

**The Four Wheel Independent**

**1962 Corvair Monza GT Concept Corvette**

March 31, 2016

Written By K. Scott Teeters

Submitted by Joe Darinsig

Concept cars are exactly what they are called—just a “concept.” Don’t look too closely at the details of how producible the car is because it’s just a concept of a car. What typically survives from any concept car is styling and design elements. The Monza GT and the Monza SS roadster were never intended to be replacements for the Corvette. After all, the basic platform was the rear-engine Corvair. Now, before you go, “Puke! Puke!” let’s go back to 1957 for a brief look at Chevrolet General Manager Ed Cole’s aggressive and innovative Q-Chevrolet line of cars.

Cole was a car guy that happened to be an engineer. His first big success was as lead designer of the Cadillac OHV engine that was later used as the basic design platform for the small-block Chevy engine. Cole loved new mechanical innovations and technology. After becoming General Manager of Chevrolet, he wanted to do something really big. He envisioned the entire 1960 Chevrolet line of cars being equipped with a “transaxle” and he called the new line the “Q-Chevrolet.” With the transmission hump eliminated, the interior could be opened up—especially on the fullsize Chevrolet. “Roomy” was a marketing position in the 1950s. Since the Corvette was part of the Chevrolet line, designers worked out the basics of a “Q-Corvette.” In hindsight, this was a prehistoric C5 Corvette. Imagine a 1960 Corvette wearing a “Sting Ray” like body, with four-wheel independent suspension, disc brakes, an all-aluminum fuel-injected engine, a dry-sump oil system, and a transaxle. Yes, it was a C5, 37 years early.

The entire Q-Chevrolet concept collapsed due to cost, but the transaxle survived and went into production in GM’s new VW Beetle-fighter: the Corvair. From the

timeframe of 1960, the little Corvair was a pretty cool car—rear-engine, four-wheel independent suspension, a transaxle, and an all-aluminum opposed, flat-six engine. Styling was definitely late ’50s and sold fairly well from the start. In 1960, Chevrolet produced 253,268 Corvairs. 1961 turned out to be the Corvair’s best year with 337,371 units built, followed closely in 1962 with 336,005 Corvairs sold. 1963 to 1966 was a downward slide: 288,419 in ’63, 215,300 in ’64, 247,092 in ’65, 109,880 in ’66, with the bottom dropping out in ’67 with just 27,253 cars, ’68 saw just 15,399 Corvairs, and the final year was a paltry 6,000. Even the restyling of the ’65 model didn’t help. But at the height of the Corvair’s popularity, V.P. of Design Bill Mitchell saw potential in the Corvair’s unique platform and set two of his sharpest designers—Larry Shinoda and Tony Lapine—to work on a radical Corvair. Two cars were built; the Monza GT was a mid-engine coupe and the Monza SS was a rear-engine open-roadster. Neither car looked like anything else on the road, let alone a Corvair.

The Monza GT coupe is arguably the more interesting of the two concepts because of its mid-engine layout. The Corvair drivetrain was turned 180-degrees so that the engine was behind the driver and in front of the rear wheels—just like an exotic European sports car. The powertrain consisted of a stock Corvair engine (148 cid/102 hp) and four-speed manual transaxle. Since this was just an overall concept, the engine wasn’t enhanced for performance. The Monza GT had four-wheel independent suspension, four-wheel disc brakes and alloy wheels. This was pretty heady hardware for 1962!

About the body design; WOW! Where did Shinoda and Lapine come up with this

one? This is 1962, three years before the debut of the Mako Shark-II. The family resemblance is obvious. Also, by this time, Shinoda most likely completed the design of the new Sting Ray, so he’d spent several years styling what was to become an American automotive icon. So he was used to drawing bold, swooping shapes that were dynamic. Coupled with Bill Mitchell’s affection for crisp, sharp lines (like a freshly pressed men’s suit), surface breaks with long, smooth curves, blended with sharp edges in the front and back. Even the windshield has a crease down the center. The curves and creases are so beautiful it’s easy to not notice that there’s no A-pillar. Now, unless they were planning to use “transparent aluminum,” this was never going to happen in a production car. But, that’s what concept cars are all about.

