



The Four Wheel Independent

August 2020

President's Message

Submitted by
JOHN Berkheimer



Hope everyone is doing well and staying safe. Sorry we had to cancel the picnic. Five days before the picnic I had heard from very few members that would be attending. So with the forecast of very hot weather, like it was last year, it was decided to cancel. We will have to rethink the month and date we have the picnic. This year with the COVID-19 we decided not to have it in the house like last year. I spent most of Saturday in the pool or in the shade.

We are cancelling all remaining meetings at Hoss' in York for this year. We have plans for a meeting at Latimore Valley Race Museum in August to do

planning for Corvairst Day, September 19th. At this time we do not have a date for that get together. If you would like to be part of that planning meeting please contact me or John Johnson, phone numbers and email addresses included in this newsletter (page 10) under officers, so we can contact you with date and time of the meeting. Please call, we need your help in planning and at the show.

As was mentioned in an earlier newsletter, I replaced my carpet in my 64 convertible. The old carpet isn't junk, ok for someone who doesn't concourse show their car. Color is medium saddle and it

is free. If no one is interested it will go to the junk man.

I also have the Central PA Corvairst Club wood sign, I would like to pass on to anyone interested. Size is 3 ft. x 3 ft. and would make a nice garage or man cave art. If more than one person calls, it will go to the member with most years of membership. If no one wants it, I will probably make room on my garage wall. I guess with extra time on my hands I am cleaning out. Jim Enfield was the keeper of the sign until his passing.

Happy Corvairsting,



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Corvairst or Nova?

Submitted by
Joe Darinsig

Taken from Nova Times March/April 2015 Volume 34, Number 2

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 on a 30-day leave before going overseas. I then traded

the Ford in on a 1962 Corvairst 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 Corvett, the Nova, and the Corvairst. I eventually traded the 1962 Corvairst 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, and the local Gurnsey Pavilion in Lancaster, PA.

Continued on Page 9



Join our
Facebook Group

In Facebook, search for **Central Pa. Corvairst Club** and request to join group. Any questions, please contact Joe Darinsig at 717-668-4414 or joedarinsig@yahoo.com.

CENTRAL PENNSYLVANIA CORVAIR CLUB

Secretary's Report for July

Submitted by
Earl Holmes



No meeting was held during the month of July due to the COVID-19 Pandemic. NOTE: There will be no Secretary's Report for the months of August - December 2020 as all future club meetings have been cancelled.

**Fall Meet Chairman
Ken Gamble**

Hershey

Come See Plenty in 2020.

AACA EASTERN FALL MEET
HERSHEY, PA • OCTOBER 7-10, 2020

Registration information can be obtained by submitting the activity request card that came with this magazine to AACA Headquarters.



Submitted by
Joe Darinsig

A NOTE FROM JOE

Gold Star Mothers Show at Sunset Lane Park, Shiloh. Around 300 vehicles participated. I won a Sponsors Award for "Rare Car". Other photos below were taken at the car show.



The Corvair Society of America (CORSA)

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



Central Pennsylvania Corvair Club (CPCC) 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/membership/join-register-or-renew>
to register online.

CORSA, P.O. Box 68, Maple Plain, MN 55359, (630) 403-5010
www.corvair.org

New Club Window Sticker Available

All members will receive two stickers at no charge.



Complements of Joe Darinsig

CENTRAL PENNSYLVANIA CORVAIR CLUB

Corvair Cooks

Peaches and Cream Ice Cream Cake with Oatmeal Cookies

Taken from Food Network Website, Courtesy of Food Network Kitchen

INGREDIENTS

Ice Cream Cake:

- Unsalted butter, for the pan
- 8 to 10 oatmeal raisin cookies
- 3/4 cup granola
- 1 quart peach ice cream or gelato, softened
- 1 quart vanilla ice cream or gelato, softened

Vanilla Whipped Cream Frosting:

- 2 cups heavy cream
- 2 tablespoons confectioners' sugar
- 1/2 teaspoon pure vanilla extract

DIRECTIONS

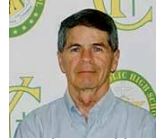
1. Butter a 9-inch springform pan and line the bottom with a parchment paper circle.
2. Cover the bottom of the pan with the cookies. Sprinkle 1/2 cup of the granola on top of the cookies. Scoop the peach ice cream and vanilla ice cream onto the granola layer, packing them in tightly and alternating the scoops to create a marbled or checkerboard effect. Spread with an offset spatula to make a smooth top. Cover with plastic wrap and freeze until firm, 2 to 2 1/2 hours.
3. Unmold the cake by running a knife around the edge of it, then unhinge the springform and remove. Invert the cake onto a sheet of plastic wrap and remove the bottom of the pan and the parchment. Place a plate on the bottom and invert once more.

