



The Four Wheel Independent

V-P Ramblings

Submitted by
John Johnson



Today is a good day for Sandy and me. We both got our second doses of the COVID vaccine. Neither of us had any bad reactions. It is supposed to take two weeks for the vaccine to be fully effective. We still plan to wear our masks and keep 6' apart from people even after that, just to keep everyone safe. If you can, I urge you to get the shots. I have had several friends get the virus and one just passed. So please be cautious and get the shots. It will be hard finding them, but keep trying.

Now onto some other good news. In this Newsletter JOHN is planning our first "cruise" of the Spring. To keep everyone safe, everything is outside, so weather could be a problem. Please sign-up so he has a list of people to contact in case of bad weather. After a year of not getting together, I hope

Mother Nature provides us with Corvair perfect weather. Please bring any "cruise" ideas to the meeting to share. I have been watching Mecum Auctions as well as Barrett-Jackson. The price of Corvairs is really going up. Most that have been sold have gone for \$12k and up. There was a Rampside that went to \$25k and the owner would not drop the reserve. I guess the car world is finally catching up to what we have known for many years. Corvairs are great classic cars. I don't know if you have seen the notice from CORSA, but you can get a discount pass from Mecum for \$100. That may sound like a lot, but you get 2 passes and you can **BID** if you want to, but you may not want to share that with your significant other. I have gone to the Harrisburg auction for 2 of the last 3 years. Last year I passed due to COVID. If you like watching it on TV you will

LOVE going there. It has a carnival-like atmosphere and you will smile all day and for days afterward.

Not much happening around the Johnson household. I have a few Corvair related projects to do before warm weather. My passenger's window, on the '65, has jumped the track and both need adjustment. I need to put a new choke on one of the carbs on the '64. The problem is it has been too cold to work on the cars in an unheated garage. We are beginning March and I know it is going to get warmer, so I will get to those projects soon.

Keep safe everyone. Remember this too shall pass. There now seems to be light at the end of this long tunnel. I hope to see you down the road.



MARCH 2021

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Join our
Facebook
Members

In Facebook, search for **Central Pa. Corvair Club** and request to join group. Any questions, please contact Joe Darinsig at 717-668-4414.

CENTRAL PENNSYLVANIA CORVAIR CLUB

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.

Corvair Society of America, P.O. Box 68, Long Lake, MN 55356(630) 403-5010

Hours: 9AM - 5PM Email: messages@corvair.org

Secretary's Report

Submitted by
Earl Holmes



No meeting was held during the month of February due to the COVID-19 Pandemic. NOTE: There will be no Secretary's Report until further notice as all club meetings have been cancelled.

Treasurer's Report 2021

Submitted by
Dave Steigauf



No report this month. In future newsletters, we will no longer be displaying dollar amounts in the Treasurer's Report. If you are interested in what the club has in the bank or any other questions, please feel free to contact me directly. My contact information can be found on page 10 of this newsletter.

CHECK OUT OUR WEBSITE

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

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



OUR MISSION

To honor and empower wounded warriors

HOW WE SERVE

We **CONNECT** warriors to peers, programs, and opportunities

We **SERVE** through free, life-changing programs

We **EMPOWER** warriors to live life to the fullest

BIRTHDAYS

Look Whos Celebrating!

Darlene Kady	Mar 07
Denny Shaffer	Mar 07
John Johnson	Mar 27

Dear David,
Thank you so much for your amazing support through your donation from the car club. Your generosity ensures warriors are empowered, engaged and employed in their communities. We are truly humbled by your commitment and look forward to a continued partnership with gratitude!
Jessie, Evan, Leslie and Julian

CENTRAL PENNSYLVANIA CORVAIR CLUB

CORVAIR

FOR SALE

Mike's mom has a 1963 Corvaair sitting in her garage that seems to be in "decent" shape. Granted four very flat tires and an engine that has not turned over may be two decades. It is a four-door coupe, 2-speed automatic (on the dash). Red exterior and interior. Engine is 6 cyl, dual carbs. Not sure how many hp it had, but it had a pretty impressive pick up back in it's day. The car is located in the Dillsburg, PA area. If interested or would like to know more about the car, contact Mike Fasick at mfasick@comcast.net.