Getting in and out of the car was sci-fi show biz. The entire roof section, wraparound windshield and sides (where the doors should be) hinged forward and lifted up in one piece. You “stepped into” the car and sat on a single, fixed bench seat with a padded center divider/console. The struts that held the top up had an accordion-like pleated cover that looked sci-fi-like. The gas, brake and clutch pedals were adjustable. The dash had a tach and speedometer, and the console gauges were angled toward the driver. The steering wheel looked a lot like what we would later see on the ’63 Corvette. To access the engine and four-speed transaxle, the entire back of the car was hinged from just in front of the rear wheels and tilted back—again, just like an exotic European sports car. The rear window had adjustable louvers, a styling element that was later seen on the Mako

Continued on Page 7 **Corvair Monza**

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No Treasurer's Report  
submitted this month.



## The Corvair Society of America (CORSA)

"Founded in 1969 by and for those who still appreciate the Corvair automobile"

Central Pennsylvania Corvair Club strongly encourages all members to become members of the Corvair Society of America (CORSA). Anyone with a fondness of the Corvair automobile will benefit from CORSA membership. In addition, we will all benefit by maintaining a strong national presence to lobby our interests and organize our collective purposes.

PLEASE do not overlook the potential value of a CORSA membership. Try it out. Your first year will cost only \$45. If you share our enthusiasm for these superbly engineered and styled cars, why not join our Society today? Domestic dues are only \$45 for 1 year/ \$90 for 26 months (two months free!) We are sure you will find it a worthy and rewarding investment! Visit: <https://www.corvair.org/index.php/documents> to register online.

CORSA  
 P.O. BOX 607  
 Lemont, IL  
 60439-0607  
[www.corvair.org](http://www.corvair.org)

## Keystone Corvair Travel Highlights & Tips (Part 2)

by Paul Miller



Like the night sky **AND** loneliness? Head to Cherry Springs State Park in Potter County where a "night" park awaits you. It is considered the darkest spot on the East Coast of the US. Been there done that - it **IS** dark.



If you are too hot from all that Corvair driving go from Cherry Springs to the Coudersport Ice Mine (only 6 miles from Cherry Springs) where the temp is guaranteed to be 32° with mountains of ice to boot. This ice occurs *unexpectedly only* in the hottest months of the year- June, July, and August. Why? No one can figure it out! For just 500 pennies you can be cool - and not just because you drive a 'Vair.

*Are you a little overwhelmed by urbanization?* Then drive the 'Vair to one of these 10 smallest Pennsylvania towns- all with populations of less than 211 citizens. Bailyville, 201; Brave 201; Hartstown 201; Albrightsville 202; Marklesbury 204; Addison 205; Newton Hamilton 205; Callensburg 206; Barkeyville 207; Stillwater 210. Question is will someone say, "I used to have a Corvair - mine was a 4 cylinder".

*Flush with cash?* Well, just drive the PA Turnpike who will happily take your extra cash with the new raised rates of just \$51.85 from West (Ohio Gateway) to East (Delaware River Bridge- was "broken" then hastily "fixed") a distance of 357 miles- just 14½¢ per mile. Hint: Use EZ Pass save \$14.62.

*Still have molla?* Hang out with your other rich friends in the highest per capital income of PA - Chester County at \$41,251.

*Feeling poor?* Go to Forest County which is PA's lowest per capital income county at \$14,325. Surely, people will look upon your Corvair as a rich European import powered by Unobtainium since there is no motor in front.

The adventures just never seem to stop when driving a Corvair- spring is soon here- so get out there and find that new memory.



## Corvair Cooks Corner



### EAT LOTS OF SWEET POTATOES

*(Something a little different this month!)*

It's been said that God first separated the salt water from the fresh, made dry land, planted a garden, made animals and fish. All before making a human. He made and provided what we'd need before we were born. These are best & more powerful when eaten raw. We're such slow learners...

