

# Central Pennsylvania *Corvair* Club

FEBRUARY 2016

## The Four Wheel Independent



**Amphibious One-Of-A-Kind Chevy Corphibian**  
To find out more about this, Read V-P Ramping article on page 9.

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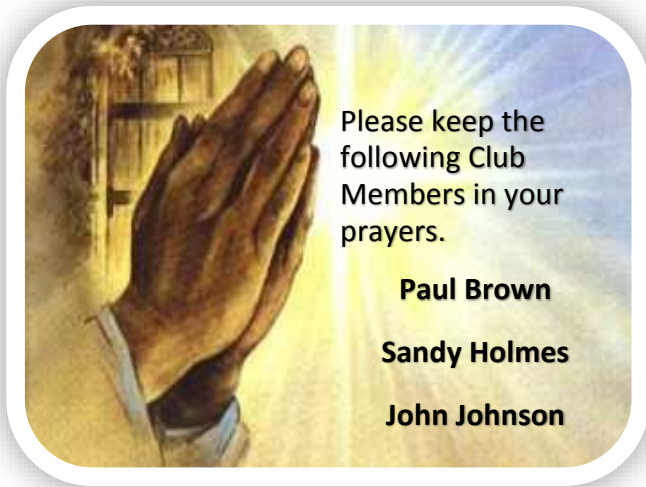
**RENEW  
MEMBERSHIP**

Additional information  
on Pages 7 and 11

*Remember When...*



*Happy  
Valentines  
Day*



**Chevrolet Corvair: Economy, excitement, extinction** DECEMBER 24, 2015

Submitted by Joe Darinsig

**AUTOWEEK**

On Friday, December 25, 2015 3:13 PM, "Thompson, Ed" <[ed.thompson@quarles.com](mailto:ed.thompson@quarles.com)> wrote:



A Sidewinder rocket engine is one way to test stability

**Mostly unearned reputation stole the Chevrolet Corvair's promise**

In 1960 America, "compact car" meant a full-size car shrunken to fit on a 100-inch (or so) wheelbase. The 1960 [Ford Falcon](#) and slightly more revolutionary 1960 Plymouth Valiant, for

*AutoWeek continued on page 5*

**February Club Meeting**  
Tuesday, February 9, 2016

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

**Join US!**



**Newsletter Deadline**  
**MARCH 20, 2016**

# Corvair **Cooks** Corner



## Sausage Lasagna Wraps

(Submitted by Linda Enfield)



Cook and drain six lasagna noodles. Divide 1-lb Hillshire Farm Smoked Sausage into six pieces. Split lengthwise and stuff with ½ slice mozzarella cheese. Wrap each piece in a noodle. Place in a baking dish and cover with one 16 oz. jar of Italian cooking sauce. Bake at 350° for 30 minutes. Serve with grated parmesan cheese. Serves 4-6.

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

2 DAYS  
FRIDAY & SATURDAY

**SUGARLOAF MOUNTAIN REGION AACA**

**46th ANNUAL INDOOR/OUTDOOR ANTIQUE AUTO \* TRUCK \* MOTORCYCLE PARTS / SWAP MEET**  
MARCH 25 & 26, 2016

CARROLL COUNTY AGRICULTURE CENTER  
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WESTMINSTER, MD 21157  
(410) 848-6704  
[info@carrollcountyagcenter.com](mailto:info@carrollcountyagcenter.com)

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52,500 SQ FT ALL HEATED BUILDING  
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**BUY - SELL - SWAP - LEARN**

ADDITIONAL SPACE RESERVED AS NEEDED SEE REVERSE SIDE FOR REGISTRATION FORM

CAR CORRAL \* 50-50 DRAWINGS \* MEMBERSHIP AVAILABILITY

HOW DO I GET THERE ?? FOR DIRECTIONS GO TO [www.carrollcountyagcenter.com/directions](http://www.carrollcountyagcenter.com/directions)

"SOMETHING FOR ALL AUTO ENTHUSIASTS"

**BIGGEST** INDOOR AND OUTDOOR ANTIQUE AUTO PARTS MEET IN THE AREA

**ONE LARGE HEATED enclosed building.**  
a 150' x 350' clear span arena (52,500 sq. ft.)  
Indoor Flea Market spaces approx. 100 sq. ft. @ \$50 per space.

