

The Four Wheel Independent

2018
November

Happy Thanksgiving

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Why Is The Chevrolet Corvair Such An Overlooked Classic?

Taken from Market Finds on the internet. Dated February 12, 2016
Photography Courtesy of [Auctions America](#)



Andrew Golseth
Author

The topic of affordable classics seems to be a popular discussion here at *Petrolicious*. With the current automotive bubble—which could be on the verge of rupturing—it seems the demand for desirable classics is at an all-time high across the board. From Italian supercars, to German sports cars, to American muscle cars, everyone seemingly wants a slice of the pie—which isn't helping affordability for the average enthusiast.

Here's the thing: there are still plenty of great looking and reasonably-priced classics out there. Take this 1965 Chevrolet Corvair Monza Sport Coupe, for example. No, it's not a muscle car... or a sports car. It's not something you want to take to the drag strip or track in stock trim, but it does have style—in spades.

The second generation Corvair debuted in 1965, and the design was unlike anything on the road. It also popularized a styling cue that was later adopted by everyone [from Land Rover to Lamborghini](#): a sculpted "character" line in its fenders, doors, and



Overlooked Classic (continued on page 10)

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The Corvair Society of America (CORSA)

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

Central Pennsylvania Corvair Club strongly encourages all members to become members of the Corvair Society of America (CORSA). Anyone with a fondness of the Corvair automobile will benefit from CORSA membership. In addition, we will all benefit by maintaining a strong national presence to lobby our interests and organize our collective purposes.

PLEASE do not overlook the potential value of a CORSA membership. Try it out. Your first year will cost only \$45. If you share our enthusiasm for these superbly engineered and styled cars, why not join our Society today? Domestic dues are only \$45 for 1 year/ \$90 for 26 months (two months free!) We are sure you will find it a worthy and rewarding investment!

Visit:

https://www.corvair.org/index.php/membership/join-register-or-renew to register online.

CORSA
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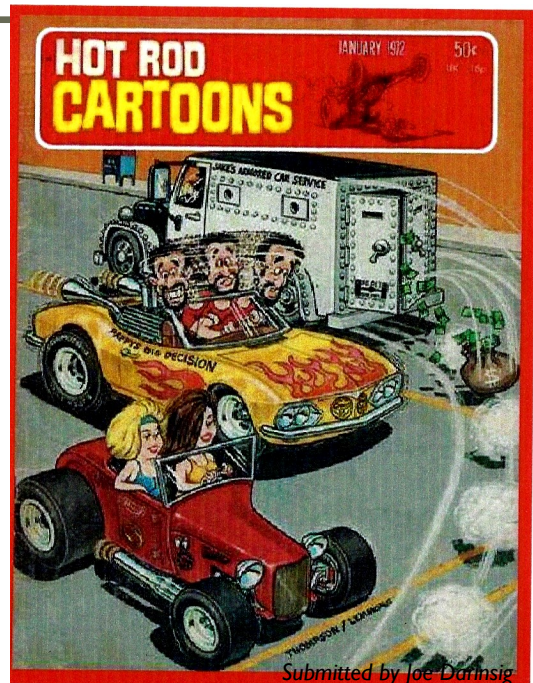


Do we have your birthday and wedding anniversary dates? We'd love to share your special day(s) with other club members.

Send information to Carol at lcl@pa.net.

DEADLINE

Newsletter Articles Are Due 20th of Each Month



Submitted by Joe Darinsig

Hot Rod Cartoons January 1972 There was a iron on picture of the Corvair in this issue. It was on the centerfold pages !!

AACA Halloween Display

Jim and Linda Enfield took their van to the AACA Museum for the Halloween display and it ended up in the main lobby! *How AWESOME IS THAT!*



Did You Know...

Corvairs inevitably leak oil.

The primary source of oil leaks on Corvairs is from the O-rings used on the pushrod tubes. The original equipment O-rings were entirely inadequate to deal with the heat of the air cooled engine. In a short time, they would become hard and lose their sealing capability. Viton O-rings completely eliminate this problem and are inexpensive and readily available. The many separate components of the air cooled engine do offer the potential for more oil leaks but a correctly sealed engine won't leak any more than any other car. *This is a myth!*

Secretary Minutes for October 2018

Submitted by
Earl Holmes



Called to Order:

The meeting was called to order by our President, JOHN Berkheimer at the Hoss's Restaurant in York.

- ◇ The Secretary read the minutes from the last meeting that included the finalization of Corvair Day activity, the discussion regarding the possible cancellation of the October over night cruise and the introduction of a possible new member, Randy March.
- ◇ JOHN Berkheimer gave a break out of cost and money that was made at Corvair Day. It appears that the club will break even this year. He explained the what he has done as the temporary treasurer, and asked for volunteers to take over as the Club's Treasurer.

