

# The Four Wheel Independent

## 1964 Monza Spyder

*Submitted by Joe Darinsig*

Cost factors, along with the clenching of accounting and engineering resulted in a car that could have been better, but the Corvair drove into the world as it was. At that time, it seemed to have a long, successful road ahead of it with production numbers surpassing 250,000 in 1960.

There was one thing; the Corvair, like any rear-engine car, could, in fact, oversteer enough to get a driver not familiar with rear-engine driving dynamics in some rear-first trouble. Combine unexpected oversteer with a swing-axle independent rear suspension, and things could get surprising.

A factory recommendation of 15 psi front, 26 psi rear tire pressure was issued, but tire pressure warnings, as they so often do, went ignored. A lack of a standard front sway bar didn't help matters and accidents happened.



The Corvair was not considered as a sporty car. Four-door Corvairs were the first off the line in 1960, followed by the two-door coupe. A majority of the 1960 Corvairs were outfitted with the optional two-speed Powerglide automatic transmission. The introduction of the Falcon/Valiant similar Chevy II economy car in 1962 gave the Corvair room to move toward performance. This was a direction it was already moving toward with the successful unveiling of the Corvair Monza concept at the 1960 Chicago Auto Show. Therefore, a versatile and economic platform for a new kind of economy car began to embody something different was launched.

### Inside This Issue:

Gettysburg AACA Show April Club Meeting CPCC Directory	2
Corvair Cooks Corner Upcoming Car Events	3
Corvair Corral Secretary Minutes of March 2016	4
Take a Ride Down Memory Lane <i>Corvair or Nova?</i>	5
VP Ramblings—It's Time to Hit the Road Hans Herr House Tour Birthday's of the Month	7
CPCC Members News Update Corvair Day Bake Sale	8
C.P.C.C. Officers and Board Members	9








**41<sup>ST</sup>**  
**ANNUAL**  
**Gettysburg Region**  
**Antique & Classic Auto**  
**& Truck Show**  
**& Flea Market**

**SATURDAY, JUNE 11<sup>TH</sup>**  
**2016**

**Featuring all**  
**Station Wagons**  
**at**  
**Latimore Valley Fairgrounds**

\* See inside or visit our website for details and registration.  
[www.aacagettysburgregion.org](http://www.aacagettysburgregion.org)  
 AACA Membership is not required to register.

**April Club Meeting**  
 Tuesday, April 5, 2016



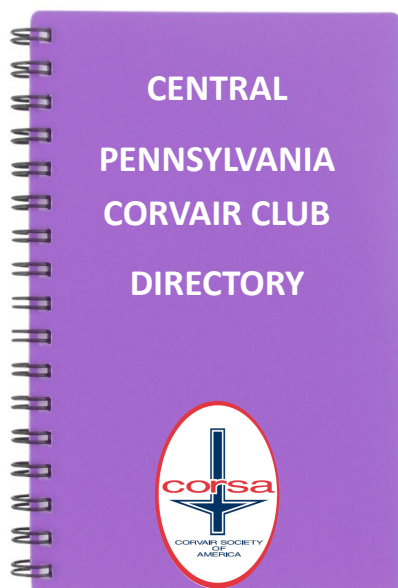
2175 White Street, York, PA.  
 Dinner at 6 P.M.  
 Meeting at 7 P.M.



### ***Have You Sent in Your Photos Yet?***

Do you ever wish you had a Corvair members phone number or address at your fingertips? I would like to put together a directory for our club, but every members help is needed. If you would like to be included in the directory, please send me the following information. The information will be used in the directory. Photos will be used in future newsletters and CPCA Directory:

1. Name (Husband and Wife Name)
2. Address (City, State Zip)
3. Phone Numbers (Home and Cell)
4. Birthdate(s) and Anniversary
5. Model(s) of Corvair(s) (Year, Color)
6. Four Photos (1. Photo of member, 2. Photo of spouse, 3. Photo of couple and 4 Photo(s) of Corvair(s) . Please submit single photo of each Corvair separately..



