

The Four Wheel Independent

1960-69 Chevrolet

Corvair *Taken from Road Tests and Classic Cars by Dan Jedlicka (www.danjedlicka.com)*

The 1960-69 Chevrolet Corvair has been the last radical mass-produced car from troubled General Motors, although 1,710,018 units of the rear-engine auto were sold. The Corvair was a little costly for its initial economy-car market and too "foreign" for many Americans. It was replaced by conventional Chevy small cars.



There were two Corvair design generations: 1960-64 and

1965-69. The first Corvairs were very basic four-door sedans in "500" and slightly more deluxe "700" trim levels with a three-speed floor shift manual transmission standard and a two-speed Powerglide automatic optional.

Two-door 500 and 700 models soon arrived, along with the attention-grabbing new "900" Monza coupe, which had a sportier interior. Ironically, the Monza, with such items as bucket seats and a four-speed manual transmission with a floor shifter, opened up the market for small, affordable U.S. sporty cars--including the blockbuster 1965 Ford Mustang.

Major American automakers disliked economy cars because they produced little, if any, profits. So they largely ignored such autos until the late 1950s, when foreign autos from Volkswagen and Renault were getting fairly high sales.

Also, small American Motors' Rambler

American and struggling Studebaker's Lark economy cars were doing well because there was a serious recession and many Americans were tiring of large, glitzy fuel-guzzling autos.

Detroit's Big Three thus developed small economy cars for 1960. Ford introduced its Falcon and Chrysler its Plymouth Valiant, which were just scaled-down large cars. But General Motors' large Chevrolet division took everyone by surprise by coming up with the Corvair.

The Corvair was highly unusual for a domestic car, with its air-cooled, rear-mounted engine featuring the compact horizontally opposed piston layout of Porsche and VW Beetle engines. It also had an all-independent suspension and unit construction. Some called the Corvair the "poor man's Porsche."

A power-boosting turbocharger--a device used years later for production Porsches--was first offered for the Corvair in 1962 and was also unusual for a U.S. auto.

The Corvairs six-cylinder engine generated 80-95 horsepower, which was sufficient for the fairly light car. It generated 150 in turbocharged form.

The 1960-63 Corvairs had a swing-axle rear suspension, when the Falcon and Valiant had conventional, liquid-cooled engines up front and an old-fashioned rear suspension. Porsche's popular 356 sports car, Volkswagen Beetles, early Triumph Spitfire sports cars and Renault models had a rear suspension design similar to that of the Corvairs.

The 1962 Corvair had optional stiffer springs, shorter rear-axle limit straps and a front sway bar for better handling. A major suspension improvement came with a transverse rear camber-compensator spring for 1964 models.

Some Corvair owners encountered oversteer (tail-wag) handling problems when they drove the car too hard and had incorrect tire pressures, which were specified to be lower up front, higher in the rear where most of the car's weight was concentrated.. Gas station attendants, who routinely filled what they considered underinflated tires in the 1960s, put the same pressure in all Corvair tires, which adversely affected handling.

The Corvair had a Chevy-Corvette-style independent rear suspension from 1965-69, and it provided nearly sports car handling. By then, though, safety

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C.P.C.C. OFFICERS

President

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

Vice-President

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

Secretary

Earl Holmes
1511 Hicks Drive
Dauphin, PA 17018
(717) 991-7341
Email: earlzgames@comcast.net

Treasurer

Sandy Holmes
1511 Hicks Drive
Dauphin, PA 17018
(717) 991-0295
Email: w061772@comcast.net

Board Members

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

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

Newsletter/Web Editor

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

Club Photographer

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

reminder

Conventioneers,

The host hotel, the DoubleTree Hotel in Greentree, PA has 460 rooms. They are not blocking any for us. Instead they are releasing rooms as needed with no limit. If we take up the whole hotel so be it. As of today there are 167 rooms reserved. With that said, sometimes they are slow to release more rooms for our convention. This is at the corporate level, not the people in Greentree. We have run into this unfortunately before, but gets cleared up rather quickly. Usually a day or two. Hilton corporate says they will not take reservations if you call the front desk, the computer will show that there is no convention at all. That is why if you don't reserve online at www.corvairpittsburgh.com, or call there reservation line, 1-800-222-TREE (8733) and use code CCA, there may be an issue. If any other requests or problems exist please e-mail, call, or fill out the contact information on the website and I will surely get back to you.