God left us a great clue as to what foods help what part of our body! God's Pharmacy! Amazing!

A sliced **Carrot** looks like the human eye. The pupil, iris and radiating lines look just like the human eye... And YES, science now shows carrots greatly enhance blood flow to and function of the eyes.

A **Tomato** has four chambers and is red. The heart has four chambers and is red. All of the research shows tomatoes are loaded with lycopene and are indeed pure heart and blood food.

**Grapes** hang in a cluster that has the shape of the heart. Each grape looks like a blood cell and all of the research today shows grapes are also profound heart and blood vitalizing food.

A **Walnut** looks like a little brain, a left and right hemisphere, upper cerebrums and lower cerebellums. Even the wrinkles or folds on the nut are just like the neo-cortex. We now know walnuts help develop more than three (3) dozen neurotransmitters for brain function.

**Kidney Beans** actually heal and help maintain kidney function and yes, they look exactly like the human kidneys.

**Celery, Bok Choy, Rhubarb** and many more look just like bones. These foods specifically target bone strength. Bones are 23% sodium and these foods are 23% sodium. If you don't have enough sodium in your diet, the body pulls it from the bones, thus making them weak. These foods replenish the skeletal needs of the body.

**Avocados, Eggplant and Pears** target the health and function of the womb and cervix of the female - they look just like these organs. Today's research shows that when a woman eats one avocado a week, it balances hormones, sheds unwanted birth weight, and prevents cervical cancers. And how profound is this? It takes exactly nine months to grow an avocado from blossom to ripened fruit. There are over 14,000 photolytic chemical constituents of nutrition in each one of these foods (modern science has only studied and named about 141 of them).

**Figs** are full of seeds and hang in twos when they grow. Figs increase the mobility of male sperm and increase the numbers of Sperm as well to overcome male sterility.

**Sweet Potatoes** look like the pancreas and actually balance the glycemic index of diabetics.

**Olives** assist the health and function of the ovaries.

**Oranges, Grapefruits, and other Citrus fruits** look just like the mammary glands of the female and actually assist the health of the breasts and the movement of lymph in and out of the breasts.

**Onions** look like the body's cells. Today's research shows onions help clear waste materials from all of the body cells. They even produce tears which wash the epithelial layers of the eyes. A working companion, Garlic, also helps eliminate waste materials and dangerous free radicals from the body.



Taken from the internet: <http://www.godembassy.com/main/important-to-know/item/180-eat-lots-of-sweet-potatoes.html>

*Submitted by Steve Hooper*

## VP Ramblings

by John Johnson



At our last Club Meeting we discussed upcoming events, including a Spring Cruise. After no one came up with an idea for an outing in May, JOHN Berkheimer suggested doing the Cruise to King's Gap as we had done a few years ago. After giving some thought to this suggestion, I contacted JOHN to see if he thought there would be interest in doing a tour of the Gettysburg Battlefield. We have already toured the Soldier's National Cemetery and a few years ago did an evening "Ghost Tour" on the Battlefield. It has been many years since we have done a tour of the Battlefield itself. JOHN agreed to the change, I then contacted Jim and Linda, Lou and Carol and Dave.

They also concurred, so on May 6<sup>th</sup> the Club will meet at the Corvair Ranch at 10:00 AM and caravan to the Battlefield for a two-hour tour. During this time we will, hopefully, learn some new things about the Battlefield such as strategies of the armies, people who participated, landmarks and lesser known events that happened there. Who knows, we may even delve into the supernatural with some "Ghost" stories. Some of the topics that will be discussed are: the dime and the peace light, Sallie the dog, Pauline Noel, Mount Rushmore, and Francis Scott Key. You will also see a cannon ball still stuck in a building since 1863, be able to "hug" a veteran of the battle, the Irish

Brigade and their connection to Notre Dame, a tree made of cement and see some actual dinosaur footprints. We will also get into some of the basic facts connected to the Battle such as: troop movements, specific locations of some of the most intense fighting, some of the Generals and their involvement. All in all it will be a fun day. We will culminate our tour with lunch at Pickett's Buffet around 1:00 PM. Even though there is still snow on the ground, in about six weeks the days will be warm and tops will be down. Have your car ready for another fun season of Corvairs, cruising, and camaraderie.

