

THE FOUR WHEEL INDEPENDENT

CHAPTER 170 EST. 1976



*Our next meeting
January 6, 2024*

Our next meeting will be held at our Annual "After Christmas" Party at Perkins Restaurant in Hanover, PA. Additional Information on Page 2.

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"After Christmas Party"

**JANUARY 6, 2024
2PM - 5PM**



**Perkins Restaurant
300 Eisenhower Drive
Hanover, PA 17331**




Additional Information on Page 2



CENTRAL PENNSYLVANIA CORVAIR CLUB OFFICERS

	<p>PRESIDENT JOHN Berkheimer 403 Dart Drive Hanover, PA 17331 (717) 479-2595</p>		<p>VICE-PRESIDENT John Johnson 550 Gross Road Fawn Grove, PA 17321 (717) 586-5139</p>
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NEWSLETTER/WEBSITE EDITOR

CLUB PHOTOGRAPHER

	<p>Carol Trimper 30 Wheaton Drive Littlestown, PA 17340 (717) 451-4290</p>		<p>Lou Trimper 30 Wheaton Drive Littlestown, PA 17340 (717) 451-4289</p>
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Website: <http://www.centralpacorvaairclub.org>



Facebook: Search for Central Pa. Corvaair Club and request to join group.
 Any questions, please contact Joe Darinsig at 717-668-4414.



Annual “After” Christmas Party

Our party this year will once again be held at Perkins Restaurant in Hanover, PA. We will gather at 2PM to celebrate the past holiday season together. We do this because we are all so busy between Thanksgiving and New Year's Day. At the party we will be ordering off the menu. Those who wish to participate (voluntary only) in the gift exchange, please bring a wrapped gift costing no more than \$20.00. Male to male and female to female gifts only. Please let JOHN Berkheimer know (717-632-5617, 717-479-2595, or jhbmail1@comcast.net) by December 26, 2023, if you plan to attend. The restaurant requests a count of how many people to expect. In case of inclement weather, please call JOHN on the status of the party. A notice will also be sent out via email and on our website. Contact a CPCC Officer for additional information.

January

13th Jim & Susan Weaver

21st Will & Lesa Kurtz
Happy Anniversary



January Birthday's

	Cindy Sheehan	15
	Sandy Johnson	21
	Robert Shipp	23
	Jacquie Aldrich	29
	Will Kurtz	31

Club Membership

Deadline: February 1, 2024

Submitted by Dave Steigauf



Annual dues are \$16.00 per year or \$30.00 for two years. This membership runs from January 1 thru December 31 of each calendar year. Membership deadline is February 1, 2024, but it's still not late to renew.

This year, we are asking (not requiring) for members that wish to have their newsletters mailed to donate an additional \$5.00 to help with the cost of mailing and printing supplies (paper, ink, postage) needed to mail the newsletter.

We don't take your membership in this club for granted and are deeply grateful for the support of every member. A special "Thank You" for all you do throughout the year in supporting our club and now go get that checkbook and renew today! Don't wait!

Instructions for Renewal:

- Fill out CPCC Membership Application (found on Page 10).
- Enclose your check for renewal or new membership with the CPCC Application form.

Mail to:
Dave Steigauf
599 Westfield Drive
Landisville, PA 17538

A reminder that while membership in CORSA is not a requirement for new membership or renewal in CPCC, we do strongly encourage supporting of the national organization. They work to support our local efforts through an event liability insurance policy along with many other benefits. Check out their website to see valuable benefits of being a member of CORSA. If you have any questions about your membership, please feel free to call Dave at (717) 898-7927 or email him at davescorsa@gmail.com.

CORSA NEWS

2024 CORSA Convention

Start preparing and add Dayton, Ohio, the Birthplace of Aviation, to your list of destinations and attend the CORSA 2024 International Corvair Convention. The Dayton Corvair Club, the Corvair Club of Cincinnati, and the Columbus Mid-Ohio Vair Force have worked together to host this event and they are eagerly awaiting to welcome you.

Hotel reservations can be made now! The Convention will be Monday July 22nd thru Thursday, July 25th.

To help you plan your trip, here are the days of the major events:

- Monday: Welcome Party with Car Display and Valve Cover Racing!
- Tuesday: Concours D'Elegance during the day; Special evening event: "Dinner under the Wings" at the National Museum of the United States Air Force
- Wednesday: Econo Run and Road Rally
- Thursday: Autocross and Banquet

There is much more planned for your enjoyment and many local attractions to visit before and after the convention. Registration will open in late February but you can (and maybe should) reserve your hotel room today.