Thank you,
Jim Weppelman, 412-577-6447 cell/text



REMINDER:



CLUB MEETINGS HAVE BEEN MOVED TO
2ND TUESDAYS OF EACH MONTH!

JOIN US AT HOSS'S ON
Tuesday, June 12, 2018
Dinner 6 pm
Meeting begins at 7 pm



- Yvonne Brown 6th
- Dave Steigauf 15th
- Carol Trimper 17th
- Duane Aldrich 20th
- Cindy Heisler 29th
- Tom Zinn 30th

Corvair For Sale

Submitted by JOHN Berkheimer



**1965 Corvair
Monza
Convertible**



77,993 original miles, 140-automatic, blue interior and exterior with white top and boot. Bumper guards and wire-wheel hubcaps on good tires and straight rims. Asking \$7000 but would consider a reasonable offer. The car is currently in Virginia. For more information, call JOHN Berkheimer at 717-632-5617 or Lou Trimper at 717-359-0712 and leave a message.

THE PREVENTIVE MAINTENANCE SERIES

by
Mike Dawson



Normal Corvair engines should not need periodic valve adjustment if they are either original or have been adjusted properly during service, such as a seal job. If hydraulic lifters are adjusted somewhere outside their range of automatic adjustment, they will either hold the valve open which causes a miss, or they will be noisy and not open the valve completely, which can also cause a partial miss. There are two generally accepted methods of adjusting valves. One is the method with 1/3 valve covers attached, lowered muffler, and engine on fast idle. The second is the method Chevrolet used when building new cars. Unless you have bad lifters (which should be replaced anyway), I much prefer the latter: cold adjustment.

Proceed: (heads properly torqued & no worn out or modified parts)

Remove distributor cap, rotate engine until rotor points near #1 wire and the pulley timing mark is at "O" on the tab. Adjust the following:

- 4 exhaust 1 intake
- 6 intake 1 exhaust
- 3 intake
- 5 exhaust

Rotate engine one revolution, rotor pointing towards #2 wire and the pulley timing mark is at "O" on the tab. Adjust the following:

- 2 intake 3 exhaust
- 2 exhaust 5 intake
- 4 intake
- 6 exhaust

The key to this being successful is the actual adjustment. Back the adjusting nut off until the rocker arm is loose (floppy). Make sure the push rod is in the center of the lifter and not on the edge. Tighten the nut slowly while gently wiggling the rocker arm between two fingers. When the rocker arm just touches the valve stem/pushrod and no longer wiggles easily is where you count the adjustment turn. **THE ROCKER ARM MAY STILL ROCK IF YOU TRY HARD – JUST LIGHTLY WIGGLE TO FIND THE ZERO ADJUSTMENT POINT.** If the lifter has lost its oil (gone flat), it is easy to push in on the pushrod and think that you have not tightened the nut enough. Remember to gently wiggle the rocker while

Continued on Page 4 Tech Tip

Happy Father's and Grandfather's Day



Baker's Needed for Corvair Day

Submitted by Carol Trimper

**Ladies and Gentlemen
Donuts, Muffins, Cookies, Cakes, Brownies,
Pies, etc..**

Your talents and donations are needed!



Volunteers needed who would like to donate bake sale items to our 2018 Corvair Day in September. We are expanding the list due to requests from last year.

This year, we would like to offer donuts, muffins, cookies, pies, cakes, chips, candy, and brownies. Additional items are welcomed!

Please email me at lcl@pa.net with what you plan to donate so we don't have too much of one item(s) and not enough of others.



Wanted: 1966 Corsa black interior door panels. Joe Darinsig, 717-668-4414 or joedarinsig@yahoo.com.