## Spring Dust Off Tour

by Dave Steigauf



Time to get fresh gas in the cars for the first event of the year. We will be going to the Seiverling Museum, Car and Pedal Car Museum in Ephrata on April 23<sup>rd</sup>. We will be meeting at our old meeting place, the Rivertown Restaurant, in Wrightsville beside Susquehanna Dodge. We will be departing the restaurant at 1:30 PM and up to head Route 272 to Ephrata. The Museums address is 66 Lancaster Avenue, just north of route 322. If you want to have lunch at Rivertown Restaurant, arrive early enough to be ready to leave no later than departure time. We are planning lunch before the tour and no meal is planned after. If you prefer to meet us at the Museum, we should be there by 2:30 PM. The Museum is privately run and is free, but they do ask for a donation of \$3-\$5 to help cover expenses. If you have any questions or need additional information or directions, feel free to contact me at [davescorsa@verizon.net](mailto:davescorsa@verizon.net). Hope you can put this on your schedule and we will see you there.

*Seiverling* MUSEUM  
 LLC  
 CAR AND PEDAL CAR MUSEUM



# 2017 UPCOMING EVENTS

- APRIL**
- 23 Seiverling Museum,  
Car and Pedal Car Museum  
Meet at Rivertowne Restaurant.  
*Leaving at 1:30PM*
- MAY**
- 6 Battlefield Tour  
Meet at Corvair Ranch at 10AM
- JUNE**
- 17 Muddy Creek Fork Get-Together
- JULY**
- 15 Club Potluck  
Picnic and Pool Party  
John & Joyce Berkheimer's Home
- AUGUST**
- 12 Red Lion Water Treatment Plant
- SEPTEMBER**
- 23 CORVAIR DAY
- OCTOBER**
- 14 - 15 Overnight Trip to Williamsport

## Lehman's Feed & Home Center, Inc. Mother's Day Car Show

*Benefits The Eastern Museum of Motor Racing*

### SUNDAY, MAY 14TH, 2017

**10 am - 2 pm**

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Includes 1 **FREE** Sandwich  
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**For More Information contact:**

Carol Weaver @ 717-465-2191 or Lehman's @ 717-528-4119

or email: [eaglespoint97@yahoo.com](mailto:eaglespoint97@yahoo.com)



**NEXT  
C.P.C.C.  
MEETING**



**Wednesday, April 12, 2017**

Dinner 6 pm

Meeting begins at 7 pm

**A Message from our  
Treasurer, Sandy Holmes...**

**REMINDER:  
RENEW  
MEMBERSHIP  
FOR 2017**

*As of 3/8/17, I do not have 2017 Dues  
for the following:*

- Jeffrey Ostroff
- Ryan Sauerwine
- Denny Shaffer
- Curtis Stone



**All submissions for the  
monthly Newsletter  
must be received by the  
Newsletter Editor no  
later than May 20, 2017**

*Corvair Monza (continued from page 1)*  
Shark-II. The back-end styling angled forward and was scooped in with Sting Ray-like dual taillight clusters. This back end shape later influenced the 1965-'69 Corvairs. The fiberglass body was reinforced with plastic panels and since there was no structural B-pillar, there was a built-in rollbar, just like a race car.

The Monza GT was a startlingly little car. The Monza GT had a 92-inch wheelbase, was 162 inches in length (13.3 inches shorter than the Sting Ray) and 42 inches in height (7.8 inches shorter than the Sting Ray). Now, the ugly part: the headlights. They hadn't yet figured out the flip-up or the flip-around style hidden headlights. Instead, they designed what they called the "alligator style" that had upper and lower doors that split open at the forward leading edge. As beautiful as the car was, the exposed headlights are that bad.