Outdoor spaces approx. 200 sq. ft. @ \$65 each.  
Slightly larger outdoor spaces @ \$75 each.  
ONE price for BOTH DAYS!

Each car corral space @ \$50 per vehicle for both days.  
- cars, trucks, motorcycles, and trailers -  
NO selling of items in car corral area.

ALL food prepared by SUGARLOAF MOUNTAIN REGION members, including Breakfast, Lunch, Soups, and Desserts.

Ask any SUGARLOAF MOUNTAIN REGION member at the meet how you can join our region. Lots of activities, fun, & knowledge of all older autos & trucks. SMR members & their spouses are located throughout Maryland & Virginia. Must be a member of AACA to join.

**PRE-REGISTRATION FORM**

Please make checks payable to: SUGARLOAF MOUNTAIN REGION, AACA

MAIL TO: ROBERT CLUBB  
13402 PENN SHOP ROAD  
MOUNT AIRY, MD 21771

PRE-REGISTRATION DEADLINE: MARCH 9, 2016  
FOR QUESTIONS CALL: 301-829-2000  
SEE REGISTRATION DESK FOR SPACE ASSIGNMENTS

Vendor Name: \_\_\_\_\_ ALL MAKE & MODEL CARS, TRUCKS, & MOTORCYCLES ARE WELCOME AT OUR SHOW

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

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

Phone: ( ) \_\_\_\_\_ Cell: ( ) \_\_\_\_\_

Qty: \_\_\_\_\_ Email: \_\_\_\_\_ ALL MAJOR CREDIT CARDS ACCEPTED

Qty		Total
	INDOOR SPACES @ \$50 EACH for both days	
	OUTDOOR SPACES @ \$65 EACH for both days	
	CAR CORRAL @ \$50 PER vehicle for both days	
	RENTALS: \$2 PER CHAIR # ____, \$5 PER TABLE # ____	
	CONTRIBUTION TOWARD THURSDAY NIGHT COOKOUT	\$2 (opt)
	<b>TOTAL DUE</b>	
	SORRY, NO REFUNDS! NO RV HOOK-UP	

THANK YOU FOR YOUR SUPPORT















(Submitted by Steve Hoover)

### 1966 Corvair Monza Convertible

Call owner, George Chaump, at 717-583-0166.

### January 2016



**C.P.C.C.  
Minutes**  
*Submitted by  
Linda Enfield*

The club met on Saturday, January 9, 2016 at 1:30 P.M. at Perkins Restaurant for our Annual Holiday Luncheon and Gift Exchange.

- No official meeting was called to order.
- There was no Treasurer's Report.
- There were no Secretaries Minutes read.

#### New Business:

- John Berkheimer will send 4 newsletters from 2015 to CORSA to be submitted for the "Tony Fiore Newsletter" Competition..
- Lou Trimper won member of the year award from C.P.C.C. *Congratulations Lou!*
- Lou took pictures of all club members present at the Christmas dinner.
- Next meeting will be on Tuesday, February 9, 2016 at Hoss's Steak House, 2175 White Street, York, PA. Dinner will be at 6 P.M with the meeting beginning at 7 P.M.

#### Attendees:

- Total of 19 attended.
  - \* John and Joyce Berkheimer
  - \* Joe Darinsig
  - \* Jim and Linda Enfield
  - \* Richard and Cindy Heisler
  - \* Leon Hooper
  - \* Steve and Susan Hooper
  - \* Norman Masenheimer and guest, Helen
  - \* Dave Steigauf
  - \* Jeff Stonesifer and daughter, Abby
  - \* Lou and Carol Trimper
  - \* Tom and Becky Zinn

*AutoWeek continued from page 2*

example, both tucked the engine up front with a solid rear axle driving the rear wheels—just like their full-size Fairlane and [Dodge Dart](#) big brothers (yes, the Dart was a full-size car in 1960).

The [Chevrolet Corvair](#) was something else entirely. Hitting the road in 1959 as a 1960 model, the Corvair represented a sharp departure from domestic-automaker convention: An 80-hp, air-cooled aluminum flat-six engine ran behind a transaxle, way in the back, and the car featured unit-body construction and swing-axle rear suspension.

The Corvair was the future, or at least it looked a lot like the future.