For Sale: Anyone interested in any Corvair model kits, Racing Champions, Hot Wheels, etc. let me know. I am taking all my extra kits & toys, post cards, brochures and parts to Pittsburgh Convention to dispose of. Joe Darinsig, 717-668-4414 or joedarinsig@yahoo.com.

For Sale in Jefferson, Ga. 1963 or 64 engine, 3 transmissions and 1 rear end and other parts. Wants \$750. for all. Price may not be firm. Contact if interested. Just off of I-85 near Braselton. Contact Donald Land landbd@bellsouth.net



1964 Corvair in the staging lanes at the drag strip
Submitted by Joe Darinsig

Corvair Ranch

The Ranch Provides...
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Remanufactured Engines

Body & Interior Restoration

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Tech Tip *Continued from Page 3*

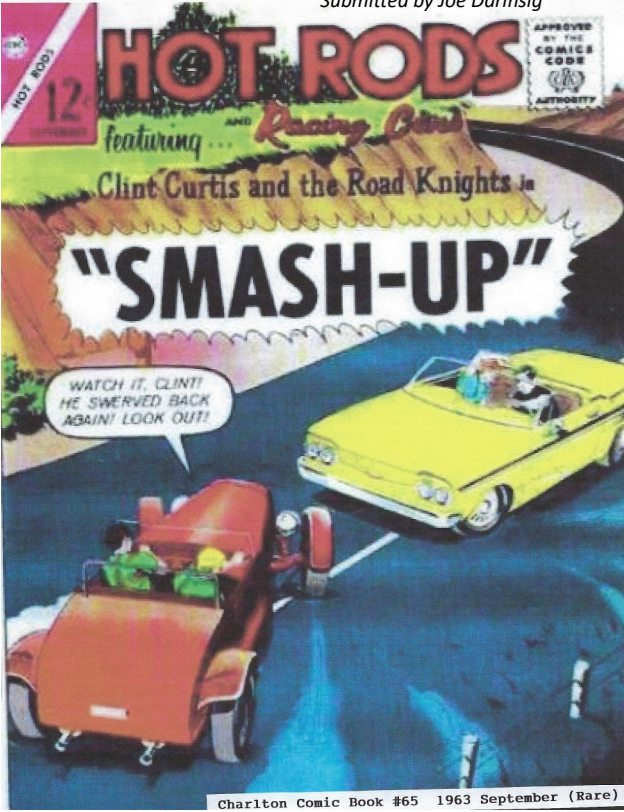
tightening the nut until the arm just touches the stem and pushrod.

As a general rule, 1/4 turn from zero will work perfectly for all normal engines. The original GM lifters (no longer available) were Corvair specific and the shop manual specified 1 turn. Newer design lifters may not tolerate a full turn and even the GM design worked best with ¼ - ½ turn.

When you finish all the adjustments, check your work by observing the number of threads showing above the nut. They should all be the same on one side although there may be a difference from side to side.

A special thank you to Mike Dawson for this article.

Submitted by Joe Darinsig



Charlton Comic Book #65 1963 September (Rare)

1961-'64 Corvair 95 trucks

Chevrolet introduced its Corvair as a 1960 model designed to fight off the "import invasion." In 1961, the Corvair 95 line of trucks was added. The "95" designation denoted the short wheelbase of these rear-engined, van-type trucks. Did anyone say "Volkswagen Bus clone?" VWs and the 95 were similar. New was the Corvan, the Greenbrier wagon and two pickups. The pickups came with or without a swing-down side ramp that gave the one model its Rampside name. Loadside was the other pickup's name. "You've never had a choice like this," said a Chevrolet advertisement. "High-capacity - light-handed maneuverability - a totally new kind of truck."

Corvair 95s were designed for light, bulky loads. As Chevy put it, "The driver's up front, the engine's in the rear and all the rest is load space - a cavernous 191 cubic feet of it in the Corvan." Chevy saw the 95 as a replacement for the El Camino, but not for the conventional "like-a-rock" 1/2-ton pickup truck. In 1961, prices were \$2,079 to \$2,280. Chevy built 15,806 Corvans, 10,787 Rampside and 2,475 Loadside pickups. Greenbriers were built to carry people and their production was counted with that of cars.

