registration and vendor set up and sales, followed by a fun evening event with prizes. The main program runs Monday through Thursday, concluding with the Awards Banquet on Thursday evening. Events will include People's Choice Car Show, Concours d' Elegance, Autocross, Valve Cover Racing, Tech Sessions, Awards Banquet and more. A special post-convention visit to the Lane Auto Museum is planned for Friday morning, July 16th.

Hotel reservations are now open for CORSA Members. The room rate is \$169 + applicable taxes. This is a newly renovated hotel with beautiful rooms and common areas. All the rooms are large suites; free made to order breakfast every morning and- free cocktails and snacks each evening. Central reservations: 1-800-371-8318. Group Code is CORVAIR CLUB.

The World's Largest Club Dedicated To Corvair Trucks And Vans

Corvanatics

All Corvair FC Enthusiasts Welcome!

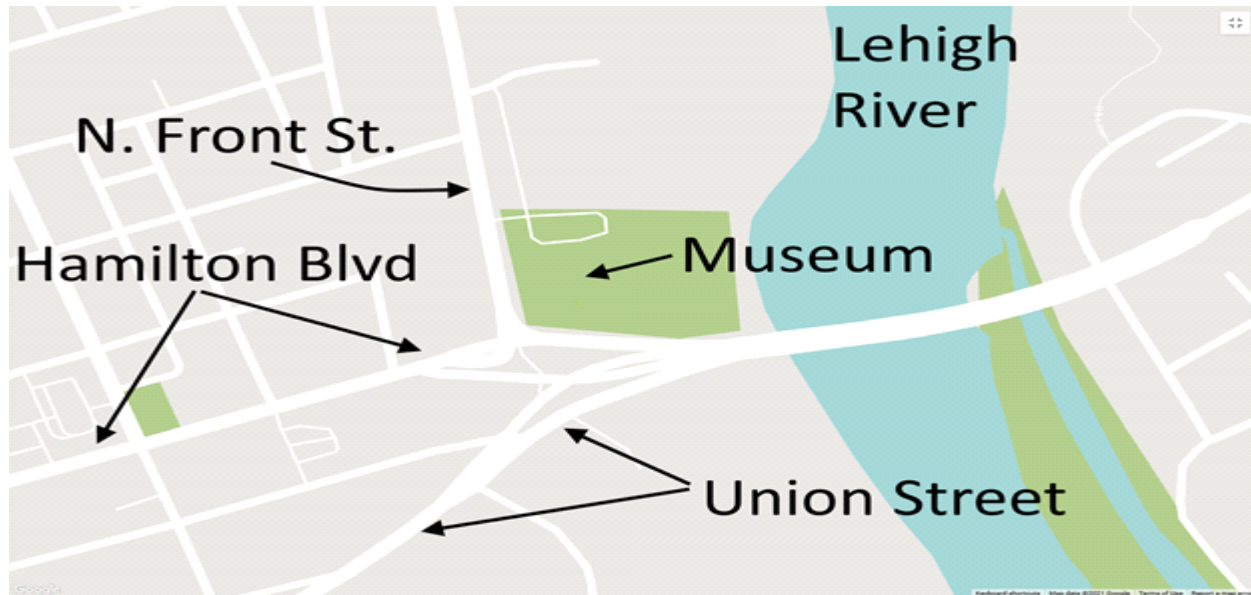
www.Corvanatics.org

Next LVCC Meeting. We Meet Here!

Next Meeting Date: **Saturday November 21, 2026**

Time: 10 AM to Noon.

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



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Corvair Parts®

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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!