For the vanilla whipped cream frosting:

4. Add the heavy cream, confectioners' sugar and vanilla to a large bowl and whip with an electric mixer until soft peaks form. (This makes enough frosting to cover the top and sides of the cake with additional to pipe decorations if desired.)
5. Frost the top and sides of the cake with the vanilla whipped cream frosting and sprinkle with the remaining 1/4 cup granola. If the cake begins to get too soft, put it back into the freezer for a few minutes.
6. Freeze another 1 1/2 to 2 hours or overnight. Before serving, let the cake sit at room temperature for about 20 minutes.



CARLISLE CHEVROLET NATIONALS



Submitted by
Joe Darinsig

I was an Invitational Choice to be in the Chevrolet Display. I was with the Monte Carlos (75th Anniversary) a 2015 and 2019 Australian Holden cars. The Holden Car company folded after that year. There were 30 cars in Building T. Friday was a slower day because of the virus and a work day. Saturday was busier with new cars and more people attending the show. The only other Corvair in the outside show area was Mike Slotwinski from Delaware. He has a blue and white Rampside. He won a first place. Cars in the buildings were not eligible for judging awards. It was a fun day. Linda and I enjoyed the show and at least it was not cancelled!



HAPPY BIRTHDAY
everyone born in the month

AUGUST

- | | |
|-----------------|----|
| Becky Zinn | 3 |
| Sally Fullerton | 4 |
| Ron Nagle | 18 |

Deadline

Newsletter

August 20th

Ignored, Neglected, Delayed and Oh d#&*

Submitted by
Dave Steigauf



My Ignored, neglected, delayed and oh d#&* list of things that I needed to do to the Corvaire from last year. I told myself that I would do them over the winter. I really did have very good intentions to do the work, but every time I headed out to the garage to turn on the heat and start working on the car, I talked myself out of starting. Every time all winter and up thru spring. Now summer is here and I could not come up with any good excuses not to get started. My list was:

1. Replace a scratched right door window,
2. Flush the brake system,
3. Get a new convertible well cover made and installed,
4. Get a few small rust bubbles fixed on the right quarter and
5. Replace the drivers door lock.

Not a big list since we have to stay home due to the virus.

The first thing was the window as I should be able to get that done in an afternoon. So after three or four days of having to mount the replacement window back into the mounting

bracket, installing it into the door, and finding that the window run rubber had turned to hard rock after only 15 years since I had replaced them last. They were replaced and the glass was reinstalled into the door and then came the really fun part of adjusting the fourteen dozen adjustments to get the glass to match up with everything. Nothing to it just another three days and everything is working pretty good, not great, but close enough.

The lock cylinder was a breeze. Then it was flushing the brakes which I do every two to three years and all the rubber components on the brakes were only seven years old. Everything was good except the left rear was leaking. (When was the last time you looked at your brakes?). Rebuild kits seem to be a thing of the past and replacement wheel cylinders are special order, but I lucked out and found a kit in my stash. Brakes work fine now.

Next was trip to the upholstery shop to get a well cover made, since with my custom interior, the regular well cover doesn't fit. That just cost money and not my time.

Next was the few rust bubbles. So, I went up to my son-in-law's, Roger, body shop for a simple sand and repaint. About an hour after I got home the phone rang and it was Roger

saying he had started sanding and only hit body filler. When he started grinding thru the filler he hit holes and rot. You do have access to the back side of the panel and I did not feel anything when I checked. He said it was in both ends where you couldn't get your hand (see picture below).



We determined a replacement panel was the best fix. To the Corvaire Ranch we go for a replacement that Jeff said he had in stock. When it was time to pay, I pulled out a slip of paper from 2008 for a gift certificate that I had won at an open house and had never needed to use. Jeff couldn't believe I had a coupon from that far back, but he graciously honored it, so I told him I would buy him a new membership for the club. So, all is well that ends well. The car is back together and ready to go.



Since this COVID-19 pandemic has most of us staying at home these days, how about helping me out. I am looking for articles to put in our newsletter from our members.