For 1962, Corvair 95 models were unchanged. Prices increased a bit and assemblies dropped considerably. The Corvan was still the most popular model and 13,491 were made. Rampside production fell off to just 4,102 units and a mere 369 Loadside pickups left the assembly line. Chevrolet sold its 8 millionth truck in 1962, but it was clear the Corvair 95 would never hit that level. Slow sales knocked the Loadside off the models list in 1963 when 11,161 Corvans and 2,046 Rampside were built. The next year the corresponding numbers were 8,147 and 851. By then, the Chevy Van had been released, as well as the mid-sized El Camino. There was no one left to buy the Corvair 95s.



The 1961 Corvair 95 Rampside pickup (top) had a small tailgate in back but everyone remembers its side-opening ramp.



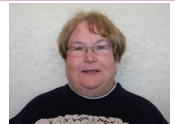
The 1963 Corvair Greenbrier Deluxe wagon was an economical family mover.

28th Orphan Car Tour June 2, 2018

Maryland's Baltimore and Harford counties will be the setting of the 28th Orphan Car Tour on Saturday, June 2, 2018. Passing through areas such as Hunt Valley, My Lady's Manor and Worthington Valley, the tour's route will meander through villages and past horse farms, estates, and pastures. Drivers will receive printed directions so they can take the tour at their own speed, pausing at the various planned stops along the way. A late-afternoon dinner at Friendly Farms Restaurant in Upperco will cap the day's itinerary. A flyer with full details is available at the Orphan Tour's website, www.orphancartour.org (<http://www.orphancartour.org> (press the "HOT" button)). The website also lists updates to the tour schedule (if applicable) a full description of the tour, and its history. Further information is available from Jon Battle, (540) 364-1770, or tourdiretor@orphancartour.org.

The Orphan Car Tour is open to all orphan" (discontinued-make) vehicles at least 25 years old, and is maintained to encourage the driving enjoyment of all antique "orphans". It is sponsored by six local chapters of national "orphan" car clubs: Mid-Atlantic Packards (a region of The Packard Club), the Chesapeake Bay Chapter of the H-E-T Club, the Potomac Chapter of the Studebaker Drivers Club, the Potomac Ramblers (an affiliate of the AMO and AMCRC), the DeSoto Owners Club of Maryland, and the Keystone Region Chapter Inc. of the Studebaker Drivers Club.

The Treasurer's Report for April 2018



Submitted by
Sandy Holmes

Beginning Balance	3236.70
Total	3236.70
Expenses:	0.00
Total in Bank	3236.70
Cash on hand from 50/50 & dues:	0.00

Corvair continued from Cover Page

crusader Ralph Nader was criticizing early 1960s Corvair handling, which generated bad publicity for the car. (A 1972 congressional investigation cleared the 1960-63 Corvair models, but the car was long gone by then.)

Corvair sales really didn't take off until it was sold in sporty Monza form for 1961, with the bucket seats and floor shifter. Here was an affordable, fuel-thrifty compact car that was a kick to drive. It suddenly seemed that every college kid wanted a Corvair Monza.

A Corvair station wagon, van and even a pickup truck arrived for 1961, but the Monza coupe generated the most sales. Ford took note and used the Monza as the inspiration for its first Mustang that, ironically, indirectly caused the Corvair's demise.

A Monza convertible was added for 1962, and the sexiest first-generation Monza was the mid-1962 turbocharged Monza Spyder coupe or convertible. The \$317 Spyder option package for Monzas had the 150-horsepower "turbo" engine, chrome dress-up under-hood items, shorter final drive for faster acceleration, heavy duty suspension and a race-style multi-gauge instrument panel with a tachometer and brushed-metal trim. The four-speed manual and more-effective sintered-metallic brake linings were "mandatory" options.