As “compact” was synonymous with “thrif” in 1960, [Chevrolet](#) did a lot with a little. Cost for a two-door Corvair was about \$2,000 in '60 (which adds up to a little over \$16,000, adjusted for 2015 dollars), putting the Corvair then, as now, into economy-car territory.

Chevrolet opted for a rear-engine, rear-wheel-drive design to, in part, remove the intrusion created by the transmission tunnel in a conventional front-engine/rear-drive car (something the industry’s adoption of the front-engine, front-wheel-drive configuration would also solve), and Corvair’s versatile architecture was soon spun into a coupe, sedan, wagon and even van.



'64 Monza Spyder

Sure, cost factors—along with the gnashing of accounting and engineering—resulted in a car that could have been better, but the Corvair drove into the world as it was. And at the time, it seemed to have a long, successful road ahead of it; production numbers topped 250,000 in '60.

Except for one little 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 unheeded. An unfortunate lack of a standard front sway bar—economy-car cost-cutting, naturally—didn't help matters. And accidents happened.

Yet the public didn't seem to mind—at first. Production neared 340,000 in 1961 and 1962, and remained relatively strong beyond that as Chevrolet continued to refine the Corvair and shuffle the model range.

The Corvair was not conceived as a particularly sporty car; four-door Corvairs were the first off the line in 1960, followed by the two-door club coupe. The majority of 1960 cars were equipped with the optional two-speed Powerglide automatic transmission. But the introduction of the Falcon/Valiant-analogous Chevy II economy car in 1962 gave the Corvair room to move toward performance—a direction it was already drifting toward with the successful debut of the Corvair Monza concept at the 1960 Chicago Auto Show. And so what was launched as a versatile and economic platform for a new kind of economy car began to embody something different.



1962 Corvair 700 Series Station Wagon

This almost unintentional sportiness resulted in a more sorted Corvair suspension. A regular production option package with antiroll bar, stiffer springs and swing-axle travel limiters arrived in 1962. This became standard in 1964, along with a transverse rear-suspension camber compensator. Perhaps tellingly, a handling-improving camber compensator had been available via the aftermarket from 1960; aftermarket parts-giant EMPI likely foresaw the demand for this kit after manufacturing a similar setup for its sport-oriented customer base of Volkswagen drivers.

The sad end for the Corvair station wagon came in 1963, while the sport-packaged Corvairs continued to rise. But model-year improvements were more or less evolutionary until a major redesign for the 1965 model year—which came not long before the Nov. 30, 1965 release of a book, “Unsafe at Any Speed,” that notoriously called out the car by name. The first chapter of self-styled consumer advocate Ralph Nader’s text, titled “The Sporty Corvair—The One-Car Accident,” stated, in part, that the car was a public tragedy resulting from the supposedly secret world of automotive engineering.

*AutoWeek continued on page 6*

*AutoWeek continued from page 5*

But was the unsafe, widowmaker reputation of the [Corvair](#) wholly deserved? No—or at least, not entirely.

For one, any early '60s American compact car shared economy-class road dynamics with the early Corvair. Nothing from the Big Three in 1960 that was both compact and economical was built to travel nimbly at any great velocity; in 1972, a National Highway Traffic Safety Administration study found that the Chevrolet was on par with its economy contemporaries in the handling department.

(This was as much an indictment of the era's cars as it was an acquittal of the Corvair: With four-wheel drum brakes, bias ply tires and thrift-spec suspension damping, early 1960s compact-car handling could be described as downright frightening compared to even the most beat-up, last-pick, mismatched-tire economy-class car left standing in a modern airport rental-car-fleet pickup lot.)



View of a 1960 Corvair flat-six shows the short-stroke crankshaft.

Moreover, economy-oriented imports—to say nothing of the [Porsche 356](#)—shared the Corvair's initial rear-engine, swing-axle configuration, and along with it, the same oversteer and fold-over potential.

Having experienced a swing-axle, rear-wheel fold-over behind the wheel of a [Volkswagen Beetle](#) shortly after getting a driver's license, this writer can attest that the experience is a bit crazy—but certainly not isolated to the Corvair.

It's true that swing-axle rear suspension-equipped import cars earned reputations as widowmakers for the same reasons as the Corvair—we're looking in your direction, [Renault](#) Dauphine—but never to the extent of the much-maligned Chevrolet.