New Business

- ◇ The overnight cruise to Penn Collage has been cancelled, and a request for a possible replacement activity for this month. There were several suggestions, but no decision was made at this meeting.

Announcements

- ◇ John Johnson was the winner of the 50/50 drawing this month. Congratulations John.
- ◇ A motion was made by Dave Steiguaf to adjourn the meeting and seconded by Keith Kahwajy. The meeting was adjourned.
- ◇ The next meeting is scheduled to be held November 13th at the Hoss's Restaurant in York.

Attendees

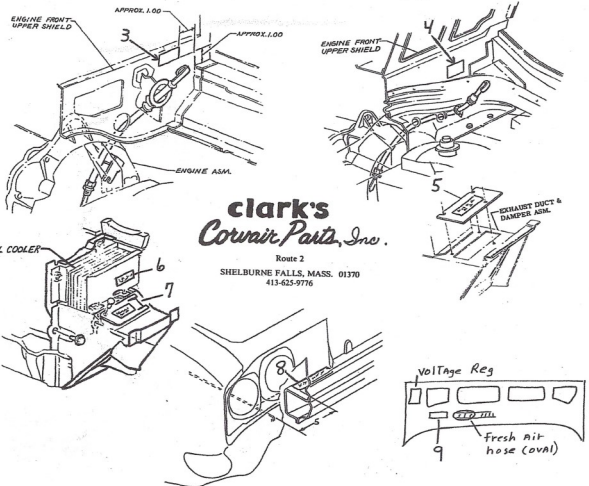
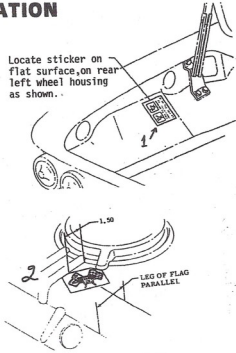
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|---------------------------|------------------------|--------------------------|
| John and Sandy Johnson | Jim and Linda Enfield | Ron and Betty Hash |
| Duane and Jacquie Aldrich | Rich and Cindy Heisler | Dave and Sally Fullerton |
| Tom and Becky Zinn | John Berkheimer | Bruce Culp |
| Steve Sabaka | Dave Steiguaf | Keith Kahwajy |

Corvair DECAL LOCATION

ENGINE COMPARTMENT

- #1-1960 air valve setting
- #2-1962-64 cars & 1961-65 vans-crossflag (with or without a/c)
- #3-1964 axle oil level check
- #4-1965 axle oil level check
- #5-1961-64 a/c & 1962-64 Turbo-Summer/winter covers (decals used on each side)
- #6-1967-69 oil cooler decal
- #7-1965-67 a/c, 140 hp & turbo
- #8-1968 (& early 1969) timing specs & procedures
- #9-late 1969 timing specs & procedures

Locate sticker on flat surface, on rear left wheel housing as shown.



Corvair DECAL LOCATION

GLOVEBOX DOOR

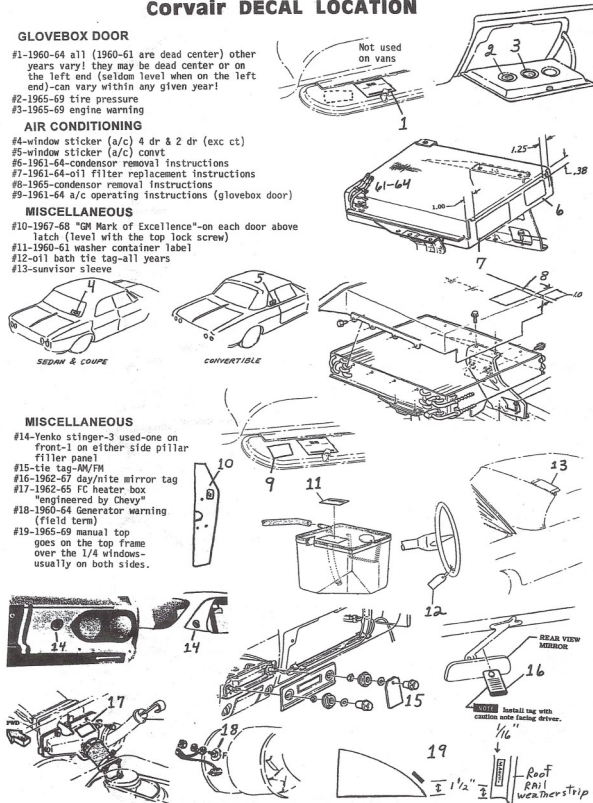
- #1-1960-64 all (1960-61 are dead center) other years vary! they may be dead center or on the left end (seldom level when on the left end)-can vary within any given year!
- #2-1965-69 tire pressure
- #3-1965-69 engine warning