A Corvair Monza Spyder coupe cost \$2,636, while the convertible was \$2,846. A regular Monza coupe cost \$2,273, with a convertible at \$2,483. But a Monza Spyder was the next best thing to a costlier, limited-production Porsche, which had a tighter interior and couldn't be fixed or tuned at your local Chevy dealer.

There were only minor styling changes until the 1965 model year, when the second-generation Corvair got the styling of an exotic Italian car and was partly responsible for Corvair sales to top the 200,000-unit mark that year.

Car and Driver magazine said the new Corvair was "undoubtedly the sexiest-looking American car of the new crop and possibly one of the most handsome cars

in the world." A veteran auto photographer said, "It's simply impossible to photograph this car from an angle that makes it look (bad.) I don't know any other mass-production car from its period that you could say that about."

The entry 500 and Monza nameplates continued. But the 1965



version that really stood out was the special new Corsa model with an optional (\$158) turbocharged version of the Corvair's six-cylinder engine that produced 180 horsepower. The standard Corsa engine had 140 horsepower with four one-barrel carburetors and was optional for all Corvairs, which had standard 95- or 110-horsepower engines.

The Corsa came as a \$2,519 coupe or \$2,665 convertible and had the Monza Spyder's sporty brushed aluminum dashboard with sports car instrumentation, upscale interior and special exterior accents. It also featured a sports suspension, larger brakes and quicker steering. The turbo engine was only an extra \$158.

But the first highly publicized Ford Mustang arrived in mid-1964 and took the country by storm. It was essentially just an economy Falcon with a sporty body and gobs of options. But it caused Corvair sales to drop by more than half in 1966.

Most Americans could more easily relate to the Mustang, with its front-mounted V-8 or conventional six-cylinder liquid-cooled engines and traditionally sporty long hood/short-rear design.



GM actually sealed the Corvairs fate in

April, 1965, with an internal memo that prohibited further significant development work on the car. It wanted a conventional auto to fight the Mustang—the 1967 Chevy Camaro.

The Corsa was discontinued in 1967, but the Corvair soldiered on through 1969 as the 500 and higher-line Monza coupe and convertible. GM wanted to sell the car

long enough to amortize its tooling. It also likely kept the Corvair around a few more years simply because of its pride.

By 1969, though, in its final year, only 6,000 Corvairs were produced. The figure included 2,717 Monza coupes and a mere 521 Monza convertibles.

Corvair national expert Larry Claypool, of the 'Vair Shop in Frankfort, Illinois, says interest in the Corvair continues building, judging by the number brought to his facility to be worked on.

Claypool says many Chevy mechanics disliked working on Corvairs in the 1960s "not because the car was that difficult, it was just different from other Chevrolets."

Just between you and me, if you don't want to spend lots of money for a neat collector car, the Corvair is one of the last really affordable ones left. Moreover, the national Corvair club is quite active, and it's no hassle getting parts.

Corvair prices are rising, but the car still is very underpriced. For instance, a 1962-64 Monza Spyder coupe in good condition is valued at \$4,500, with the convertible version at \$6,950, says the Cars of Particular Interest value guide.. A 1965-66 Corsa coupe in good shape is worth \$5,000, while the convertible is \$7,350.

You can even get a hot competition non-factory, but professionally done, 1966-68 Yenko Stinger Corvair coupe. It came from a well-known East Coast Chevy dealer that specialized in high-performance Chevrolets and won a national racing championship. It's valued at \$20,000 in good condition and at \$42,000 in excellent shape, which are still very low prices in today's collector car market. However, it can be hard to find a good Yenko Stinger, and the car is happiest tearing up race tracks.

My choice would be a 1962-64 Monza Spyder or 1965-66 Corsa with the high-torque four-carburetor engine. They're economical to buy and operate, easy to drive in all sorts of weather and just loads of fun.