Marriott at the University of Dayton
1414 South Patterson Boulevard
Dayton, Ohio 45409 / 1 937-223-1000

Room rate is \$142 per night. Mention The Corvair Society of America 2024 for special room rate.

Remember - CORSA conventions are limited to CORSA members. If you're not a member, join now so you can attend.



Please send your stories, ideas, recipes, photos, and comments directly to Carol at lcl@pa.net. Preferred format for electronic submission of documents is MS Word and format of pictures should be JPEG. Deadline for submitting information is the 20th of the month for the next month's publication.

The Four-Wheel Independent is a monthly publication of the Central Pennsylvania Corvair Club (CPCC), Charter Chapter #170 of CORSA. Articles may be reprinted in any CORSA chapter publication, as a service to CORSA members provided credit to the author and this newsletter is clearly stated. The Four-Wheel Independent newsletter may use material from many sources and may not give appropriate credit. If your material appears without acknowledgement, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive, and enjoy our CORVAIRS!

Newsletters can be found on our website:
<http://www.centralpacorvairclub.org/>

**CORVAIR
RANCH**



Located at 1079 Bon Ox Road
Gettysburg, PA 17325
Phone: (717) 624-2805
Email: findit@theranch.today
Website: <https://corvairranch.com>

The Ranch Provides:
New & Used Parts
Full Mechanical Service
Remanufactured Engines
Body & Interior Restoration

2024 UPCOMING EVENTS

JANUARY 6	2:00PM	CPCC Annual After Christmas Party. See additional information on Page 2.
FEBRUARY 13	5:30PM	CPCC Club Meeting at West York Hoss's in York, PA. Dinner at 5:30 PM. Meeting at 6:30PM.
MARCH 12	5:30PM	CPCC Club Meeting at West York Hoss's in York, PA. Dinner at 5:30 PM. Meeting at 6:30PM.
APRIL 9	5:30PM	CPCC Club Meeting at West York Hoss's in York, PA. Dinner at 5:30 PM. Meeting at 6:30PM.
MAY 14	5:30PM	CPCC Club Meeting at West York Hoss's in York, PA. Dinner at 5:30 PM. Meeting at 6:30PM.
JUNE TBD	TBD	CPCC Annual Picnic and Pool Party. Club meeting will be held at party.
JULY 9	5:30PM	CPCC Club Meeting at West York Hoss's in York, PA. Dinner at 5:30 PM. Meeting at 6:30PM.
AUGUST 13	5:30PM	CPCC Club Meeting at West York Hoss's in York, PA. Dinner at 5:30 PM. Meeting at 6:30PM.
SEPTEMBER 10	5:30PM	CPCC Club Meeting at West York Hoss's in York, PA. Dinner at 5:30 PM. Meeting at 6:30PM.
OCTOBER 8	5:30PM	CPCC Club Meeting at West York Hoss's in York, PA. Dinner at 5:30 PM. Meeting at 6:30PM.
NOVEMBER 12	5:30PM	CPCC Club Meeting at West York Hoss's in York, PA. Dinner at 5:30 PM. Meeting at 6:30PM.
DECEMBER NA		No meeting this month.

JOHN BERKHEIMER: HAPPY 15TH ANNIVERSARY AS PRESIDENT OF CPCC!

Below is the very first article John wrote in 2009. CPCC has been fortunate enough to have a leader that has served the club for the last 15 years (and still counting). Thank you, John for your dedication, service, and loyalty to CPCC.

Central Pennsylvania Corvair Club

THE FOUR WHEEL INDEPENDENT

January 2009

In this issue

CPCC has a new President



CPCC Christmas Party



Dan Heckle has two new barn finds



Presidential Notes

Well here I am attempting my 1st message in our newsletter. I have been a member of CPCC since the 1970's. You can read about my history with Corvairs in February 2008 Newsletter, "My First Corvair".

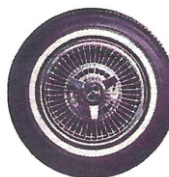
All who missed the Christmas Party, missed a good time. All in attendance enjoyed themselves and certainly had more than enough to eat of great food. John & Sandy Johnson were very hospitable and a BIG THANK YOU for opening their home to all of us.

Our next meeting will be February 10th, Tuesday evening at 7:00 at Riverside Restaurant, Wrightsville. Good food is available, order from menu, eat at 6:00. Meetings will be 1hr or less. Come out and join other members at the meeting. I have not been to a meeting where I haven't learned something about Corvairs.