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*Happy
St. Patrick's
Day*



SATURDAY - APRIL 24th

Save the date for our first get together cruise.



Submitted by JOHN Berkheimer

We will start at Crabbs Tropical Treat, 2279 Carlisle Street, Hanover, located on Route 94 between Route 30 and Hanover. We will start at noon, which is when they open for the day, that way if you like you can order lunch. They have good food at reasonable prices. If it gets busy we can cruise to Codorus State Park, find a nice location overlooking the lake, set up our chairs and have a meeting and planning session for 2021. Please let one of the CPCC Officers know if you are planning to attend in case we must cancel due to weather.



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INSTALL DRAIN PLUGS

Article was taken from CPCA Newsletter, dtd. November 2007

Authors: Dick Peris and Dan Heckel

Submitted by Lou Trimper

Hey Gals and Guys with stick shift Vairs, what's that slippery stuff in your gearboxes and how long has it been in there? Remember that the same gear oil circulates in both the transmission (tranny) and the differential (diffy), so selecting one that serves both properly is a must.

In the good old days (the 60's and earlier, of course), no problem, the only choice was viscosity, but alas, no more, as modern technology marches on and gives us new problems. The latest gear oil is labeled Type GLS and is NOT suitable for use in transmissions with yellow metal (brass or bronze) synchronizers are used all Corvairs and many other older cars, so say the manufacturers of the products. Problem is that additives included in the GLS (presumable phosphorus compounds) will corrode the yellow metal parts over time, how fast is a secret (read that as they don't know, but do know that it WILL happen.) Probably a heat influenced reaction, the more you drive, the faster the deterioration occurs. Ah, a chance for me to make a crack, but won't since we always encourage driving our Vairs, not storing them. Anyway, why would anyone take the chance when the proper stuff, GL4 80W-90 is still available?

Those of you with Posi diffy will need Posi juice to mix with the GL4. If you have never changed the oil in your gearboxes and have had your car (s) for years and years, it's probably not GL5, but a thick and goeey remnant of what GM installed about 40 years ago. If it's really old and thick in a high mileage car, it will mask gear whine and bearing rattle, so may be better to leave it as is, "if it isn't broke, don't fix it".

If recently installed, is it GL4, or 5? Very early Vairs had drain plugs in both the T & D, a snap to change, later models didn't. GM never figured we would still be driving them 40 years later, so a good chance to save 10¢ on each car, wonderful. So, for those without drain plugs, we put them in as shown in the photo. You could just take out the fill plugs and turn the car on its side, but be sure to put an old blanket on the floor first so as not to scratch the paint.

For you PG folks, GL5 is OK in your diffy.



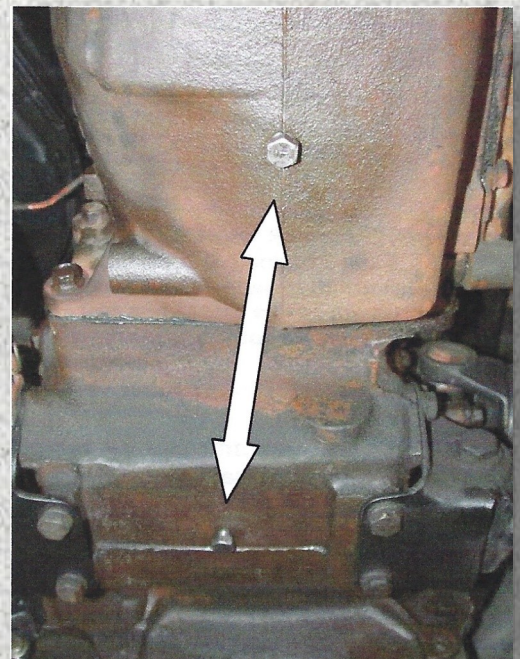
Authors:

Dan Heckel

(December 21, 1940 - January 9, 2020)

Dick Peris

(March 22, 1919 - Jan 15, 2011)