# Corvair **Cooks** Corner

## Peaches 'n Crème Pie

Prep Time: 15 Minutes  
Total Time: 3 hrs 30 min  
Makes: 8 servings

- 1 1/2 cups finely crushed *Nilla* Wafers
- 1/3 cup melted butter
- 1 pkg (4 –serving size) JELL-O Brand Orange Flavor Gelatin
- 3/4 cups boiling water
- 2 cups ice cubes
- 1 1/2 cups thawed Cool Whip Whipped Topping
- 1 cup chopped peeled fresh peaches



**COMBINE** crumbs and butter. Press firmly onto bottom of 9 inch pie plate.

**STIR** gelatin into boiling water until completely dissolved. Add ice cubes. Stir until gelatin is slightly thickened; remove any unmelted ice. Add whipped topping; stir with wire whisk until well blended. Gently stir in peaches.

**REFRIGERATE:** 15 minutes or until gelatin mixture is thick enough to mound. Spoon into crust. Refrigerate 3-hours or until set. Store leftover pie in the refrigerator.

*If you have a recipe that you would like to share, please email it to Carol at [lcl@pa.net](mailto:lcl@pa.net).*

**April 2**

**Capitol City Cruisers Show,** Steve & Susan Hooper's Club Show. Flyer is in CPCC March newsletter.

**Upcoming Events:** MARK YOUR CALENDAR!

**April 2**

**Eastern Museum of Motor Racing Open House,** Drag Race Ceremony. 10-4PM, Rt.15 South of Dillsburg. All new cars and displays.

**April 9 Red Robbin Restaurant** at Galleria Mall. Motor Menders Cruise In Show, 4-8PM.

**April 16 Capitol City Cruisers Show,** Crosspoint Church, Harrisburg. Steve & Susan Hooper's Club Show. Flyer is in CPCC March newsletter.

**April 23 Cars 4 Critters Exotic Car Show,** at AACA Museum, Hershey. Over 300 Exotic and high dollar cars there. Cars like Ferrari, Maserati, Lamborghini, Porsche, Acura NX, Cobra, Tesla, Jaguar, Corvette. And yes a Yenko Stinger, I was an accepted entry with my car after they realized what it was. In the American Manufacture Catagory and won a 2nd. Place ( a giant cut glass, shot glass award). 1st. Place was a Plymouth Super Bird, 3rd, was a '64 Avanti. Just seeing the Billion dollar show field is worth the \$5 admission.

**June 4 27<sup>th</sup> Annual Orphan Car Tour,** Anne Arundel County, Maryland (near Annapolis) Spend a delightful Saturday in Ann Arundel County in your "orphan" car, with a car show, driving tour and late-afternoon dinner! Come early and display your car in the "Orphan Car Showcase" that starts at 10:00 AM at the Moose Lodge, near Annapolis. Coffee, donuts, drinks and sandwiches may be purchased from Moose volunteers during the morning. At noon you can embark on a driving tour, exploring the rural back roads of Anne Arundel County, MD at your own pace. Your printed directions will include a "query" on items observed along the road and at the refreshment and points-of-interest stops, including private car collections, a one-room school house and scenic spots. At 4:00 PM we gather back at the Moose Lodge for a buffet dinner (reservations postmark by May 28). Afterward, we'll have awards for correct answers to the query, for the longest distance driven to the tour, the oldest car, and the saddest hard-luck story. During Dinner there will be a Slide Show featuring pictures of cars and stops on the tour. Following dinner, Door prizes will be drawn. The Tour is open to "orphan" antique cars—vehicles at least 25 years old that were produced either by now-defunct companies or the discontinued divisions of still-existing companies. As always, the Tour will be held "rain or shine". If it rains, bring an umbrella (and if necessary, drive a modern car). We'll still have a great time with some nice scenery. Join the fun! Bring your friends, family and camera.



**Original GM Corvair Neon Sign:** Very rare; hung in dealer showrooms, usually in show windows. Sign and separate transformer. Very good condition and "works", price ranges on these in past 10 years have been \$500 -\$900. My price is negotiable, down sizing, it needs a good home. Your basement, garage, store window, a collector piece. Joe Darinsig at home: (717) 845-9347; cell: (717) 668-4414; or email [joedarinsig@yahoo.com](mailto:joedarinsig@yahoo.com).

## Secretary Minutes of March 2016



Submitted by  
Earl Holmes

The meeting was called to order by our president John Berkheimer, at 7:00 P.M. at the Hoss's Restaurant.

The Secretary read the minutes from the last meeting, which consisted of the announcement that John Berkheimer sent copies of the club's newsletter to Corsa to be entered in the Tony Fiore competition. Lou Trimper was announced to be the 2015 member of the year.