I have been hearing some great ideas for 2009 outings. It will be hard to beat the outings of 2008 but I'm sure it will happen. A date to get together will be set at February 10th meeting to schedule the events for 2009, ALL are welcome. Attend the meeting and play an active role in outlining the CPCC events for 2009

I just received a list of current CPCC members; I know a few and am looking forward to meeting everyone on that list this year. So come out and don't forget to bring that Corvair. On January 18th at a AACA Gettysburg Region social event I was sitting with CPCC member Dale Geiman and met CPCC member Don Miller who said he has been a member since 1986. He still has his Corvair and I invited him to stop at a meeting or event sometime.

Happy Corvairing
John Berkheimer
CPCC President



THE PREVENTIVE MAINTENANCE SERIES

Author: Mike Dawson

Below is another great article from Mike Dawson. This article was in the West Florida Corvair Club newsletter dated December 2023. Thank you, Mike for another great informative article.

Submitted by Lou Trimper

FAN BELT MAINTENANCE

The Corvair boasted a specially designed belt that G.M. used only after rejecting at least four different designs. Since G.M. discontinued the original design years ago, no other company has duplicated it exactly – I kept an original and compared all of the reproductions. Some are close but not exact. Anybody can have good luck with a \$5.00 belt, but if you want one close to the original, use a 3V560 wrapped, industrial belt. The original belt was 55 ¾" X 3/8". The 3V560 belts are sold by most Corvair vendors as "super belts"; the Gates and the Bando belts work great on any Corvair with the correct items as noted here.

Installation Checks:

- Drive pulley or balancer should be checked for rust, wobble or separation and the timing notch checked for a sharp edge that can wear the belt. □ Idler pulley should be checked for rust, wobble and dents caused by pry bars. The big washer on the slide end of the bracket must be between the nut and the slide, not between the slide and the casting.
- Check fan pulley for rust, wobble and dents and most important for proper height. On the car reference: lay a straight edge across the top of the pulley, measure down to the shroud next to the choke rod (intake flange) on the left side. It should measure exactly 6" for 62-69 and 6 5/32" on original 60-61. This dimension will be wrong if your fan bearing was installed incorrectly or if it has moved in the top cover where it should be an interference fit.
- Alternator/generator checks: The pulley must be exactly 3" O.D. Rebuilders change them and even a ¼" size difference will change belt alignment. Look for a loose generator mount on the left end, check for the proper alternator/generator adapter. As with other pulleys, check for rust, dents, wobble and wear.

Belt Tension:

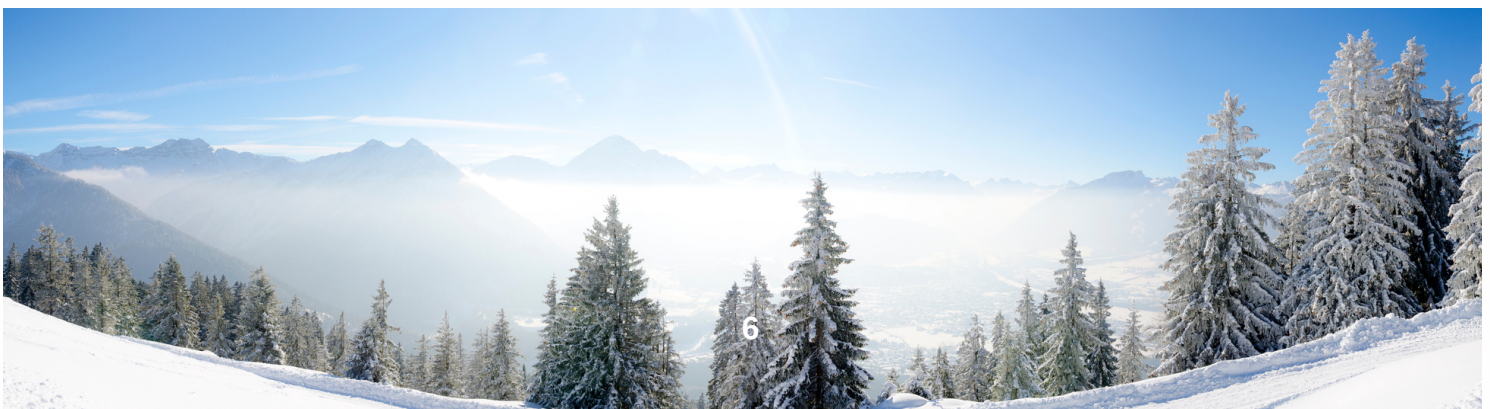
- There should be a 3/8" deflection with a 15# load between the idler and the fan. The book calls for 55# if you have a strand tension gauge. You can barely turn the alt/gen fan with your thumb when correctly tensioned. Tension should be checked after a break in period.