Corvair **Cooks** Corner

Beer Braised Irish Stew

Taken from internet: allrecipes.com

Prep Time: 1 hour

Cook Time: 2 hours

Serving: 8



INGREDIENTS

- ◆ 1 Tablespoon Vegetable Oil
- ◆ 1 (3 pound) beef chuck roast, trimmed of fat and cut into 1/2" cubes
- ◆ 2 Tablespoons All-Purpose Flour
- ◆ 1 Cup Coarsely Chopped Onion
- ◆ 1 Cup Coarsely Chopped Carrot
- ◆ 1 (12 oz) can or bottle of dark beer
- ◆ 2 Bay Leaves
- ◆ 1 Teaspoon Dried Thyme
- ◆ 1 Teaspoon Salt
- ◆ 1/2 Teaspoon Ground Black Pepper
- ◆ 2 Cloves Garlic, Minced
- ◆ 2 Tablespoons Worcestershire Sauce

Colcannon:

- ◆ 3 Slices Bacon
- ◆ 2 Pounds Russet Potatoes, Peeled, and cut into chunks
- ◆ 2 Cups Thinly Sliced Cabbage
- ◆ 1/4 Cup Milk, Warmed
- ◆ 2 Tablespoons Butter
- ◆ 1/2 Teaspoon Salt
- ◆ 1/4 Teaspoon Ground Black Pepper
- ◆ 2 Tablespoons Minced Fresh Parsley



DIRECTIONS

- ◆ Preheat oven to 325°
- ◆ Heat the vegetable oil in a large Dutch oven over medium-high heat until very hot, and brown the meat in 2 batches, stirring to brown the cubes on all sides. Return all the meat to the Dutch oven, sprinkle with flour, and stir lightly to coat the meat with flour. Stir in onion, carrots, dark beer, bay leaves, thyme, 1 teaspoon salt, 1/2 teaspoon pepper, garlic, and Worcestershire sauce. Bring the mixture to a boil, and cover.
- ◆ Place the Dutch oven into the preheated oven, and cook for 45 minutes; uncover, stir the stew, and cook until the beef is very tender and the liquid is reduced by half, about 45 more minutes.
- ◆ Place the bacon in a large, deep skillet, and cook over medium-high heat, turning occasionally, until evenly browned, about 10 minutes. Drain the bacon slices on a paper towel-lined plate. Crumble the bacon and set aside.
- ◆ About 30 minutes before the stew is ready, make the colcannon: Place the potatoes into a large pot and cover with salted water. Bring to a boil, then reduce heat to medium-low, cover, and simmer until tender, about 20 minutes. Drain and allow to steam dry for a minute or two.
- ◆ Place the cabbage into a microwave-safe bowl, and add 1 or 2 tablespoons of water. Cover and microwave on High for about 2 1/2 minutes; uncover (watch out for steam) and stir the cabbage. Cover and microwave for about 2 1/2 more minutes, until the cabbage is slightly tender but not mushy. Drain excess liquid, and set the cabbage aside, covered.
- ◆ Place the potatoes into a large bowl, and add milk, butter, 1/2 teaspoon of salt, and 1/4 teaspoon of pepper. Beat the potatoes with an electric mixer until smooth and creamy. Stir in the cabbage, crumbled bacon, and parsley until well combined.
- ◆ To serve, place a scoop of colcannon onto a plate, make a hollow, and fill with braised beef stew.

Out and About



Submitted by
Joe Darinsig

Junk Yard

Two guys hooked a truck and chain to this convertible! They kept pulling it until it broke in half.