The VW Bug's shortcomings (suspension and handling being just two of them) are even seen as endearing through the lens of nostalgia!

Tragically, and ironically, the Corvair's greatest opportunity to turn a metaphorical corner (and to turn real-life corners safely and confidently) arrived just as Nader's book debuted. A new-for-1965 redesign brought crisp, almost Italian styling to the

Corvair formula, while the Corsa's optional turbocharged—turbocharged!—engine now boasted peak output of 180 hp. A quad-car-bureted naturally aspirated version of the flat-six, meanwhile, was rated for 140 hp. The contentious swing-axle? Gone, in favor of a fully independent design.

Yet the fallout from bad press and muckraking lingered, and the Corvair's reputation as an ill-handler stuck despite marked advancements. The Corvair offered more style, performance, refinement and, arguably, safety than ever before, but it was too late.



1969 was the last year for the Monza convertible and the Corvair itself.

The storm created by the press, performance-oriented competition from the new [Ford Mustang](#) and internal corporate friction, combined with a brand battle with the far more conventional [Camaro](#), was too powerful for even the well-equipped Corvair to survive. Sales crumbled: under 110,000 cars in 1966, barely over 27,000 in 1967, around 15,000 in 1968 and just 6,000 in 1969.

The Corvair evolved for nearly a decade, taking a few surprising turns along the way, as what may not have started life as a sporting machine grew into one. In an alternate timeline, Chevrolet might have continued to develop the Corvair, perhaps as its own brand under the GM corporate umbrella, but orthodoxy combined with increasing production costs and public perception caused the demise of the Corvair more than any danger inherent in its design.

The last of the Corvairs were sold as 1969 models with a \$150 incentive toward any Chevrolet purchased before 1974—by which time, we imagine, there were at least a few freshly minted Vega owners wishing they could have had a brand-new Corvair to drive home in.

By Mike Bumbeck



If you have any questions regarding your dues, please contact Sandy, Club Treasurer.

## TREASURER'S REPORT AS OF DECEMBER 2015



Submitted by  
Sandra Holmes  
CPC C Treasurer

		Check #	Checks	Deposits
Beginning Balance				2315.15
Correction on Beginning Balance for September 2015. Reported \$1766.25 . Actual \$1766.16				(.09)
Total Deposits				2315.06
Expenses:				
8/31/15	Service Charge		18.00	
9/30/15	Service Charge		18.00	
11/10/15	Salvation Army—Lancaster, PA		100.00	
11/10/15	Salvation Army—York, PA		100.00	
11/10/15	Salvation Army—Harrisburg, PA		100.00	
11/10/15	Sgt Mac Foundation		50.00	
Correction: Men's Gifts \$6.00 instead of \$5.98			.02	
Total Expenses			386.02	
Total in Bank				1929.04
Cash on Hand \$16.00 and one check for \$16.00				
Submitted 1/7/16				



**Annual After-Holiday Party**

**At Perkins Restaurant**

**January 9, 2016**



Check this site out:

<http://deansgarage.com/2015/maestro-bill-mitchell-and-the-iconic-cars-of-gm-styling/>

Certainly something us Corvair people will like.



*Our Deepest Sympathy*

**Leon F. "Uncle Bud" Hooper**

age 86, of 47 Spruce Lane passed away on Saturday, Jan. 23 2016 at his residence.

He was born in Harrisburg the son of the late William and Esther Hooper. He was a US Marine veteran of WWII and Korean War.

He was retired from the Alvord-Polk Tool Co., a co-founder of the Central PA Corvair Club, he attended Matamoras Community Church and was a member

of VFW Post #5507, American Legion #326 and the Marine Corp League.

He is survived by his wife Dena Hooper of 66 years who was his best friend. Cindy Hooper of Halifax who he depended on. A son Steven Hooper of Harrisburg who he was so proud of and his wife Susan who he could have endless conversation with. A daughter Debbie Johnson of Camp Hill who was his second opinion. A granddaughter Heather of Lemoyne who Leon was her everything. A grandson in law Bob Uhler he loved as his own. Two great grandchildren Tanner and RiLee who he loved endlessly. two grand dogs Abby and MarLee who made his heart smile. A sister Judy Klinger and her husband Bill, brother Bill and his wife Shirley along with many nieces and nephews.