Belt Guides:

- The rear guide can easily be installed on any year; the top guide should be in place on any that have the mount holes in the top shroud. Clearance between belt & guide is 1/16".

If the GEN/FAN light comes on, stop ASAP. Determine if the belt is working or not. If it is, you can drive the car but have the charging system checked as soon as possible. If it is off, replace it before driving. Once a belt comes off, the cords are bent, and it will continue to flip.

If you must drive, follow the owners' guide instructions for operation without a belt. (Short drives with the heater fan on high) NEVER drive a Corvair with the TEMP/PRESS light on; you are already at 550+ degrees. Remember, if you ruin an engine by overheating, it probably cannot be rebuilt due to softened aluminum in the heads and crankcase.



FOR SALE

Submitted by William Cameron

I've been in the Corvair Club since it started in 1976. "Friends Magazine" sponsored by your local Chevrolet dealer, was a monthly publication for Chevy owners. It highlighted the formation of CORSA and where to contact a local Corvair club.

I bought my original 1960 four-door sedan "700" on October 1, 1959 from Register Chevrolet, Richfield, Pennsylvania. Enclosed is an article about my 1960 four-door sedan from the Four Wheel Independent newsletter, dated December 2007. (See article below, *My First Corvair*.)

My kids and grandchildren are not interested in keeping a classic. I am 87 years old I am considering selling it. Also, a 1964 Monza four-door sedan with a 110 engine in good shape. Also, the body of a 1963 four-door open car (no roof) that was used in a high school play of Grease. No glass, no roof, no engine, transmission, or differential.

If any member of the CPCC Corvair Club would be interested, I would sell them for half the price of what I think they are worth.

1960: \$4,000

1964: \$5,000

1963: Shell \$100

If interested, contact William at (717) 439-8709. He lives in Millerstown, PA.

My First Corvair

Submitted by William Cameron

Taken from Four-Wheel Independent newsletter, dated December 2007,

My first Corvair was also my first car. I was born and raised on the farm where I live in Pfoutz Valley, Perry County, PA. It was a working farm with cows, pigs, and chickens. We had two pick-up trucks, two dump trucks, and six school bus' to supplement the farm income, and we had the family car. I did not get a car when I turned 169 Because there were other vehicles for me to use.

After a while, that wore kind of thin and a guy years for a car of his own. It was September 15, 1959, when the three big car companies came out with the new models for 1960, the year of the "compacts". General Motors had the Chevrolet "Corvair", Ford Motor Company with the "Falcon" and Chrysler Corporation with the Plymouth "Valiant". All three had six-cylinder engines and were geared for economy. I checked them all out.

It was the Corvair that attracted me the most, with its radical rear air-cooled engine, beautiful body with slippery aerodynamic design and room for six people with its flat floor.

Register Chevrolet was in Richfield, PA. I bought the demonstrator, the first Corvair they sold! It was a white 700 four-door sedan with an automatic transmission, a radio, and a heater. I took delivery on October 1, 1959, having no other car to trade in, it cost me \$2,000.00 cash.

On December 1, 1959, I was drafted into the U.S. Army for two years. I was sent to Germany in an artillery group just one year after Elvis left. In August 1961, the communists built the Berlin Wall and my tour of duty was extended to 27 months.

During my time in Europe, my three sisters drove the Corvair. One lived in Michigan part time and she put some miles on it.

Two different times, the transmission failed to move the car, so the dealer towed it to the garage and worked on it. The third time it happened, they took the transmission completely apart and discovered a sand-casting hole between the compartments. They welded the hole shut and it has worked fine from then on. I believe all early 1960 models had that problem, but Chevrolet never issued any service bulletins on it.

In 1962, I started with the U.S. Postal Service as a substitute rural mail carrier. I used the Corvair on the routes through the snow, salt, and calcium. It wasn't long before the bottom and the rocker panels rusted away. A local body shop welded in new pieces and rocker panels. I then decided I wanted it repainted a different color. I loved the 1956 Chev's Sierra Gold, so that's what I went with. It came out browner than gold!