Not much left that is reusable! (*Found on internet*)



The 55-year-old Part that Brought a Dead Corvair Back to Life

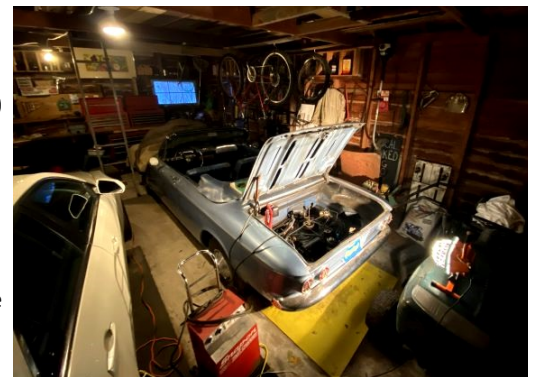
Taken from internet "Hagerty Media" Author: Kyle Smith, dtd 2 June 2020

Automotive ignition systems have a simple job—toss a properly timed spark into a charged combustion chamber. But while the ignition systems of classic cars are generally simple to repair, a basic, points-style system can still be frustrating. With that in mind, let's look at one critical part of that system—the condenser, a small component that is nonetheless key to keeping an engine working as it should.

This post stems from a recent rescue mission. Social media connected me with Don, the frustrated owner of a [1963 Chevrolet Corvair](#), who lived about 30 minutes from my house. Don's Corvair last ran on his wedding day, more than two years ago. I felt it my duty to do whatever I could to keep his car from languishing in a garage any longer.

Don filled me in on some of his troubleshooting. The fuel pump was pumping. A compression check showed the cylinders to be producing appropriate pressures. There was no blockage in the intake tract. Before the Corvair began to run rough—and eventually quit running entirely—Don replaced the car's ignition components in an effort to improve reliability.

When I met the car, I did some quick checks. The firing order was correct, and the distributor cap showed no carbon tracking or signs of arcing. Finally, my calibrated eyeballs told me that the point gap was correct, or at least close enough. Shot gunned replacement of parts is not what mechanics do, but I was about to engage in *informed parts replacement*. There's a difference.



Back to Life (*continued on Page 9*)

CORVAIR RANCH OPEN HOUSE MAY 20, 2007

Volume 29, Issue 6

June 2007

Corvairst Ranch Open House Revisited

June
Submitted By Dexter Minick



On May 20, 2007, the Corvairst Ranch held their annual open house. This year the attendance was down a bit from other years, although there were twenty-some Corvairsts driven to the event. One person even came from Florida jut to be there. That's dedication!

I was hoping to see a few particular Corvairsts but they didn't show up. However, I did see a very nice late model 500 for the first time. This car even displays a CPCC license plate on the front. To whom does the car belong? None other than club member Dale Geiman. It was a pleasure to meet Dale as he has been a member of the CPCC for many years.



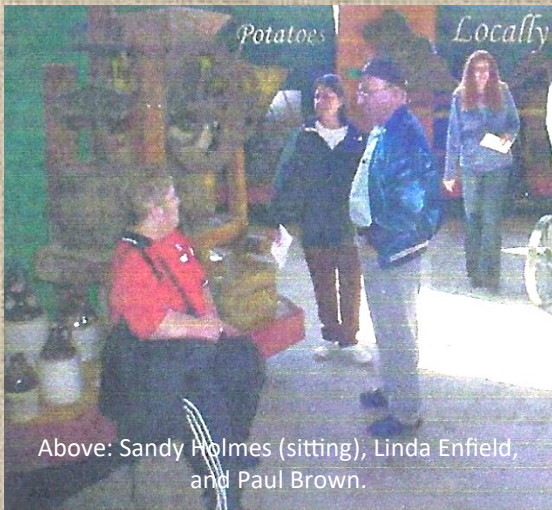
There was a pretty good turn out of CPCC members, along with a few other Corvairst Clubs. It was good to see our buddies from the Keystone Corvairst

Club again, and we had the opportunity to meet some new members from other clubs.

There were plenty of burgers and hot dogs for all, plus other goodies in the one bay. I did have one problem with the food. Every time I went for something to eat it was gone... why... these two guys (pictured below) never left the food. Jeff, you better keep a closer eye on your employees! (Ha Ha... just kidding)



CPCC Tour of Agricultural & Industrial Museum in York, PA - March 4, 2006



Above: Sandy Holmes (sitting), Linda Enfield, and Paul Brown.



Once again, there were some of those great trivia questions in order for those in attendance to test their vast knowledge of Corvairsts. The picnic tables were full of door prizes.



I'd say that most of our members had a great time throughout the day, buying parts for their projects cars, or just something they couldn't live without. The reason I say "most" member had a great time was because of the captioned photo below.