Sandy Holmes gave the Treasures Report. The Club's account reflects a positive amount.

### Old Business

- ◆ Copies of the registration form for Corvair Day were reviewed and a few suggestions were made and the form was updated.

### New Business

- ◆ John Berkheimer announced that Jim Bradley made a donation in memory of Leon Hooper.
- ◆ At this meeting plans for the club's activities were suggested. As of this meeting the suggested activities are a tour of the Hans Herr House on April 30<sup>th</sup>, the Open House at the Corvair Ranch on May 15<sup>th</sup>, the Latimore Valley Car Show on June 11<sup>th</sup>, the Club's Picnic at John and Joyce Berkheimer's home on July 9<sup>th</sup>, and the car show at Friedensaal Evangelical Lutheran Church (Jim and Linda Enfield's church) on August 20<sup>th</sup>.
- ◆ If anyone have any ideas for club activities, please bring them up as the next meeting.

### Announcements

- ◆ Paul Brown was the winner of the 50/50 drawing. Congratulations Paul.
- ◆ Dave Steigauf made a motion to adjourn the meeting. This motion was seconded by John Johnson and the meeting was adjourned.
- ◆ **The next meeting will be held Tuesday, April 5<sup>th</sup>, at the Hoss's Restaurant in York.**

### Attendees

John Berkheimer  
Jim and Linda Enfield  
Earl and Sandy Holmes  
Norm Masenheimer  
Tom and Becky Zinn

Paul and Yvonne Brown  
Ron and Betty Hash  
Steve and Sue Hooper  
Dave and Linda Steigauf

Bruce Culp  
Rich and Cindy Heisler  
John and Sandy Johnson  
Lou and Carol Trimper

Take a Ride Down **Memory Lane**



# Corvair or Nova?

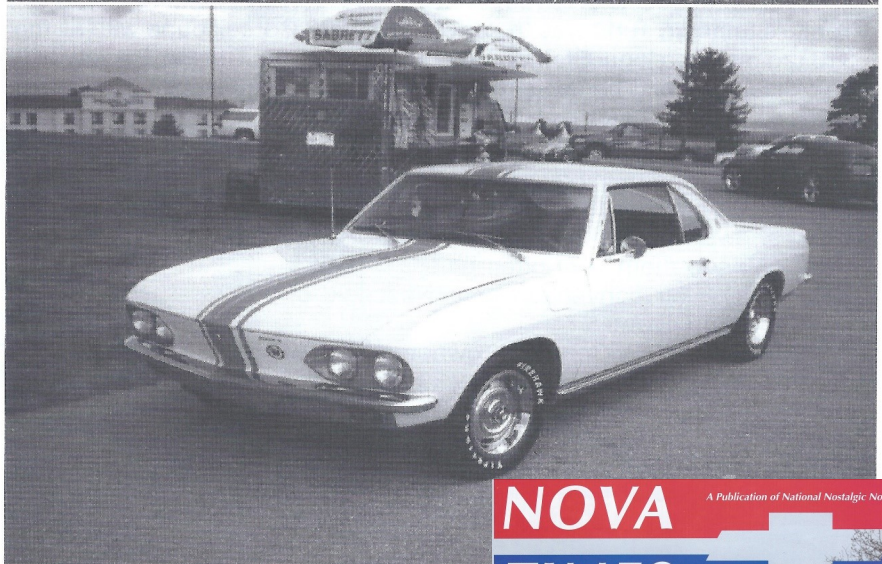
By: Joe Darinsig York, PA

I graduated from high school in 1961, cars were my hobby even before I got my drivers license. I joined the Marine Corps in August 1961. My first car was a 1956 Ford Victoria which I purchased from my father who was trading it in on a 1960 Ford station wagon for \$300. In 1964, when I got transferred to Japan I came home and a 30 day leave before going overseas. I then traded the Ford in on a 1962 Corvair Monza Coupe at a local car dealer. When I left I gave the car to my sister to drive until I returned to the states. Finishing my 1964-65 tour in Okinawa, I returned home and got discharged in California in June 1965.