VP Ramblings

Submitted by
John Johnson



This past Friday I received the terrible news that my good friend had lost his battle with pancreatic cancer. His name was Dale McCleary and our friendship goes back to 1960 when we met as 7th graders at Kennard Dale High School. Most of you did not know Dale, but as I morn his passing my mind remembers many of the highlights of our long friendship. You may wonder what this has to do with Corvairs, well it was Dale who first introduced me to Corvairs. Dale's father owned a 1960 Corvair Coupe and this became the car we used in our "cruising" days. There were four of us in our group that spent many hours in that car. It had a bench seat and a 3 speed transmission. Sporty looking it wasn't, but that car provided us with hours of pure fun. When we were in that car we

were "big shot" high schoolers out cruising the roads of Fawn Grove, Stewartstown, and Delta. It is a wonder that little Corvair could hold our "swelled heads". Goodbye Dale, see you down the road.

There are two other pieces of news that need to be mentioned at this time. First, June 2nd is the Orphan Car Cruise. There are three Corvairs going at this time. This is a fun cruise, but you NEED a navigator. Cars are sent out beginning at 10:00 AM every 2-5 minutes. You get a set of directions and questions to answer. The navigator will be a busy person that day. More information can be found can be found on their website.

The other item I need to mention is the Markets at Shrewsbury Car Show. These

shows are held the 4th Friday of the month. The one we plan to attend is June 22nd. We plan to meet at the church just north of the Markets entrance. We will assemble at 2:00 PM and enter as a group. This way we will be able to park together. Please let either myself or JOHN know if you plan to attend. This way we can hold your place on the lot with the rest of us. This is a HUGE show. Most of the time there are 700+ cars there, that's why it is necessary to get there early. We will discuss the particulars and get a car count at our June meeting.

Now that the May monsoons seem to be letting up, get your cars out and take a backroads cruise. It is guaranteed to put a smile on your face.

Corvair Cooks Corner

S.O.S.— U.S.M.C. Style

Submitted by Joe Darinsig



What you've all been waiting for!

Everyone recalls the famous pre-invasion Marine Corps breakfast of steak and eggs. However, that was not the normal morning meal served aboard transports as they slowly plodded across seas to deliver Old Breed Marines to their next combat venture.

Once in a while a great document of historical importance concerning the Marine Corps comes to light. This is not one of them, the famous, everyday meal commonly called S.O.S. one note of interest, did you know Marines had their own "special" recipe, which differs from any other branch of service?

S.O.S.— U.S.M.C. Style:

1½ pounds extra lean hamburger or ground chuck
2 Tbs Butter
1 Cup Freshly cut chopped onion
2 Tbs Flour
2 Tsps Granulated garlic
4 Tbs Soy sauce
1 Tbs Worcestershire Sauce
2 Cups Milk
Salt and Pepper to taste

Directions:

Brown meat, add butter and stir. Add onions and cook until they are translucent. Add flour, stir and cook two to three minutes. Add garlic, soy sauce, and Worcestershire. Mix thoroughly, add milk and stir until it thickens. Serve on a shingle (Toast).

It's now time to rush to the grocery store to get any ingredients you don't already have. One must keep this in mind before leaving the house. You either 1.) Miss the Corps terribly and should volunteer for fleet duty 2.) Have a great desire to do bodily injury to yourself 3.) Suffer from drain-bramage or, 4.) Have neighbors you can't stand and want to invite them to a special dinner. Before doing option #4, suggest you dig a slit trench in the back yard in case of gastric distress imposed upon your guests.

Written (with tongue-in-cheek) by: Cpl. Jim Hopkins (1956-1960) SimperFi Some good eatin. Any comments, questions see me (Joe Darinsig). A good recommendation might be Tums, Alka Seltzer, Pepto-Bismol or a 5th of Jack Daniels.

If you have a recipe that you would like to share, please email to Carol Trimper @ lcl@pa.net.

Secretary Minutes from May 2018 Meeting

Submitted by
John Johnson



The meeting was held at the Corvair Ranch Open House. The meeting was called to order by JOHN Berkheimer.