AIR CONDITIONING

- #4-window sticker (a/c) 4 dr & 2 dr (exc cc)
- #5-window sticker (a/c) convt
- #6-1961-64-condenser removal instructions
- #7-1961-64-011 filter replacement instructions
- #8-1965-condenser removal instructions
- #9-1961-64 a/c operating instructions (glovebox door)

MISCELLANEOUS

- #10-1967-68 "GM Mark of Excellence"-on each door above latch (level with the top lock screw)
- #11-1960-61 washer container label
- #12-oil bath tie tag-all years
- #13-sunvisor sleeve



MISCELLANEOUS

- #14-Yenko stinger-3 used-one on front-1 on either side pillar filler panel
- #15-tie tag-MV/FH
- #16-1962-67 day/night mirror tag
- #17-1962-65 Ft heater box "engineered by Chevy"
- #18-1960-64 Generator warning (field term)
- #19-1965-69 manual top goes on the top frame over the 1/4 window-usually on both sides.

Corvair DECAL LOCATION

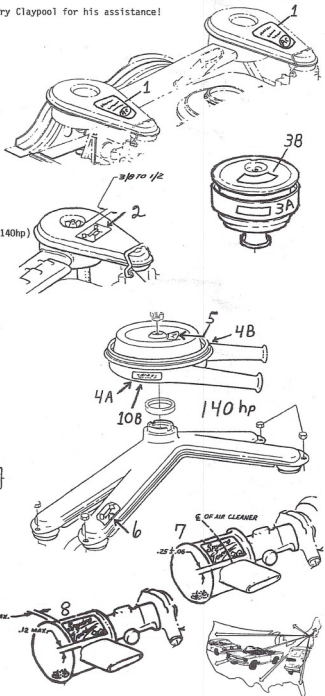
C9837

We hope you will find the following information useful in correctly locating various Corvair decals, jacking sheets & related items. Most of these diagrams & locations were taken directly from the assembly manuals used on the assembly line. Some give actual dimensions while others just showed the worker the general area. Most original stickers & decals have fallen off & been replaced. If a sticker appears to be in the correct area, we suggest you place your replacement in the same spot. If the sticker does not seem to be in the correct location then go by these instructions. We welcome any corrections or additional information & will update these sheets at some time.

Thanks to Larry Claypool for his assistance!

AIR CLEANERS

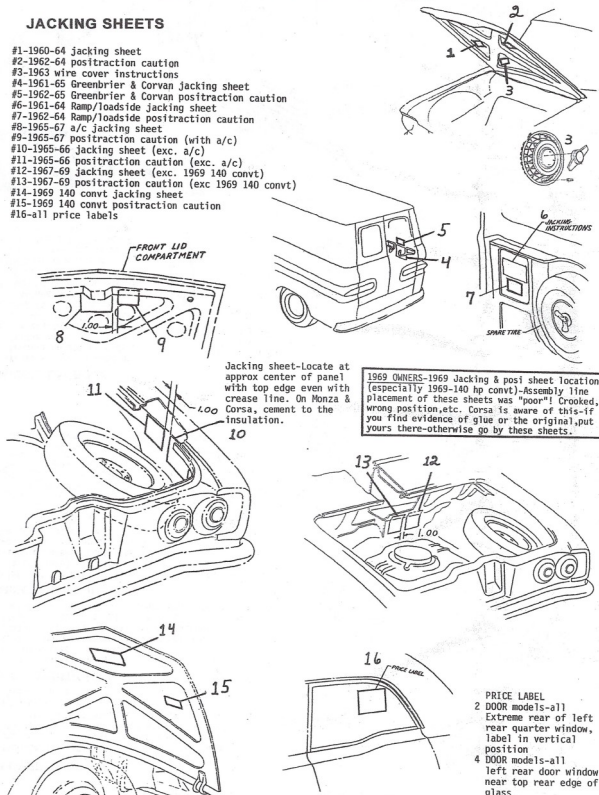
- #1-decal used on both sides -instructions 1961-63 cars & vans (exc turbo)
- 1964-65 vans
- 1964-65 cars with a/c & early 1964 oil bath
- #2-1965 with a/c-crossed flag decal only on the right side-instructions go on the left (note: we are unsure if this was followed on the assembly line, if yours is original, use your placement)
- #3-oil bath instructions
- #3A-rectangular style used when the oil bath was BETWEEN the 2 small air filters & all FC with oil bath
- #3B-curved decal-used when oil bath was in left rear of engine compartment
- #4A-1964-69 air cleaner instructions (exc 1969-140hp)
- #4B-1969-140 hp air cleaner instructions (same location as #4A but on opposite side)
- #5-1967-69 1/4 moon horsepower stickers
- #6-1965-66 crossed flag decal (exc 1965 a/c)
- #7-1962-63 turbo
- #8-1964-66 Turbo
- #9-1962-66 Turbo-air cleaner end cover (1965-66 only had 1 decal here)
- #10A-1969 "keep your car GM"-all 95 hp & 110 hp
- #10B-1969 "keep your car GM"-all 140 hp (also see #4B above)