I was married in 1965 to Flora, we drove the Corvair to Niagara Falls on our honeymoon. Right around 100,000 miles a head gasket started "putting". While I was overhauling the engine, I got some "Corvair Only" parts from J.C. Whitney Co. Front and rear bumper guards were installed, as was a front leaf spring type sway bar and rear helper springs to prevent "tuck under" of the rear wheels.

I ran it another 100,000 miles and not being properly undercoated, I got body panels from Clark's and a whole rear quarter car body was shipped in from Arizona. No rust! I didn't think the single taillights were bright enough, so I added two more taillights. All the glass was replaced with tinted windows, and it got another new paint job. This time, it was forest green with a white top.

My First Corvair continues on Page 9.

Corvair Tech Tips

Submitted by Lou Trimperr

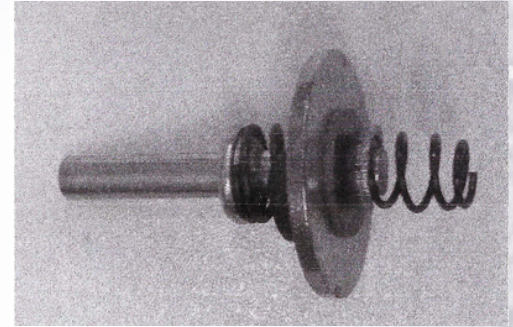


THE PREVENTIVE MAINTENANCE SERIES: STARTER SOLENOID CAUTION

Below is another great article from Mike Dawson. This article was in the HACOA November 2022 newsletter. Thank you, Mike for this very informative article.

Inspired by actual events, this is another irritating example of replacement parts offered for Corvairs that either don't work or fail early.

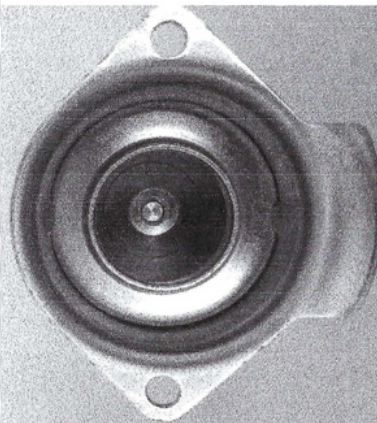
I have a complete engine sitting on the floor of my garage with a differential case attached to it for the purpose of testing reconditioned starters. I had completed a batch of standard Corvair starters and lined them up for checking voltage drop and amperage draw with a complete car wiring harness attached. All went well except the last three starters would make a loud click as the drive engaged the ring gear, however, the starter motor itself only ran occasionally. Attached a voltmeter itself only ran occasionally. Attaching a voltmeter to the starter motor tab or the "R" terminal showed no voltage when the clicking occurred. The solenoid was pulling the drive into the ring gear but not transferring anything to the motor. I also attached the voltmeter to the "R" terminal on the solenoid and again found nothing where there should have been battery voltage.



This is the plunger rod that is shorter. It is aluminum and too small for my welder or I would have attached a bead to it and dressed it up. The case is also slightly longer.

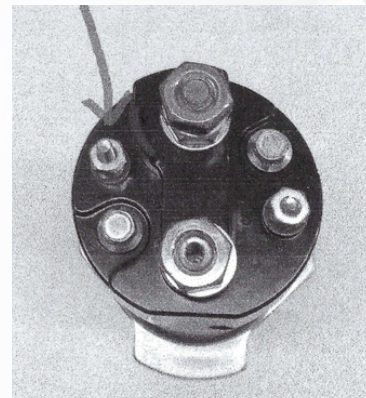
All three of the defective starters had newly purchased Standard Motor Products solenoids while the others did not. I transferred one of the solenoids that has worked perfectly on a previously tested starter and installed it. Now the starter performed normally - the solenoid was the problem.

The issue turned out to be the plunger rod length plus a small change in the solenoid case of the three new solenoids I had recently acquired. The combination caused the contact disc in the solenoid to stop short of transferring power from the battery to the motor and the resistor bypass. I measured the distance from the mounting surface to the top of the rod and found a 0.080 difference from a Delco solenoid. It is enough to cause intermittent clicking and would surely get worse as the contacts wore down. The solenoids were all made in China while previous units had been made in Mexico. I think I can assume that any future Standard Products will have the same issue.



This is a view of the end of the plunger rod.

I did add a small screw to the lathe hole in the plunger to confirm the issue and with the screw effectively reducing the travel needed, the starter worked perfectly.