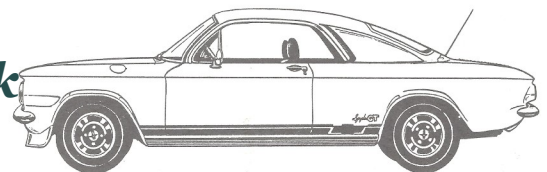
Do you have a story you would like to share as to how you acquired your Corvaire? Do you know easier ways to repair your Corvaire that can save other members time and money? How about sharing what made you fall in love with Corvairs?

I would love to hear from you as well as our readers throughout the Corvaire Community. Also, if you have any new ideas on what you would like to see in our newsletter, please share with me.

Please send articles and comments to Carol at lcl@pa.net. I look forward to hearing from you.

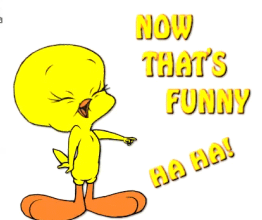
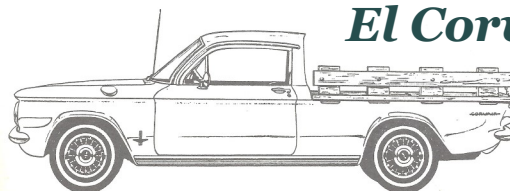
How About a 1964

Fastback



or an

El Corvino...



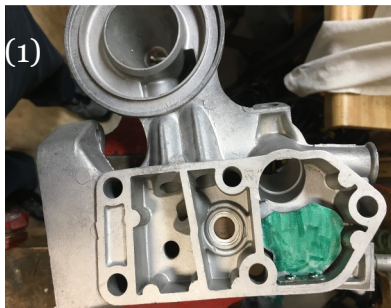
CENTRAL PENNSYLVANIA CORVAIR CLUB

CORVAIR TECH TIPS



Submitted by
Dave Steigauf

I thought I would send a couple of pictures to help clarify an article that was in the July newsletter concerning a leaking oil fill pipe. Picture (1) shows the baffle that I colored to make it more visible. I would add to put red lock tight on the screws to keep them from coming loose. I also mounted mine a little different than in the article (Picture (2)). I drilled and taped the housing for a 4/40 screw and I used 1/4 inch stainless steel screws to attach the baffle. Also, I used galvanized sheet metal for the baffle. If anyone is planning on installing a baffle on your engine, I have patterns for both an early model and a late model engine. Contact me a davescorsa@gmail.com.



CAR FOR SALE



1963 Corvair Coupe 61,688 miles. Two door Coupe, Automatic, 2 carbs. Aqua body with white hard top. Aqua colored vinyl front bucket seats and rear bench seats. Running but sat for a year in a garage. Needs a slight tune-up. Older restoration with nice interior. Asking \$7,000 negotiable price.

Car located in PA. 717-665-5501.

WIRE WHEELS FOR SALE:

Set of four 1965 13" wire wheel covers with three prong spinners in excellent condition plus matching set of six 13" x 5 1/2" steel rims. \$750 plus shipping. Don 302-313-5552 or Don.lintvet@gmail.com.

CAR FOR SALE

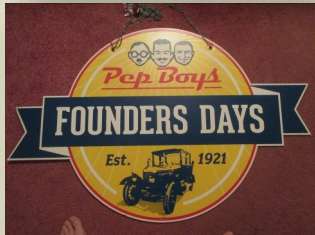
A gentleman who has a 1965 Monza Convertible for sale. He has some health issues, needs to downsize, and can't enjoy the car anymore. It is a 1965 Monza Convertible that he purchased in Florida 8 years ago, it was red and he had it repainted to a light blue. It has the 110 engine, which was rebuilt 5 years ago, and Powerglide transmission. Current mileage is 67k and the car has been sitting under cover for three years. It will start but won't keep running - most likely due to bad gas. Asking price is \$7,500.00. Contact Tim Stefan at 410-960-3229 or email him at tim.stefan@verizon.net. The car is located in Fallston, Maryland.



CENTRAL PENNSYLVANIA CORVAIR CLUB

Corvair Day Silent Auction Items

Below are some of the items donated by Joe Darinsig for our Corvair Day Silent Auction. If you have any items laying around that you would like to donate, please contact Joe or one of the Club Officers.