Luckily I got a job at General Telephone Company (GTE) in York, PA. When the new 1966 cars came out, I got prices on the Corvette, the Nova, and the Corvair. I eventually traded the 1962 Corvair in on a 1966 Monza coupe 140 hp, four carburetors, powerglide at Ammon R. Smith Chevy dealer. Living at home yet I got into drag racing at York US 30 dragway. Also cruising the circuit (the loop) around the city and going to Rod and Custom auto shows in Washington DC, Baltimore, Maryland Civic Center's and the local Gurnsey Pavilion in Lancaster PA.

I drag raced the 1966 Monza for about two years, it won many trophies in the O/S automatic class. One night during eliminations I saw a 1968 Nova coupe that turned 13.8 ETA and the B/pure stock class. It had a 327 engine emblems on the fenders that's all I know about the car. It amazed me as I still had an interest in the Novas. The styling was clean and crisp for the 1968-74 Novas. I don't recall the weight of the 68, but it was very heavy car.

Late 1969, I revisited our local D.E. Stetler Dodge dealer and saw the same Nova on their used car lot! The sale price was \$2895. The color was teal blue (RPO LL code) with the



**NOVA** A Publication of National Nostalgic Nova  
**TIMES** March/April 2015 Volume 34 Number 2

Continued on Page 6 "Corvair or Nova"

## Corvair or Nova *Continued from Page 5*

white stripe painting on the body sides. A black rhino interior bench seat and Anson mag wheels. It was the 327/325 hp L79 version with an M21 Muncie trans, 373 posi rear. A beautiful looking car and I had to buy it and traded in my 1966 Corvair this was December 30, 1968.

The previous owner traded the Nova in on a 1969 Dodge Swinger 340. When the drag strip opened in the spring I saw the Swinger there but I did not see the owner in the pits to talk to. I street raced in York and eventually got a super tune up at the Stills Performance Shop. The mechanic that tuned my car owned a 1969 Nova with the 396/375 hp engine. My Nova didn't have a tach that night I ran it at the strip. Not being speed shifter I managed to turn a 14.1 ETA with a bigger G 70 14 tires recently put on in the B pure stock class. Also ran a few grudge races on our I 83 four-lane highway, usually against Mustangs of that era. With no unsafe traffic signals involved in those incidents and a quick exit at the nearest off ramp.

After getting married in 1970 and a new baby on the way I figured it was time for the family oriented vehicle. I sold the Nova to my brother-in-law, he really like the car too. It turned out to be a slight mistake as he eventually got into street racing. To settle that's family dispute the car was sold to someone in our area. A few years later I saw the Nova in a small town near York at a garage that was closed. It had Wisconsin license plates on it, but no one around to ask about the car. And that was the last time I ever saw it. Hopefully it wasn't salt rotted away or involved in a serious wreck and may still be around somewhere. In today's muscle car market the value and collectors demand would be very high!

Eventually I went back to my Corvair's, I only had around 12 various models in my lifetime. My current car is a 1966 Yenko Stinger Corvair YS-313, which was converted from the 1966 Corsa coupe I owned for 14 years. Stinger Corvair was Don Yenko's first car endeavor before the later built Yenko 427 Camaros Chevelle's and Novas. He and Donna Mae Mims (his secretary and ad lady) were road racers. In 1965, Don figured the 1966 Corvair Corsa coupe with the rear engine horsepower and weight of it would be a good candidate for the D production class. Which was dominated by the Triumph TR-4's factory sponsored cars. He made a deal with Chevrolet racing friends to purchase a fleet order of 100 Corvair's all in white with black interior's, 140 hp, four speed Corsa's. He had to convert 100 cars in his Yenko Stinger white with the blue racing stripe and accents to be accepted for the D/production. They were trucked in and all were built in December 1965 with the VIN numbers and body tags, unibody stamping and subsequent number order. As Yenko finished each car they would get a YS serial number tag from the YS-001 to YS-100. Which got attached on the drivers door jam with small rivets. During the rush to finish the cars Don's daughters were helping in the assembly. When they were finished the SCCA representative came in to check the cars and finally approved the stinger for the D/production class racing. Many of the first 100 singers were sold to Road and autocross racers. Very small percentage of the cars were sold as street driven cars. In 1967 a Stinger won the SCCA D/P National Championship driven by Jerry Thompson.