Items discussed were:

- Orphan Car Tour is June 2, 2018-----application is on their website.
- Next meeting is June 12 at Hoss's in York
- Markets at Shrewsbury Car Show June 22,2018 with the rain date June 29, 2018. We plan to meet at the Church across from the Markets around 2:00 PM and enter together.
- Meeting July 10, 2018 at Hoss's in York
- National Convention in Pittsburgh July 22 – 28. The plan is to hand out Corvair Day Registration Sheets at the Convention.
- No August Meeting. Picnic at JOHN's on August 11th
- September Meeting to be held at Corvair Day
- Discussion began concerning an October overnight tour around Williamsport, PA More details at the June meeting.



Capitol City Cruisers
1st SATURDAY
at the **Roadhouse**
Capitol City Cruisers
are HOSTING a **MONTHLY CRUISE** in 2018
NOW thru OCTOBER 4 to 7 pm
1031 Eisenhower Blvd
Harrisburg, PA 17111
Café is open!
Music by Harry Loranzo
JUNE 2nd JULY 7th
AUGUST 4th SEPT. 1st & OCTOBER 6th
Rain Date will be the 2nd Saturday
DOOR PRIZES FREE REGISTRATION
Call Charlie Roberts at 717-805-1650
or Rod Murray at 717-579-5440
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What was,
still is.



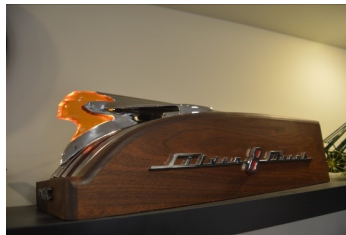
Happy Anniversary!

Ron & Betty Hash	1 st
Earl & Sandy Holmes	17 th
Jeffrey & Joannette Ostroff	20 th
John & Joyce Berkheimer	25 th
Richard & Kathleen Kemmerly	26 th



Visit: <http://corvairpittsburgh.com/>
for additional information.

April 28th Calvin High of High Industries Tour



A SPECIAL Thank You to Dave Steigauf for setting up this event. We were all speechless at all the beautiful cars Mr. Cal showed us.
Thanks Dave!