319 SQUARE MILES



*I thought you'd find this interesting?
I didn't understand this fully until now,
and it should never be changed.*

Submitted by Steve Hooper

In their infinite wisdom, the United States Founders created the Electoral College to ensure the STATES were fairly represented. Why should one or two densely populated areas speak for the whole of the nation?

The following list of statistics has been making the rounds on the Internet. It should finally put an end to the argument as to why the Electoral College makes sense. Do share this. It needs to be widely known and understood.

There are 3,141 counties in the United States. Trump won 3,084 of them. Clinton won 57.

There are 62 counties in New York State. Trump won 46 of them. Clinton won 16. Clinton won the popular vote by approximately 1.5 million votes. In the five counties that encompass NYC:

- Bronx (Bronx County)
- Brooklyn (Kings County)
- Manhattan (New York County)
- Queens (Queens County)
- Staten Island (Richmond County)

Clinton received well over two million more votes than Trump. Clinton only won four of these counties; Trump won Richmond.

Therefore, these five counties alone, more than accounted for Clinton winning the popular vote of the entire country. These five counties comprise 319 square miles.

The United States is comprised of 3,797,000 square miles. When you have a country that encompasses almost four million square miles of territory, it would be ludicrous to even suggest that the vote of those who inhabit a mere 319 square miles should dictate the outcome of a national election.

Large, densely populated Democrat cities (NYC, Chicago, LA, etc.) DO NOT and SHOULD NOT speak for the rest of our country! And...it's been verified and documented that those aforementioned 319 square miles are where the majority of our nation's problems foment. Well worth the 39 seconds to read?

CORONAVIRUS HUMOR

Submitted by Steve Hooper



"FREE HAMMOCKS, all over town. It's like a miracle!"



The Ranch Provides...
New & Used Parts
Full Mechanical Service
Remanufactured Engines
Body & Interior Restoration
Email: findit@theranch.today

CENTRAL PENNSYLVANIA CORVAIR CLUB

JESSE J. WRIGHT MEMORIAL 1950-2020 BY MILANA WRIGHT

Jesse, longtime member and Officer of the Central Pennsylvania Corvaire Club and Corvanatics member. He passed away in March after a lengthy battle with Pancreatic Neuroendocrine Cancer. Jesse was an engine enthusiast from a very young age tearing small engines apart and putting them back together specifically to see how they worked. Corvaire engines became his favorites. Through the years Jesse had owned various early and late model Corvaire, but especially loved the Corvans. By the late 1970's he purchased his first 1961 Corvan. This van was in complete disrepair. It came complete with stick on shag carpet squares, port holes and roof vent. The



complete drive line and suspension were shot so Jesse installed a 1966 sedan driveline and suspension thus converting it to a power glide that drives and handles like a car. He drove it up to the year 2000 with only one other restoration. By 2001 he was beginning a third restoration, but his health began to fail causing him to be too fatigued to work on it. With his wife's help they were able to get most of the paint removed. It has been sitting in that state ever since. Even in his last days he still insisted he would work on his van when he felt better. Unfortunately, the illness took his life before he could complete the restoration. Jesse also

purchased an all original '61 Corvan in the early 1980's from its first owner. It currently has 28,000 miles with original paint, engine, interior, etc. He lovingly called it Neptune. Jesse retired after working 37 years for the Mack Truck Engine Remanufacturing Center in Middletown, PA. He is survived by his wife, MiLana; daughter, Selena and two grandchildren, Nash and Maize. He was very active in his church and was an avid 8-track tape and player collector. Jesse was always willing to give a helping hand to anyone and is very missed by his family and friends. ED—MiLana submitted their FC's for the Virtual Car Show with these explanations: 3rd restoration attempt of his beloved '61 Corvan which he never got to complete. He passed away on March 9th and up to the day he



died his dream was to get it back on the road for the 3rd time. It was a daily driver for many years and has been sitting in our garage now since 2001 when he began this restoration. Even though he wanted to do the work himself, it is now my mission to have his Corvan put back together and drivable. We have owned the van since 1977. It has been a big part of our family. This is my husband's other baby. We purchased "Neptune" in the 1980's from the original owner who parked it when he found out he had polio and would no longer be able to continue his business. The original owner, Mr. Geisler, told us he won it at a furniture convention. You can see it still has all original paint, lettering and only has 28,000 original miles. Always garage kept. Those little dents above the air vents are original from the bracket for the spare tire.