Don built other Corvairs in 1966-67. They used various number tags from YS-101 to YS-199 no sequence order. There was no YS-200 tags ever produced. You could also take your 1965-66 Corsa Coupe in and they would convert it to Stinger specs and paint scheme. Or purchase a kit (fiberglass engine lid, window panels and Stingers stickers) and have someone build it or do it yourself. These cars received a YS-300 to YS-318 none of the tags from YS-125 to the YS-300 were ever issued or used. Some of the original cars have not been accounted for yet. There was a total of 186 Stingers built. My YS-313 serial number tag which I got from Don Yenko's father in 1980 was to convert my 1966 Corsa coupe with all the correct parts to Stinger specs. The YS-313 tag makes a legal Stinger. Without a YS tag the Corvair Society of America (CORSA) will not recognize it as an official Stinger. The car is registered on two Yenko websites. It was built in December 2013 at Pritz Autobody York, PA work the same way the cars 1965-67. But with today's era body and paint materials. The car has won many awards, and I have told this Stinger history story many times to people at car shows who are not aware of their history. You don't see them very often unless it is at a National Corvair convention or a Nostalgic or vintage racing event!

Besides all the Corvairs I owned and now the Stinger, I've always relate back to my 1968 Nova as a great car. The same cliché "I wish I had the car now" and "what would it be worth?" Old pictures rekindle those past memories." What a year!



*Continued to Page 8*

## VP Ramblings -

### *It's Time to Hit the Road*



Submitted by  
John Johnson

It was great to see everyone at the March meeting. I hope you enjoyed the change of meeting places. I, for one, was happy to see such a large turnout. It has been a long winter and it looks as if a lot of us were glad to get out with our friends on such a beautiful evening. It was as if "Mother Nature" herself, was giving us her OK to begin another great year. We discussed many potential activities for the year. It was decided to begin our 2016 season with a trip to Lancaster County.

Reservations have been made for a tour of the Hans Herr House near Willow Street, on **Saturday, April 30<sup>th</sup>**. The day will also include a tour of the Longhouse, just across the road from the Hans Herr House. The plan is to meet in the **Rutter's parking lot at the Wrightsville exit of US 30 at 9:45 AM**. We will leave the Rutter's and travel to Willow Street via the scenic roads through Millersville and onto Willow Street. Be advised that there is no breakfast stop included in the trip. We do plan to have lunch together after the tours.

The Hans Herr House consists of two separate tours. The first tour is of the house and grounds. Hans Herr was one of nine Mennonite men granted 10,000 acres of land in the western most area of early Pennsylvania. The house we will visit was constructed in 1719. It will give you a glimpse of 18<sup>th</sup> century life on

the PA frontier. Included in the house and out buildings are examples of early farm equipment, furnishings and food. The second part of the tour is a reconstructed Native American Longhouse. It is modeled after the Longhouses used by various tribes of Conestoga Indians who lived in this area prior to Hans Herr and the Mennonites. In the Longhouse we will see how the Native Americans lived up until the arrival of the Europeans.

**The cost of both tours is \$15.00 per person, but we get a discount to \$13.00** if we have 10 or more in our group and one person pays for everyone. I will pay the admission and you can pay me prior to the beginning of the tours. The house tour is scheduled for 11:00 AM with the Longhouse at 12:00 noon. After the tours, we will travel to a restaurant for lunch. Please be advised that we will be **eating lunch around 1:30 PM**.

Get your cars ready, it's going to be a great cruising season for the Club. Remember Corvairs and camaraderie, it doesn't get any better than that.



## Hans Herr House Tour

(Willow Street)

**Saturday, April 30, 2016**

\$15.00 per person

or

\$13.00 per person if 10 or more attend

Read John Johnson's article this month for more information.



**Newsletter Deadline**

**May 20, 2016**

*Birthdays  
of the  
Month*

**Linda Enfield**

**April 5<sup>th</sup>**

**Lou Trimper**

**April 8<sup>th</sup>**

We would love to wish you a very Happy Birthday in our newsletter. Please submit your birth date to [lcl@pa.net](mailto:lcl@pa.net).



Submitted by Joe Darinsig

## CPCC Members News Update

I have been in Florida for a month and just got home on Wed. 3/16. Drove my friend, Linda, and her dog down to her new home which is 36 miles East of Orlando. I stayed to help unpack 35 cartons of stuff, and do a lot of little repairs around her house. The previous owners did not take good care of the house and property! Before I left I visited Marie Zimmerman at Country Meadows. She is in good health and recently had some teeth pulled but was in good spirits. She always asks how are the members doing whom she knew when Harold and her were active in the club.