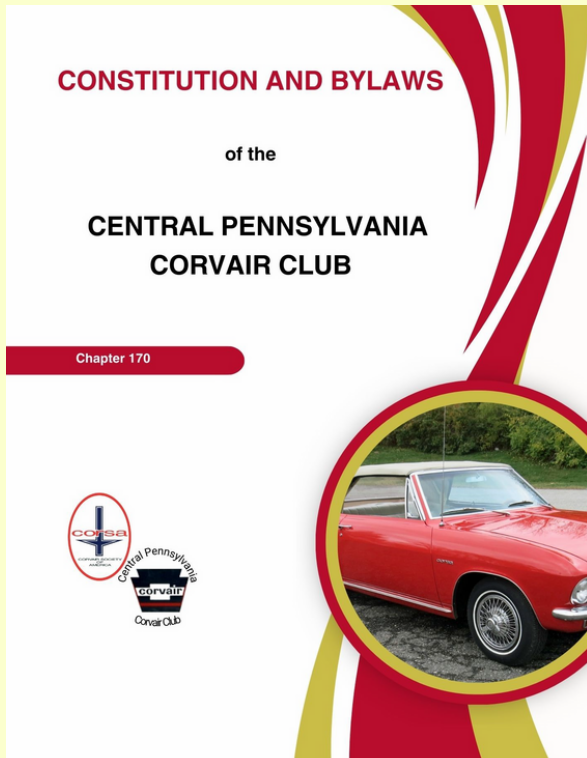


The terminal on the left is the resistor-by-pass and should show battery voltage anytime the key is turned to start.

CPCC CONSTITUTION AND BYLAWS

(submitted by Carol Trimper)

Now Available



The CPCC Constitution and Bylaws have been updated and available to members. If you would like a copy, please contact me at email address lcl@pa.net.

Copies will only be available via email. If you would like a hard copy and do not have an email address, please contact me at (717) 451-4290. Leave me a message and I will return your call.



2024 EVENTS

Do you have an idea of an event we can do as a group?



Come to the February meeting and share your ideas for an event in 2024. This year, a core group will review and determine ideas for the club. The group will consist of Officers, Board Members, and a few club members. If you are unable to attend this important meeting, please send your ideas to President, John Berkheimer, at email jhbmail@comcast.net.

2024 EVENT IDEAS

1. _____
2. _____
3. _____

BRING YOUR IDEAS TO THE FEBRUARY MEETING!

My First Corvaire *continued from page 7*

I had Dick Perris replace the differential with 3.27 gears and change the generator to an alternator. I also had Jeff Stonesifer do some engine work with additional body repairs.



So now, I have a comparatively new/old 1960 original Corvaire with 6,000 miles on the odometer.

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

Membership Application

C.P.C.C. is a chapter of "CORSA" (Corvaire 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 Corvaire automobile.
- We sponsor Corvaire 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 Corvaire Club (C.P.C.C.)
c/o Dave Steigauf
599 Westfield Drive
Landisville, PA 17538

_____ 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.

_____ Interested in joining CORSA.

Member Name: _____ Spouse Name: _____
First Middle Last First Middle Last

Address: _____

City: _____ State: _____ Zip Code: _____

Home Phone: _____ Cell Phone: _____ E-Mail: _____

Number of Corvaire owned (if any):

Year: _____ Model: _____ Body Style: _____ Color: Interior: _____ Exterior: _____

Year: _____ Model: _____ Body Style: _____ Color: Interior: _____ Exterior: _____

Year: _____ Model: _____ Body Style: _____ Color: Interior: _____ Exterior: _____

Member's Birthdate: _____ Spouse's Birthdate: _____
Month Day Month Day

Wedding Anniversary Date: _____
Month Day Year

Recommended By: _____

Applicant: _____ Date: _____
Signature

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. Please include C.P.C.C. 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 Corvair Society of America, P.O. Box 68, Long Lake, Minnesota USA 55356 or online at <http://members.corvair.org>.

Newsletter submissions should be sent to the Newsletter Editor, Carol Trimper at 30 Wheaton Drive, Littlestown, PA 17340 or email to lcl@pa.net.

All other club inquiries should be directed to the C.P.C.C. Secretary, Earl Holmes, 1511 Hicks Drive, Dauphin, PA 17016.

Central Pennsylvania
Corvair Club



The Four Wheel Independent

c/o Carol Trimper
30 Wheaton Drive
Littlestown, PA 17340