CENTRAL PENNSYLVANIA CORVAIR CLUB

CORVAIR EVENTS

CORONAVIRUS UPDATE! If you plan to attend any of the events below, please contact the organizers to see if they are still "on". Almost of all the listings include contact information, so give them a shout.

AUGUST

- 2: Maaco 8th Annual Classic and Truck Show** Hanover, PA 9 - 3 pm, 1995 and below vehicles, Register 8-12 pm, \$10 Fee, Food. Door Prizes, Raffles, Trophies, and Dash Plaques, Rain date is Sunday, August 9, 2020.
- 2: Reopening of the AACA Museum Free Cruise In & Celebration**, Hershey, PA, 9am - 2pm. Free Registration, Free Lunch, Free Museum hat (limited). Free admission to the Museum. Register by 7/24/2020 to enter. Mail registration to: AACA Museum, Inc. 161 Museum Drive, Hershey, PA 17033. Online Reg. AACAmuseum.org/thanks4giving. Deadline is 7/24/2020.
- 7: Parsons Interstate Ford** Shippensburg, PA (Exit 29 off I-81). 5 - 8pm, \$5 registration fee.
- 22: Car Show**, America's Auto Auction, Inc. 1100 S. York St., Mechanicsburg, PA 9-2pm, Registration \$10 from 9 - 11am.
- 22: United Hook & Ladder**, 21 N. Bolton Street, New Oxford, PA 12 - 8pm.
- 23: Silver Creek Father's Day Car Show has been rescheduled!** If you were already pre-registered, an organizer of the event may have spoken to you regarding your registration. You can use the original flyer for pre-registration. If anyone has any questions, please do not hesitate to email me. Our website: www.silvercreekathleticassociation.com is always up to date with information.
- 29: Cruise-In at the Eastern Museum of Motor Racing (EMMR)** 10 - 3pm, Registration is by donation.

SEPTEMBER

- 7: Good Shepherd Lutheran Church**, York, PA 10 am
- 11: Cruise In @ H&H Chevrolet**, Rt.174 & 11, Shippensburg, PA \$5 Registration fee.
- 18: Car Show @ Lawrence Chevrolet**, 6445 Carlisle Pike, Mechanicsburg, PA 5 - 8pm, \$5 Registration fee.
- 19: C.P.C.C. CORVAIR DAY** 9am-3pm at Eastern Museum of Motor Racing, 100 Baltimore Road, York Springs, PA 17372, Mark Your Calendars! Enjoy our Bake Sale • Food Available: hamburgers, hot dogs, soups, drinks, *and much more* • Silent Auction • 50/50 • Free Dash Plaques • Door Prizes. More details to follow.

OCTOBER

- 1: Toy Run**, Hosted by Toys Of Time Kruzers Car Club. At Appalachian Brewing Co., 6462 Carlisle Pike, Mechanicsburg, Pa. Donation is \$5 or New Unwrapped Toy.
- 4: Car Show @ Detailing World**, 1223 Lancaster Street, Manheim, PA 3pm - 6pm.
- 7-10: CANCELLED AACA Eastern Fall Nationals** For more information, call 717-566-7720.

NOVEMBER

DECEMBER

MONTHLY CAR SHOWS:

- Cars Coffee:** Second Saturday of each month, 8 - 10am. Stop by the Pep Boys Speed Shop at 470 Loucks Road. York, PA for coffee, conversation and ask for Bill (aka "Sweet Willy") 717-843-0908.
- Capitol City Cruisers Roadhouse:** First Saturday of the month from 4 - 7pm. 1031 Eisenhower Blvd., Harrisburg, PA. July 4, August 1, Sept. 5, Oct. 3. Rain date will be the second Saturday of the month. Door prizes and free registration. Call Charlie Roberts at 717-805-1650 or Rod Murray at 717-579-5440.
- Cruise-In Car Show:** Every Wednesday night, 4 - 8pm year round, Located at 6180 Morgantown Road (Rt. 10 at the PA Turnpike Exit 298). Show behind McDonald's and Holiday Inn. All types cars, trucks, and motorcycles are welcome. Open to the public.
- Markets at Shrewsbury for Cruise Night!** July 24, August 28, September 25, October 23. Hundreds of custom vehicles are on display. Dash Plaques to the first 125 registered cars and 3 trophies are awarded during the car show. Please no "burnouts"! Cars on trailers will not be permitted in the show area. Come on down and take a step back in time, enjoy "oldies" music and step inside The Markets for a quick bite to eat as well. There is a small fee to cover the cost of security for the event itself. In case of bad weather, Cruise Night will be held the following Friday. Visit <https://www.marketsatshrewsbury.com/market-events/> for additional information.
- Motor Menders Rod & Custom 2020 Cruise Nights:** July 11 (4 - 8pm), August 8 (4 - 8pm), Sept. 12 (3 - 7pm), Oct. 10 (3 - 7pm). Held at The Bobcat Creamery, 117 South Main Street, Manchester, PA. All vehicles welcome. Dash plaques, 3 trophies, 50/50 drawing, music. Visit motormendersrodandcustom.com.
- Motor Menders Rod & Custom Nights at Markets at Shrewsbury:** 12025 Susquehanna Trail, Glen Rock, PA. July 24, August 28, Sept. 25, Oct. 23 from 4 - 8pm. All vehicles welcome. Dash plaques, 3 trophies, 50/50, music, and food. Rain dates are the following Friday.
- Pep Boys Speed Shop Cruise Nights:** Every First Thursday night at Pep Boys from 5 - 7pm at the Speed Shop, 470 Loucks Road, York, PA. No Entry Fee-All makes, models and years. Clubs are welcome.

UPCOMING CLUB EVENTS CAN BE FOUND ON PAGE 10

CENTRAL PENNSYLVANIA CORVAIR CLUB

Corvair or Nova

(continued from Cover Page)

I drag raced the 1966 Monza for about two years, it won many trophies in the O/S automatic class. One night during elimination 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 knew 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, but it was a 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 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 on 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. My Nova didn't have a tach that night I ran it at the strip. Not being a speed shifter, I managed to turn a 14.1 ETS with a bigger G70 17 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 and it turned out to be a slight mistake as he eventually got into street racing. To settle that 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. That was the last time I ever saw it.

Eventually, I went back to my Corvair's. I only had around 12 various models in my lifetime. My current car is a 1966 Yenke Stinger Corvair YS-313, which was converted from the 1966 Corsa coupe I owned for 14 years. Stinger Corvairs were Don Yenke's first car endeavor before the later built Yenke 427 Camaros Chevelle's and Nova's. 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 interiors, 140 hp, four-speed Corsa's. He had to convert 100 cars in his Yenke Stinger white with the blue racing stripe and accents to be accepted for the D production class. 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 Yenke finished each car they would get a YS serial number tag from the YS001—YS100 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 and 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 stingers 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 and they used various number tags from YS101-YS199 no sequence order. 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 Stinger stickers and have some

one else build it for you. These cars received a YS300-YS318. Tag numbers YS125-YS300 were never issued. There were a total of 186 Stingers built. My YS313 tag was given to me by Don's father in 1980 was to convert my 1966 Corsa coupe. This makes it an official Stinger. It was built in December 2013 at Pritz Autobody in York, PA. 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 owed 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!

Note this article has been minimized in order to fit into our newsletter. Thanks Joe!

Corvair Parts For Sale

Estate Sale for Dan "Junkman" Heckel

by John Sweet

I am in the process of helping Monique dispose of the parts that Dan had. I picked up a load of the parts last weekend and will be listing them here and on Ebay. For those of you that did not know Dan, he was a rebuilder and supplier of many unique parts. There also will be two of his cars sold which I will be listing on Corvair Center. They are a 66 Corsa Turbo Convertible and a 66 Corsa 140 convertible.

Here are some of the parts I am liquidating for her:

Rebuilt Alternators 37 amp externally regulated	\$65
Rebuilt 61-9 Starters with solenoid	\$85
Rebuilt 1960 Starter with solenoid	\$90
Pair Rebuilt 65-9 Drive Shafts	\$120
Rebuilt 65-9 Blower Housings	\$79
Rebuilt 60-9 Idler Pulleys (correct length)	\$55
Blower bearing 65-9 (standard size)	\$35
60-4 Blower Bearing	\$30
60-9 Idler Bearing	\$30

All prices plus shipping. More to come John's Corvair Parts. Stoneboro, PA, email: js189@zoominternet.net. Phone: 814-336-9033.

CENTRAL PENNSYLVANIA CORVAIR CLUB

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David & Sally Fullerton	August 11
John & Sandy Johnson	August 18
Rich & Cindy Heisler	August 22
Jeff Grahovac & Darlene Kady	August 23

CHECK OUT OUR WEBSITE

Newsletters can now be found on our website along with all upcoming, cancellations and notices.