Earl: "But honestly Sandy, I didn't do it! The Soda Bandit must have taken your drink!"
Sandy: "I wonder who the Soda Bandit might be?"

One person even had an estimate for restoring his car that he couldn't pass up! And... another member had to show off his new exhaust. (photo below). I asked Jeff if he had sold a lot of parts and his



replay was, "I made so much money that I can go on vacation for a month." Have fun, Jeff!



Do you have photos you would like to share of your Corvairst?
Please email them to me with a little story about the photo.
Send to lcl@pa.net.

Did You Know The Ford GT40 Used Chevy Taillights?

By Chris Demorro, dated August 11, 2011

Taken from the Internet "Street Muscle Magazine"

Among hardcore Blue Oval fans, there is one car that stands atop the performance charts; the Ford GT40. It was a battle of Ford versus Ferrari, and the Company that Henry founded defeated the mighty Enzo and his fleet of Ferraris on the racing circuit time and again. The Ford GT40 was the pinnacle of automotive racing technology at the time, and it pulled together all the resources Ford had at its disposal...including a little unsolicited aid from crosstown rivals Chevy.

Jalopnik.com reports (The Ford GT40's dirty little Chevy secret) that in a bid to build the lightest race car possible, Ford installed the taillights of a Chevrolet Corvaire on the Ford GT. Who knew?



Weight is the enemy of speed, and Ford designers were singularly focused on defeating Ferrari in the upcoming 24 Hours of Le Mans. That meant changes in design up to the last minute, keeping builders Kar Kraft busy with the ultimate project car.

Since there was no time to build custom taillights, a shop assistant was sent to an auto parts store with a scale, and told to weigh out and find the lightest taillights available.

He returned with the taillights of a 1960 Corvaire, which are little more than the bulb a plastic covering, and a very small bezel. Perfect for the GT40's purpose. Guess the Thunderbird taillights were just too heavy, but Ford's win at Le Mans wasn't just a win for the Blue Oval. It was a win for America, proving that embarrassing the Europeans takes precedence over silly rivalries.



2021 CORSA Convention **CANCELLED**

An emergency board meeting was held on the evening of Monday, February 15th. At approximately 11:00 pm Eastern Time, the CORSA Directors voted to cancel the 2021 CORSA Convention in San Diego. With the host hotel still not being open or even returning calls and the unavailability of a suitable hotel in the area to accommodate the guests and the activities that were scheduled, the Board was left with little choice in the matter.

This decision did not come easily but with the effects of the COVID-19 pandemic still dominating a significant portion of our lives, it was not practical or even possible to conduct an event like a CORSA Convention without a proper venue for the activities scheduled. As the health of our membership is paramount, we made the decision. We apologize for having to make such a drastic move but it was in the best interest of the membership and CORSA.

We will have more information about this in the April Communique. As a partial remedy, we will be adding some additional activities and meetings to the Mini-Convention. A registration form for this event will be located on the cover wrap of the March Communique, which will be in the mail soon.

THANKS ARE IN ORDER: We all need to thank the members of the San Diego Corvaire Club for all the hard work they devoted to planning and arranging a wonderful convention for us, irrespective of the cancellation. For this, we are profoundly appreciative. Thank you so much!

-MIKE HALL, PRESIDENT, CORVAIR SOCIETY OF AMERICA (CORSA)

CENTRAL PENNSYLVANIA CORVAIR CLUB

Back to Life *(continued from Page 6)*

Ignition condensers have really gone downhill since production went overseas many moons ago. Many folks love to blame ignition points for failing, but even with a dead set of points, the condenser is often to blame. Think of the condenser as a kind of ignition-system *shock* absorber. (I'll see myself out for that pun, no need to write the editor.) As the points open, the primary circuit in the coil is broken, and the coil releases a high-voltage charge for the spark plug. But that broken primary circuit still has voltage looking for a place to go, and that's where the condenser comes into play.



The engine compartment of this early-model Corvair was not perfect, but everything was in the right place. It took some deeper digging to find what was causing the non-running problem



This is the ignition condenser removed from the distributor. It's a humble little piece, but very hardworking.