So, what happened? The car was never road tested or developed; it was just a concept car. Roger Penske once drove the car and said that he liked it better than the then-current Porsche. But as they say, "Timing is everything." Fitting a small, Corvair-based sports car into the Chevrolet lineup was not likely. After all, Chevy only sold 21,513 '63 Corvettes. So, from a bean counter's perspective, that's not much of a market. It is written that the Monza GT "came close" to production, but "how close" could have been weeks, days or hours. But when Ford unleashed the Mustang and started the Pony Car Wars, a pint-sized Corvette didn't stand a chance. The same thing happened to the Monza GT-inspired '64 Pontiac Banshee, which looks even more like a C3 Corvette. Eventually, the Monza GT "theme" was picked up by Opel, styled by Erhard Schnell, and produced as the Opel GT from 1968 to 1973. The Monza SS was similarly styled, but in an open roadster configuration and no top whatsoever. Unlike the GT, the SS was closer to its Corvair roots and was a rear-engine layout. Both cars toured the car show circuit for several years. After the C3 Corvettes came out, the Monza GT and SS weren't seen much.

The good news is that both cars survive and are now part of the GM Heritage Collection of cars that are parsed out to special car events. While the Monza GT never arrived in Chevy dealer showrooms, it is obvious that if there hadn't been the

Monza GT in 1962, there might not have been a Mako Shark-II in 1965. And if there had been no Mako Shark-II, what would the C3 have looked like. The entire "Shark" profile might not have happened! Or, here's another possible path; a Monza GT, enlarged enough to fit a big-block in place of the Corvair flat-six, then the C3 would have been a mid-engine. That's an interesting notion as we wait for the mid-engine Zora Corvette.

This is what we think are 51 of the most interesting and unique experimental, prototype, engineering study, and show car Corvettes ever built. Aside from the 1957 Q-Corvette, every one of the cars we presented were handmade, one-of-a-kind cars (except for the five-of-a-kind 1963 Grand Sports). Most of the cars have survived, but a few are long gone. Engineering study cars tended to never be seen again after their initial exposure, such as Duntov's white 1969 ZL1 set up like an A/Production racer. After the studies are completed there's no need to keep the complete car. The good parts were salvaged and the rest was trash. They can't keep everything.

One car I wish had survived is the 1963 Four-Seater Sting Ray Split-Window Coupe. It was an interesting concept that, at the time, "made sense" to Ed Cole. A "Thunderbird fighter Corvette." And since he was the General Manager of Chevrolet then, the designers and builders got it done. If it weren't for the few surviving photos, we wouldn't even have known about the study. The car was never road tested so we have no idea what such a Corvette would be like.

Of all of the cars that survived, the 1959 Stingray Racer is arguably the crown jewel of Corvettes. This is the car that took the Corvette into an entirely new direction of style and attitude. Of course, the Stingray Racer's offspring was the 1963-'67 Sting Ray. Even though today Sting Rays look dated, the shape and style is still breathtaking. And speaking of breathtaking, the fully restored 1959 Stingray Racer is stunning.

I suppose we could chalk it up to a different corporate culture, but clearly Chevrolet isn't producing anywhere near the number of "experimentals" today as they did in the '60s and '70s. From 1960-1969, 19 experimentals were produced. The number dropped to eight from 1970-1979. And from 2000-2016 only two

experimentals were built: the 2009 Stingray Concept and the 2010 Z06X Concept (both featured here).

I have to say, it was very exciting growing up in the '60s and '70s when it seemed that Chevy was just cranking out these unique experimental, prototype, engineering study, and show cars. It kept us all stoked in anticipation of what the heroes—such as Duntov, Mitchell, Shinoda and the rest of the super-creatives—that designed Corvettes had sketched-out on a folded-up piece of grid paper in their shirt pocket, right behind their mechanical pencils and slide rule.

*K. Scott Teeters has been a contributing artist and writer with Vette magazine since 1976.*

*Photos of Concept Cars can be found on Page 8*

## HOT ROD

# April



## BIRTHDAYS



## Concept Cars

Mar 28, 2014 Taken from the internet at [oldconceptcars.com](http://oldconceptcars.com)

### Chevrolet Corvair Super Spyder XP-785 Concept Car (1962)



### Chevrolet Corvair Monza GT (1962)





## Secretary Minutes from March 2017 Meeting

by Earl Holmes



### Call To Order

The meeting was called to order by our President, John Berkheimer, at 7:00 P.M.