I have been trying to arrange another breakfast meeting with Jesse & Milana Wright to see how he is doing with his medical situation. But time hasn't worked out with me, so hopefully in the near future we can work something out to get together. Jesse really enjoyed the article in the past newsletter on his two Corvans and Milana's '64 Sedan.

I have some Corvair information

and photos from Florida for a future newsletter. Once I get all my 300 pictures done and information to go with them in a later issue. Two days before I came home the temps were in the 90's already, normal range is in the high 70's to 80's. Maybe an early hot spell!

When I got back, I called Dena Hooper (Leon's wife), to see how they are doing. I spoke to daughter, Cindy, and found out that they are moving into an apartment in Millersburg in the near future. Steve was there going through some of Leon's paperwork. I need to call him and find out there future status, and plans. And help the family however I can. *More later...*

A local note: Went to Books-A-Million to check the auto magazines for Corvair articles. In the Auto Roundup magazine there was a 1966 Yenko Stinger YS-072 (one of the original 100 cars), Stage III, for sale at \$100,000. From Michigan, 248/620-3362; in case anyone is interested in buying it. Or not !!!?

## Corvair or Nova Continued from Page 6



This article was taken from *Nova Times* magazine.

### Baker's Needed for Corvair Day

# BAKE SALE

#### ATTENTION

Ladies and Gentlemen who like to cook sweets: Cookies, Cakes, Brownies, Pie, etc.. Your talents are needed!

I am looking for volunteers who would like to donate bake sale items to our 2016 Corvair Day in September. This year, we will be having a bake sale table. If you can help by donating some goodies, please contact Carol Trimper at [lcl@pa.net](mailto:lcl@pa.net).





### CPCC OFFICERS

#### President

John Berkheimer  
403 Dart Drive  
Hanover, PA 17331  
(717) 632-5617  
Email: jhbmail1@comcast.net



#### Vice-President

John Johnson  
550 Gross Road  
Fawn Grove, PA 17321  
(717) 456-5139  
corvair@zoominternet.net



#### Secretary

Earl Holmes  
1511 Hicks Drive  
Dauphin, PA 17018  
(717) 921-8124  
Email: earlzgames@comcast.net



#### Treasurer

Sandy Holmes  
1511 Hicks Drive  
Dauphin, PA 17018  
(717) 921-8124  
Email: w061772@comcast.net



#### Board Members

Jim & Linda Enfield  
11925 High Point Road  
Felton, PA 17322  
(717) 244-7181  
Email: jte448@zoominternet.net



Joe Darinsig  
1751 Chesley Road  
York PA 17403-4001  
(717)845-9347  
joedarinsig@yahoo.com



#### Newsletter/Web Editor

Carol Trimper  
30 Wheaton Drive  
Littlestown, PA 17340  
(717) 359-0712  
Email: lcl@pa.net



#### Club Photographer

Lou Trimper  
30 Wheaton Drive  
Littlestown, PA 17340  
(717) 359-0712  
Email: lcl@pa.net



## Central Pennsylvania Corvair Club

The Central Pennsylvania Corvair Club (CPCC) is a non-profit organization dedicated to the preservation of the Corvair and Corvair powered vehicles. We provide knowledge about the Corvair to our members and other car enthusiasts, as well as hold monthly meetings, events, and social gatherings for the enjoyment of our members.

CPCC is Chapter #170 of the Corvair Society of America (CORSA). Dues for CPCC are \$16.00 per year or two years for \$30.00, which must be sent in the form of a check or money order payable to "CPCC" and mailed to CPCC Treasurer, Sandra Holmes, 1511 Hicks Drive, Dauphin, PA 17018. It is suggested that CPCC members also become members of CORSA, the national organization. CORSA dues are \$45.00 per year. Dues may be sent to CORSA, P.O. Box 607, Lemont, IL 60439-0607 or online at <http://members.corvair.org>.

Newsletter submissions should be sent to the Newsletter Editor, Carol Trimper at [lcl@pa.net](mailto:lcl@pa.net). Mailing address is 30 Wheaton Drive, Littlestown, PA 17340.

All other club inquiries should be directed to the CPCC Secretary, Earl Holmes, 1511 Hicks Drive, Dauphin, PA 17018.



The Four Wheel Independent  
30 Wheaton Drive  
Littlestown, PA 17340