The condenser catches that current surge while the points are open. When the points close, the condenser quickly discharges. If that behavior makes a condenser sound like a capacitor, you are correct—two words for the same thing. When a condenser fails, the primary circuit jumps the point gap, putting a stop to the whole process. Making matters worse, that sudden jump of current will cause the points “face”—the metal mating surfaces that come together and then open, thousands of times per minute—to physically deteriorate, burning and pitting. An engine can run with burned and pitted points, but not always, and rarely well.

In other words, if a classic car isn't running right, you should always check the points, but first, you should check the condenser. Neither part is expensive, and the condenser is usually the cheaper of the two. I suspected that Don's points were good, and that his condenser had failed.

Don got lucky. My suspicions arose before I hopped into my pickup and drove out to his garage. After sifting through the “carefully organized” parts shelves in my garage, I found the distributor that had come out of my [1965 Corvair](#) when I switched the car to a fully electronic ignition system. My Corvair ran great when I made the swap, so the parts in that distributor were what we call “known good.”

On a Corvair, the condenser is held in by one small mounting screw, and its wire lead is tied to the points with another small screw. A quick swap in the engine compartment put my who-knows-how-old condenser in place of Don's new unit. We hooked up a battery charger and cranked the engine for a few



The inside of an ignition condenser is a tightly-wound roll of this foil. This is the material that temporarily holds the charge of the ignition system when the points open.



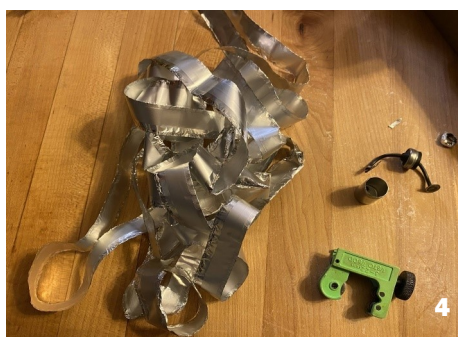
I used a small pipe cutter to trim the cap off the condenser. I was curious to see if there was anything visually wrong inside.



The canister cuts easily and cleanly with a little patience.



The foil is wound quite tight inside the small canister.



Here is the total length of foil from inside the condenser. There are not many parts and none of them moving, but failure is still reasonably common.

moments, checking to ensure that the fuel pump filled the carbs. Hitting the accelerator made each carburetor shoot a quick jet of fuel into the manifold. With one more crank, the engine lit off and settled into a smooth high idle. It was a cold day, but after a few minutes, a blip of the throttle saw the idle drop slightly, indicating that the choke system was even working properly.

This episode stands as a great example of *not* jumping to conclusions. To say nothing of a reminder that you should hold onto select take-off parts, the stuff you'd otherwise discard, during tune-ups. Many people upgrade classic cars to electronic ignition, but if you choose to keep your points, remember to carry spares in the glovebox. Not just points—a condenser is just as important.

CENTRAL PENNSYLVANIA CORVAIR CLUB

C.P.C.C. OFFICERS



President
JOHN Berkheimer
403 Dart Drive
Hanover, PA 17331
(717) 632-5617



Vice-President
John Johnson
550 Gross Road
Fawn Grove, PA 17321
(717) 456-5139



Secretary
Earl Holmes
1511 Hicks Drive
Dauphin, PA 17018
(717) 991-7341



Treasurer
Dave Steigauf
599 Westfield Drive
Landisville, PA 17538
(717) 898-7927

Board Members



Bruce Culp
5565-2 Montgomery Church Rd
RD #2
Greencastle, PA 17225
(717) 593-0723



Joe Darinsig
1751 Chesley Road
York PA 17403-4001
(717) 668-4414



Linda Enfield
11925 High Point Road
Felton, PA 17322
(717) 244-7181

Newsletter/Web Editor



Carol Trimper
30 Wheaton Drive
Littlestown, PA 17340
(717) 451-4290

Club Photographer



Lou Trimper
30 Wheaton Drive
Littlestown, PA 17340
(717) 451-4289

UPCOMING EVENTS

Notice to Participants of Events: In many cases we receive notices of an upcoming event, but are not notified when the event is cancelled. Due to COVID-19, it is advised for you to confirm with Event Organizer if the event is still being held.