### Secretary's Report

The Secretary read the minutes from the February meeting which included a review of the registration form for this year's Corvair Day.

### Treasurer's Report

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

### Old Business

There was no Old Business discussed at this meeting.

### New Business

- ◆ Dave Steigauf stated that the Peddle Car Museum is only open one Saturday a month. The plan is to meet at the Rivertowne Restaurant in Wrightsville, on the 23<sup>rd</sup> of April, and leave for the Museum at 1:30 P.M, or meet at the Museum at approximately 2:30 P.M.
- ◆ The club will be given a tour of the Red Lion Water Treatment Plant on August 12<sup>th</sup> and the get together at the Muddy Creek Fork on June 17<sup>th</sup>. A Cruise to Gettysburg Battlefield scheduled for May 6<sup>th</sup> is also planned. More information on these activities are in this newsletter and future newsletters.
- ◆ We also discussed some club activities for the upcoming year and that a few dates and possible places of interest are still available.
- ◆ The next Club Meeting will be held April 12<sup>th</sup> at the Hoss's Restaurant in York.

### Announcements

- ◆ John Warren attended his first meeting as a club member. Welcome John, we hope you enjoyed the meeting.
- ◆ I was this month winner of the 50/50 drawing. The winning was donated back to the Club's Treasury.

### Adjournment

Dave Steigauf made a motion to adjourn the meeting and was seconded by Lou Trimper. Meeting was adjourned.

## Tech Session Ideas?

Do you have an interesting technical project you worked on recently?  
Need to see a technical demonstration of a procedure that will help you with your restoration or repair project? We are looking for ideas for technical demonstration sessions. These technical sessions can be helpful for those of us restoring or performing maintenance on our Corvairs. If you have an idea, please notify one of our officers listed on page 2.





# Corvair Ranch

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email us at: [corvairranch@embarqmail.com](mailto:corvairranch@embarqmail.com)











# Marysville Spring Car Show

Susquenita High School  
309 Schoolhouse Road, Duncannon, PA 17020

May 13, 2017 9:00am - 3:00pm

Rain or Shine



Classes	
Class 1	Camaro
Class 2	Chevy 1900 - 1948
Class 3	Chevy 1949 - Present
Class 4	Chrysler/Dodge/Plymouth 1900 - Present
Class 5	Corvette 1953 - 1982
Class 6	Corvette 1984 - Present
Class 7	Ford 1900 - 1948
Class 8	Ford 1949 - Present
Class 9	GM (Non-Chevy)
Class 10	Muscle Car
Class 11	Mustang
Class 12	Specialty
Class 13	Street Rod
Class 14	Truck

Trailered cars must be unloaded.

All Proceeds are going towards Saving Our Pool  
Questions, please call 567-3110

- First 100 entries will receive a Dash Plaque.
- Judging will be done by entrants.
- Registration is from 8:00am - 11:00am.
- Voting ballots will be handed out at 11:30am and must be returned by 1:00pm.
- Winners will be announced around 2:30pm.
- Food available for purchase.
- Door Prizes
- 50/50
- 1st, 2nd & 3rd Place Trophies in all Classes
- Best of Show Trophy

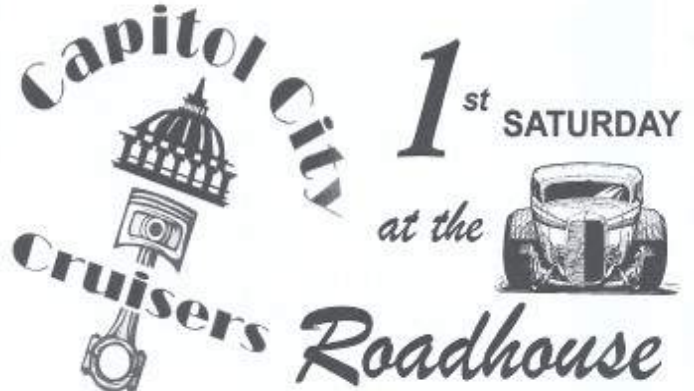
### Registration Form

\$10.00 pre-registered (deadline 5/8/17) & \$12.00 day of show (registration ends at 11:00am) - No Refunds  
Please return this portion with your check payable to Marysville Park Pool and Recreation Foundation (MPPRF Foundation)  
mail to: MPPRF Foundation, c/o Car Show, 200 Overcrest Road, Marysville, PA 17053

Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
Address: \_\_\_\_\_  
Street City State Zip  
Email: \_\_\_\_\_  
Class # \_\_\_\_\_ Year \_\_\_\_\_ Make \_\_\_\_\_ Model \_\_\_\_\_

WAIVER: As a condition of registration, I understand that I am fully responsible for my vehicle, personal belongings and merchandise. I agree to release the Borough of Marysville, MPPRF Foundation, their officers, agents, employees, volunteers, and other participants of any and all known or unknown damages, personal injuries, and/or claims from any causes that may be suffered by participation in this event. By my signature, I verify and agree with the waiver.

Participant Signature: \_\_\_\_\_ Date: \_\_\_\_\_



## Capitol City Cruisers

are HOSTING a MONTHLY CRUISE in 2017

APRIL thru October 4 to 7 pm

1031 Eisenhower Blvd  
Harrisburg, PA 17111

Music by  
Harry  
Loranzo

Café is open!

APRIL 1<sup>st</sup> MAY 6<sup>th</sup> JUNE 3<sup>rd</sup> JULY 1<sup>st</sup>  
AUGUST 5<sup>th</sup> SEPT. 2<sup>nd</sup> & OCTOBER 7<sup>th</sup>

DOOR PRIZES FREE REGISTRATION

Call Charlie Roberts at 805-1650 or Rod Murray at 579-5440

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**SUNDAY APRIL 23<sup>RD</sup> 2017**  
**SAVE THE DATE**

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**PRE-REGISTRATION/MORE INFO/UPDATES**  
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**CHECK US OUT ON FACEBOOK, SEARCH "WILKES ASME CAR SHOW"**

## Capitol City Cruisers

### ANNUAL SPRING CAR, TRUCK & MOTORCYCLE SHOW

**SATURDAY, APRIL 22<sup>ND</sup>, 2017**

CROSSPOINT CHURCH  
430 COLONIAL ROAD  
HARRISBURG PA 17109

1<sup>st</sup> LIGHT PAST BOSCOV'S, TURN LEFT



9:00 am - 12:00 noon CAR REGISTRATION  
12:00 noon - 12:30 PARTICIPANT JUDGING  
1:00 pm AWARDS



\$12.00 PRE-REGISTRATION / \$15.00 DAY OF THE SHOW

Participants are asked to bring a food donation  
Dash Plaques for FIRST 75 Vehicles  
Participants Judging for TOP 25 Cars, Trucks & Motorcycles including  
BEST OF SHOW, PASTOR'S CHOICE, CLUB PRESIDENT'S CHOICE  
(Capitol City Cruisers Members' Cars Will Not Be Judged for Awards)

50/50 RAFFLE and DOOR PRIZES

\$100.00 DRAWING FOR PRE-REGISTERED VEHICLES

COFFEE, DONUTS, HOT DOGS and HAMBURGERS

BE SURE TO "LIKE" US ON FACEBOOK!!!

NO ALCOHOL \*\*\*\*\* NO BICYCLES

Music by  
Harry  
Loranzo

Contact: Rod Murray 717-578-5440 or Charlie Roberts 717-805-1650

Pre-registration Deadline is April 15<sup>th</sup>

Please return to: Capitol City Cruisers, P.O. Box 128752, Harrisburg PA 17112

NAME: \_\_\_\_\_ CLUB: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
Street Town State Zip

Phone Number: \_\_\_\_\_ Email: \_\_\_\_\_  
We will NOT share your address with ANYBODY!

Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

HOW DID YOU HEAR ABOUT THIS SHOW? Mailing \_\_\_\_\_ Flyer \_\_\_\_\_ Cruise News \_\_\_\_\_ Friend \_\_\_\_\_ Online Site \_\_\_\_\_  
Cap City Club Member \_\_\_\_\_ Facebook \_\_\_\_\_ Paxton Herald \_\_\_\_\_ Other \_\_\_\_\_

Please make checks payable to: **Capitol City Cruisers** Total Enclosed \_\_\_\_\_

Capitol City Cruisers & CrossPoint Church will not be responsible for any known or unknown Damages, Injuries, Losses, Judgments and/or Claims from any cause to persons or property while attending the Car Show.

SIGNATURE \_\_\_\_\_

## CENTRAL PENNSYLVANIA CORVAIR CLUB, INC. (C.P.C.C.)

C.P.C.C. is a chapter of "CORSA" (Corvair Society of America). CORSA is a rapidly growing international organization now is boasting over 4000 members and 120 local chapters worldwide.

The C.P.C.C. Chapter has monthly social/family meetings at various locations within the region. Each month you will receive a newsletter announcing the meeting location. The newsletter also contains information about our club members, technical tips, other club activities, auto events, and classified ads.

The club is for the preservation and interest of the Corvair automobile.

We sponsor Corvair shows, rallies, mini conventions, caravans, parties, and dinners. All of our events are for the member's immediate family.

Dues are payable to: Central Pennsylvania Corvair Club (C.P.C.C.)  
c/o Sandra Holmes  
1511 Hicks Drive  
Dauphin, PA 17018

\_\_\_\_\_ New Membership is \$ 16.00 per year OR \$ 30.00 for two years.  
\_\_\_\_\_ Renewal of membership is \$ 16.00 OR \$ 30.00 for two years.

Member Name: \_\_\_\_\_ Spouse Name: \_\_\_\_\_  
First Middle Last First Middle Last

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Number of Corvairs owned (if any)

Year: \_\_\_\_\_ Model: \_\_\_\_\_ Body Style: \_\_\_\_\_ Serial Number: \_\_\_\_\_

Year: \_\_\_\_\_ Model: \_\_\_\_\_ Body Style: \_\_\_\_\_ Serial Number: \_\_\_\_\_

Year: \_\_\_\_\_ Model: \_\_\_\_\_ Body Style: \_\_\_\_\_ Serial Number: \_\_\_\_\_

Member's Birth Date: \_\_\_\_\_ Spouse's Birth Date: \_\_\_\_\_  
Month Day Month Day

Wedding Anniversary Date: \_\_\_\_\_  
Month Day Year

Child's Name: \_\_\_\_\_ Birth Date: \_\_\_\_\_  
 Child's Name: \_\_\_\_\_ Birth Date: \_\_\_\_\_  
 Child's Name: \_\_\_\_\_ Birth Date: \_\_\_\_\_

Recommended By: \_\_\_\_\_

*Any applicant whom is under the age of (18) eighteen, a parent or legal guardian must sign the application.*

Applicant: \_\_\_\_\_ Date: \_\_\_\_\_  
Signature

Parent or Guardian: \_\_\_\_\_ Date: \_\_\_\_\_  
Signature

Parent or Guardian: \_\_\_\_\_  
Print full name

## Central Pennsylvania Corvair Club

The Central Pennsylvania Corvair Club (C.P.C.C.) 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.

C.P.C.C. is Chapter #170 of the Corvair Society of America (CORSA). Dues for C.P.C.C. 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 "C.P.C.C." and mailed to C.P.C.C. Treasurer, Sandra Holmes, 1511 Hicks Drive, Dauphin, PA 17018. It is suggested that C.P.C.C. 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 C.P.C.C. Secretary, Earl Holmes, 1511 Hicks Drive, Dauphin, PA 17018.



Visit us on our website: [centralpacorvairclub.org](http://centralpacorvairclub.org)



The Four Wheel Independent  
30 Wheaton Drive  
Littlestown, PA 17340