2018 UPCOMING EVENTS

- June 1-3** **Street Rod Nationals East York Expo Center** Fri. 8-5pm, Sat. 8-5pm, Sun. 8-12pm. You must be a member of the NSRA to enter Car Show. Check <http://www.nsra-usa.com>.
- June 2** **Orphan Car Tour** (see additional information on Page 5).
- June 9** **Motor Menders 2018 Cruise Nights at The Bobcat Creamery**, 117 S. Main St., Manchester, Pa. 4-8pm. All vehicles welcome. Dash Plaques, 3 trophies, 50/50 drawing, Oldies Music. Visit motormendersrodandcustom.com. Rain date is the following Saturday.
- June 16** **Thunder on the River Car Show**, 100-500 Locust St., Columbia, Lancaster County, 10 - 3 pm. All makes and models. \$10 preregistration; \$15 same day; free for spectators. Info: 717-684-5249.
- June 22** **Markets of Shrewsbury Motor Members Rod & Custom 2018 Cruise Nights**, Susquehanna Trail. 4-8pm.
- June 22-24** **Carlisle Chevrolet Nationals**. Carlisle Fairgrounds, Fri. & Sat. 7am-8pm, Sun. 8am- noon. Classic Auto Mall Rt.10 at the PA Turnpike, Exit 10. Large indoor Museum, Car Sales, etc. [www.ClassicAuto Mall.com](http://www.ClassicAutoMall.com). Classic Auto Mall Cruise In Show every Wednesday Night 4-8pm Year Round. 610-207-6100.
- July 14** **Motor Menders 2018 Cruise Nights at The Bobcat Creamery**, 117 S. Main St., Manchester, PA 4-8pm. All vehicles welcome. Dash Plaques, 3 trophies, 50/50 drawing, Oldies Music. Visit motormendersrodandcustom.com. Rain date is the following Saturday.
- July 20-21** **York US30 Drag Strip Heritage Days at the Eastern Museum of Motor Racing**, Dillsburg, PA Fri. 1-7pm, Sat. 9-5pm. Big Cruise In Show on Sat. 10-3pm. [York Nostalgia - York Reunion & Nostalgia Nationals](http://YorkNostalgia.com).
- July 23-28** **CORSA International Convention** in Pittsburgh PA. Host hotel: DoubleTree Pittsburgh-Green Tree, 500 Mansfield Avenue, Pittsburg, PA. 1-800-222-8733, Group Code, CCA, corvair.org/2018hotelreg.html. Information at corvairpittsburgh.com.
- July 27** **Motor Members Rod & Custom 2018 Cruise Nights at the Markets at Shrewsbury**, Susquehanna Trail. 4-8pm.
- July 28** **Hanover Dutch Festival**, German-themed festival featuring 300 food and hand-made craft vendors, German entertainment, Antique Car Show, and Kids Carnival. 8 - 4 pm Held at Downtown Hanover Center Square, visit: www.hanoverchamber.com.
- August 11** **C.P.C.C. Annual Potluck Picnic** at JOHN and Joyce Berkheimer's home. Arrive between 1 - 1:30pm and we will eat at 2pm. Please call (717) 632-5617 or email (jhbmail1@comcast.net) to let them know what you plan to bring. Club meeting will take place at the picnic. Bring your swimsuit and jump into the beautiful pool.
- August 17-19** **Super Chevy Show at Maryland Int'l Raceway**, Budds Creek, Md. <http://www.superchevy.com/show>.
- August 18** **Susquehanna Valley GTO 10th Annual All Pontiac**, Amos Herr Park, 1670 Nissley Road, Landisville, Lancaster County. \$10 preregistration, \$15 day of show. 8 - 3pm. Info: svgtoshow@svgto.com.
- August 18** **47th Annual Good Ole Days Festival & Car Show** Gwenlyn Drive, Littlestown PA 8 - 2:30 pm.
- August 24** **Motor Members Rod & Custom 2018 Cruise Nights at the Markets At Shrewsbury**, Susquehanna Trail. 4-8pm.
- September 8** **Motor Menders 2018 Cruise Nights at The Bobcat Creamery**, 117 S. Main St., Manchester, PA 4-8pm. All vehicles welcome. Dash Plaques, 3 trophies, 50/50 drawing, Oldies Music. Visit motormendersrodandcustom.com. Rain date is the following Saturday.
- September 22** **CPCC Corvair Day in Hershey**. (Rain date September 23rd) Held at AACA museum.
- September 28** **Motor Members Rod & Custom 2018 Cruise Nights at the Markets At Shrewsbury**, Susquehanna Trail. 4-8pm.
- October 10-13** **Antique Automobile Club of America Eastern Regional Fall Meet** at Hershey Park and the Giant Center in Dauphin County, 550 W. Hershey Park Drive, Hershey. More than 9,000 flea market spaces, 1,000 corral spaces and approximately 1,500 show cars. Car corral and flea market open each day at 7am. Info: www.hersheyaaca.org.
- October 13** **Motor Menders 2018 Cruise Nights at The Bobcat Creamery**, 117 S. Main St., Manchester, PA 4-8pm. All vehicles welcome. Dash Plaques, 3 trophies, 50/50 drawing, Oldies Music. Rain date is the following Saturday. Visit motormendersrodandcustom.com.
- October 26** **Motor Members Rod & Custom 2018 Cruise Nights at the Markets At Shrewsbury** Susquehanna Trail. 4-8pm.
- November 3** **Motor Members Rod & Custom 2018 Cruise Nights at the Markets At Shrewsbury**, Susquehanna Trail. 4-8pm. Toys for the Keddies, \$10 or a new \$10 toy, benefits local Charity.

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 boosting 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.

_____ 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 Corvairs owned (if any)

Year: _____ Model: _____ Body Style: _____ Serial Number: _____
Year: _____ Model: _____ Body Style: _____ Serial Number: _____
Year: _____ Model: _____ Body Style: _____ Serial Number: _____

Member's Birthdate: _____ Spouse's Birthdate: _____
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. 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



The Four Wheel Independent
30 Wheaton Drive
Littlestown, PA 17340