April:

24: CPCC Cruise We will start at Crabbs Tropical Treat, 2279 Carlisle Street, Hanover, located on Route 94 between Route 30 and Hanover. We will start at noon, which is when they open for the day, that way if you like you can order lunch. They have good food at reasonable prices. If it gets busy we can cruise to Codorus State Park, find a nice location overlooking the lake, set up our chairs and have a meeting and planning session for 2021. Please let someone know if you are planning to attend in case we must cancel due to weather.

21-25: Spring Carlisle.

May:

19-23: CORSA Mini-Convention, Hosted by the Prairie Capital Corvair Association. The event is being held again, to support the CPF and the CPF Museum. All proceeds after expenses will be donated to the CPF for the continued operation of the Corvair Museum. The museum has moved to a new location just south of Springfield, Illinois near Glenarm. Being a sanctioned mini means that CORSA judges will be used for the Concours on Thursday. A road rally on Friday, car display and Funkhana on Saturday, a cruise-in Wednesday night, drive-in movie Thursday, night at museum Friday and self-guided tours to Lincoln Sites and Historic RT66 sites being scheduled for each evening should provide something to do for everyone. The host hotel is the car hobby-friendly Crowne Plaza in Springfield, IL. Three days, four nights, so much to do, so little time you may want to come early and stay late. Use this custom link for booking hotel reservations online: https://www.crowneplaza.com/redirect?path=asearch&brandCode=CP&localeCode=en®ionCode=I&hotelCode=SPICC&checkInDate=20&checkInMonthYear=042021&checkOutDate=23&checkOutMonthYear=042021&rateCode=6CBARC&_PMID=99801505&GPC=C9S&cn=no&viewfullsite=true Alternately, guests can call 1-800-227-6963 for reservations. They will need to reference the Crowne Plaza Springfield IL, their arrival and departure date, and that they are part of a group: Corvair Society of America (code C9S). It is important that you inform your group members of the last day to make reservations (4/18/2021). Any unreserved room in the block will automatically release on this date. Late reservations will not receive the group rate and I cannot guarantee availability after this date has passed. This is an excellent opportunity for you and your car if you're prepping for a National Concours or a means to help maintain your current seniors status status—or just to see how your Corvair stacks up in a CORSA judged event. The museum will be open and ready for your visit.

June:

25-26: GM Nationals at Carlisle.

July:

27-31: 2021 CORSA International Convention San Diego, CANCELLED

August:

26-28: Corvettes at Carlisle.

September:

18: 42nd Annual CPCC Corvair Day at Eastern Museum of Motor Racing (EMMR), 100 Baltimore Road, York Springs, PA 17372, Use GPS Address for Latimore Valley Fairgrounds (which is part of EMMR) 314 Latimore Valley Road, York Springs, PA 17372. Event will feature: Bake Sale, 50/50 drawing, door prizes, and dash plaques. Food available to purchase: Hamburgers, Hot Dogs, Drinks, and much more. Free Indoor/Outdoor Vendor set-up available.

CENTRAL PENNSYLVANIA CORVAIR CLUB

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

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

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

- The club is for the preservation and interest of the Corvair automobile.
- We sponsor Corvair shows, rallies, mini conventions, caravans, parties, and dinners. All of our events are for the member's immediate family.

Dues are payable to: Central Pennsylvania Corvair Club (C.P.C.C.)
c/o 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 Corvairs owned (if any):
Year: _____ Model: _____ Body Style: _____
Year: _____ Model: _____ Body Style: _____
Year: _____ Model: _____ Body Style: _____

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

Wedding Anniversary Date: _____
Month Day Year

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

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 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 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.

All other club inquiries should be directed to the C.P.C.C. Secretary, Earl Holmes, 1511 Hicks Drive, Dauphin, PA 17018.



The Four Wheel Independent
c/o Carol Trimper
30 Wheaton Drive
Littlestown, PA 17340



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