Family was very important to him and he always loved everyone with honor. He was a Marine in and out.

*There will be a viewing from 9 to 10:30 am on Friday Jan. 29 at Hoover-Boyer Funeral Home in Millersburg. Services will begin at 10:30 am with burial and military honors to follow at Indiantown Gap National Cemetery in Annville, PA.*

In lieu of flowers donations to JDRF 717 Market St. Suite 108 Lemoyne, PA 17043. To sign the guest book go to [www.hbfuneralhomes.com](http://www.hbfuneralhomes.com).

Leon was a chartered member of the Central Pennsylvania Corvair Club.



**If you would like to send Steve and Susan a card, please mail to:**

4730 Lawntara Street  
Harrisburg PA 17111





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California Daily Paper October 8, 1961



## V-P RAMBLINGS

*Submitted by  
John Johnson, CPCC Vice-President*

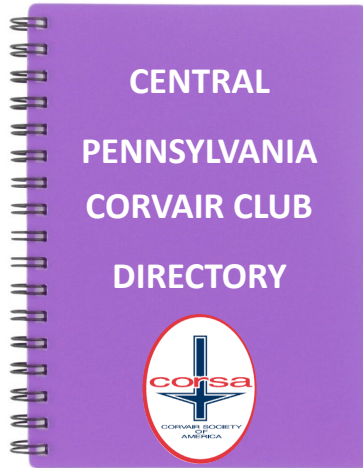
I need to begin this article with a reminder. Beginning in February, we will be meeting at Hoss' Restaurant located on White Street in York. In last month's Newsletter, directions were given. If anyone still needs to know how to get there, just let John Berkheimer or me know and we can send you specific directions. When you arrive, tell them you are with CPCC and they will direct to the back room. DO NOT order any food. We will have a waitress take our orders after we are seated. I hope to see everyone on February 9, at 6:00 PM.

I subscribe to the Mecum Auctions Newsletter. One of their biggest auctions is in January in Kissimmee, Florida. I always search the auction site for Corvairs. This year my search resulted in a one-of-a-kind Rampside. Listed as **Lot S253** the Rampside is named the Corphibian, a Rampside that drives on land and floats on water. It was produced as a prototype by GM engineering. According to the

description, it is a 1961 Rampside with an automatic transmission. It has the normal drivetrain for highway use along with two propellers and a wooden rudder for use on water. You steer it from the cab on the highway, but it can be steered from the cab or the truck bed while on the water. The truck only has 157 miles on it. Mecum says that the Rampside should bring between \$75,000 and \$100,000. For more information go to "Mecum.com" then check out Lot S253 at the Kissimmee auction. There are lots of pictures and a more complete description. I'll check out the final price to see if sold for Mecum's estimate.

On a personal note, I want to thank everyone for their cards, emails and prayers during my recent illness. To bring you up to date, I had two strokes. One affected my right side, but lasted about 60 seconds with no lasting effects. The second affected my speech. I am going to speech

therapy on Tuesday's and Thursday's for six weeks. The doctors tell me that my speech should return to normal in time. The problem is knowing what I want to say and having it come out of my mouth the way I am thinking it. As a result, I speak slowly and deliberately. I am also wearing a heart monitor. The doctors think my heart caused the strokes, because it is weak. I meet with the cardiologist next week and should have more information after that appointment. To add insult to injury in all of this, Sandy hit a deer with her car. She was on her way to the hospital to see me when she hit the deer, \$7,500.00 in damages to the car. However, she was not hurt and cars can be repaired so things are fine. With any kind of luck, we both plan to be at the next meeting to personally thank everyone. Until then, Sandy and I want to again thank everyone for their thoughts and prayers. Keep the prayers coming, they are working.



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 CPCC 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 covair(s) . Please submit single photo of each corvair separately..

## **CPCC OFFICERS**

### **President**

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



### **Vice-President**

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 corvair@zoominternet.net



### **Secretary**

Earl Holmes  
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 (717) 921-8124  
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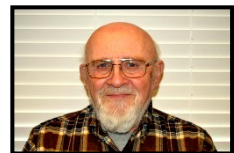
### **Treasurer**

Sandy Holmes  
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## **Board Members**

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 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