Go to:
<http://www.centralpacorvairclub.org/>



Upcoming Club Events

*Club meetings are held at York Hoss's Restaurant in West York. Join us for dinner at 6pm. Meeting begins at 7pm.

AUGUST

August 11: *Club meeting **CANCELLED**

SEPTEMBER

September 19: *Corvair Day*

OCTOBER

October 13: *Club meeting **CANCELLED**

NOVEMBER

November 10: *Club meeting **CANCELLED**

DECEMBER

No Club meeting



Dillsburg Farmers Fair

Based on the current conditions and the regulations in force governing public gatherings, we have made the painful, but necessary, decision to cancel the Dillsburg Farmers Fair until 2021. To date over 90 agricultural fairs have already been cancelled for this year.

In order to comply with CDC guidelines, we feel there just no way to hold our beloved events. The well-being of the members of our community must be kept in our forethoughts. Regretfully our Fair has become another COVID casualty.

Our Executive Board did not make this decision without careful thought and spirited debate. Many avenues were looked at to downsize the Fair but PennDOT is not currently issuing permits for street closures in a timely manner due to COVID, and with the possibility of insurance and legal issues along with the guidelines set forth by the Dept. of Health including social distancing and gatherings of less than 250 people, we could not in good faith hold the Fair. We are looking forward to our 2021 Fair being better than ever! We look forward to your continued support.

Executive Board - Dillsburg Community Fair Association.

CENTRAL PENNSYLVANIA CORVAIR CLUB



41st Annual *Corvair Day*

hosted by

Central Pennsylvania Corvair Club
This is a Corvair Only Show.

WHEN
SEPTEMBER 19, 2020
9AM - 3PM *(Rain or Shine)*



REGISTRATION
9am - 12pm
PRE-REGISTER BY AUGUST 31, 2020
\$12 Pre-Registration
\$15 Door

WHERE
Eastern Museum of Motor Racing

100 Baltimore Road, York Springs, PA 17372
**GPS Address for Latimore Valley Fairgrounds (a part of EMMR)*
314 Latimore Valley Road, York Springs, PA 17372 *(map on back of this flyer)*

INDOOR/OUTDOOR
VENDOR SET-UP FREE

FEATURING • Bake Sale • Food: hamburgers, hot dogs, drinks, and much more • Silent Auction • 50/50 • Free Dash Plaques • Door Prizes •

PROCEEDS
All proceeds from this event go to Salvation Army of Harrisburg, York, and Lancaster counties and Sgt. Mac Foundation.

Cut along line

Cut along line

Corvair Day Registration Form

Pre-Registration Deadline: August 31, 2020

Name: _____ Spouse/Friend: _____
Address: _____ Email: _____
City: _____ State: _____ Zip: _____
Attending Children: _____

VEHICLE INFORMATION:

YEAR: _____ MODEL: _____ BODY: _____ ENGINE: _____ COLOR: _____
YEAR: _____ MODEL: _____ BODY: _____ ENGINE: _____ COLOR: _____

FEES:

	Quantity	Pre-Registration	Day Of Registration	Total
Registration/People's Choice (Per Car)	_____	\$12.00	\$15.00	\$_____

MEMBERSHIPS:

CORSA (New Membership)	_____	NA	\$45.00	\$_____
Central Pennsylvania Corvair Club NEW	_____	1 Year = \$16.00		
RENEWAL	_____	2 Years = \$30.00		\$_____

CHECK or MONEY ORDER PAYABLE TO:

Central PA Corvair Club, c/o Dave Steigauf, 599 Westfield Drive, Landisville, PA 17538

Total Due \$_____

CENTRAL PENNSYLVANIA CORVAIR CLUB

ABOUT C.P.C.C.

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, c/o Dave Steigauf, 599 Westfield Drive, Landisville, PA 17538, email: davescorsa@gmail.com. Please include CPCC Membership Application form along with your check.

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, PO Box 68, Maple Plain, MN 55358 or online at <http://members.corvair.org>.

Newsletter submissions should be sent to the Newsletter Editor, Carol Trimper at 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, email: earlzgames@comcast.net.



*Visit us on our website:
centralpacorvairclub.org*

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PLEASE
PLACE
STAMP
HERE