Corvair DECAL LOCATION

JACKING SHEETS

- #1-1960-64 jacking sheet
- #2-1962-64 postraction caution
- #3-1963 wire cover instructions
- #4-1961-65 Greenbrier & Corvan jacking sheet
- #5-1962-65 Greenbrier & Corvan postraction caution
- #6-1961-64 Ramp/loadside jacking sheet
- #7-1962-64 Ramp/loadside postraction caution
- #8-1965-67 a/c jacking sheet
- #9-1965-67 postraction caution (with a/c)
- #10-1965-66 jacking sheet (exc. a/c)
- #11-1965-66 postraction caution (exc. a/c)
- #12-1967-69 jacking sheet (exc. 1969 140 convt)
- #13-1967-69 postraction caution (exc 1969 140 convt)
- #14-1969 140 convt jacking sheet
- #15-1969 140 convt postraction caution
- #16-all price labels



Jacking sheet-Locate at approx center of panel with top edge even with crease line. On Monza & Corsa, cement to the insulation.

1969 OWNERS-1969 Jacking & post sheet location (especially 1969-140 hp convt) assembly line placement of these sheets was "poor"! Crooked, you find evidence of glue or the original, put yours there-otherwise go by these sheets.

PRICE LABEL
2 DOOR models-all
Extreme rear of left rear quarter window, label in vertical position
4 DOOR models-all
left rear door window near top rear edge of glass

A Known Fact...

All Corvairs were powered by a 6-cylinder, air cooled engine mounted in the rear of the car. All shared the same basic design: a horizontally opposed “boxer” engine with individual, finned, cast iron cylinders that are sandwiched between an aluminum crankcase and an aluminum cylinder head. The engine displacement ranged from 140 cu. in. to 164 cu. in. Most engines used two carburetors, one on each bank of cylinders. From 1965 thru 1969, a high performance engine was offered with four carburetors (one primary and one secondary on each bank). In 1962, a turbocharger option was introduced and remained in production through the 1966 model year. Taken *from the internet.*

Corvair **Cooks** Corner



Cheesecake Layered Red Velvet Cake

Submitted by Betty Hash



INGREDIENTS:

- 2 packages (8 ounces each) cream cheese, softened
- 1/2 cup sugar
- 1/2 cup sour cream
- 4 teaspoons all-purpose flour
- 1-1/2 teaspoons vanilla extract
- 2 large **Nellie's Free Range Eggs**, lightly beaten

CAKE:

- 1-1/2 cups sugar
- 1-1/2 cups canola oil
- 1 cup buttermilk
- 2 large **Nellie's Free Range Eggs**
- 1 bottle (1 ounce) red food coloring
- 2 teaspoons cider vinegar
- 1 teaspoon vanilla extract
- 2-1/2 cups cake flour
- 2 tablespoons baking cocoa
- 1-1/2 teaspoons baking soda
- 1 teaspoon salt

FROSTING:

- 3 packages (8 ounces each) cream cheese, softened
- 1-1/2 cups butter, softened
- 1 tablespoon vanilla extract
- 3 to 3-1/2 cups confectioners' sugar

DIRECTIONS:

- Preheat oven to 325°. Line bottom of a 9-in. springform pan with parchment paper; grease paper.
- In a large bowl, beat cream cheese and sugar until smooth. Beat in sour cream, flour and vanilla. Add eggs; beat on low speed just until blended. Pour into prepared pan. Place on a baking sheet.
- Bake until center is set, 40-50 minutes. Cool on a wire rack 10 minutes. Loosen sides from pan with a knife. Cool 1 hour longer. Refrigerate until ready to assemble, covering when completely cooled.
- For cake, increase oven setting to 350°. Line bottoms of two greased 9-in. round baking pans with parchment paper; grease paper.
- In a large bowl, beat sugar, oil, buttermilk, eggs, food coloring, vinegar and vanilla until well blended. In another bowl, whisk flour, cocoa, baking soda and salt; gradually beat into sugar mixture.
- Transfer to prepared pans. Bake until a toothpick inserted in center comes out clean, 30-35 minutes. Cool in pans 10 minutes before removing to wire racks; remove paper. Cool completely.
- For frosting, in a large bowl, beat cream cheese, butter and vanilla until smooth. Gradually beat in enough confectioners' sugar to reach desired consistency. Place one cake layer on a serving plate. Spread with 1 cup frosting. Carefully place cheesecake over frosting.
- Spread cheesecake with another 1 cup frosting. Top with remaining cake layer. Frost top and sides of cake with remaining frosting. Refrigerate overnight before serving.

corvair (1960-1969) III VROLLI DIV. OF GENERAL MOTORS

compact

569 SEDAN 500 (NO CHROME BELT TRIM)

WITH THE ENGINE IN THE REAR

60 new!

CLUB COUPE and INTERIOR (700)

AIR-COOLED 6-CYL. REAR ENGINE-TRANSAXLE UNIT 140 CID 80 HP @ 4400 RPM 6.50 x 13 TIRES 108" WB

PRODUCTION	MODEL	PRICE
500	527 COUPE (14,628)	\$ 198.
	569 4-DR. (47,663)	2036.
700	727 COUPE (36,562)	2049.
	769 4-DR. (139,208)	2103.
900 MONZA	927 COUPE (11,926)	2236.

900 SERIES (# 927) MONZA CPE. Has DELUXE INTERIOR and BUCKET SEATS.

4 DR. SEDAN and INTER. (769 SEDAN) \$2103.

BACK SEAT FOLDS FOR CHARGE

CORVAIR 60



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ANNUAL SPRING CAR, TRUCK & MOTORCYCLE SHOW
SATURDAY, APRIL 27th, 2019

CROSSPOINT CHURCH
430 COLONIAL ROAD
HARRISBURG PA 17109

9:00 am - 12:00 noon CAR REGISTRATION
12:00 noon - 12:30 pm PARTICIPANT JUDGING
1:00 pm AWARDS

\$12 PRE-REGISTRATION by APRIL 13th / \$15 DAY OF THE SHOW
Participants are asked to bring a food donation
Dash Plaques for FIRST 75 Vehicles
Participants Judging for TOP 20 Cars, Trucks & Motorcycles including BEST OF SHOW, PASTOR'S CHOICE, CLUB PRESIDENT'S CHOICE
(Capitol City Cruisers members ONLY judged for awards)

50/50 RAFFLE, DOOR PRIZES, & \$100.00 DRAWING FOR PRE-REGISTERED VEHICLES

Music by Harry Loranzo

Corvair Ranch

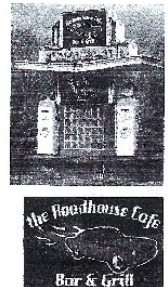
The Ranch Provides...
New & Used Parts
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and our **1st** SATURDAY at the

Roadhouse

Continues in 2019 starting April 6th
4-7pm - 2nd Saturday is the rain date



Visit: <http://californiacorvairparts.com/index.php>

American Dream: The Corvair's Rise and Fall

Submitted by Joe Darinsig

Corvair production may have been limited to the 1960s, but during that decade Chevy released a dizzying number of variants. The Corvair made its debut for 1960, and buyers could choose from a coupe or a sedan in two trim levels: 500 (plain) or 700 (a little less plain). Later in the year, the sportier 900 Monza coupe joined the lineup—call that one a sign of things to come.

While the Corvair is now typically viewed as a performance car, at the time it was GM's answer to the recent influx of imports from the likes of Volkswagen and NSU. The Corvair's lineup quickly grew, and in 1961 it gained the Lakewood station wagon as well as the forward-control utility vehicles: the Rampside pickup, a panel van, and a Greenbrier passenger van.

Big news came for 1962: turbo power for the Monza Spyder. At the time, the only other turbocharged car offered was the Oldsmobile F85 Jetfire—and it beat the Corvair to market by just a few weeks.

The Corvair family got a big redesign for 1965: sleeker bodies, redesigned suspension and a trimmed-down lineup that shed the vans, trucks and pickups. The Yenko Stinger and Fitch Sprint showed these cars' true potential, but the writing was on the wall: The Corvair's days were numbered, and GM started to limit development and advertising dollars. Sales dropped from nearly a quarter of a million in 1965 to a little more than 27,000 in 1967. Just 6000 Corvairs were sold for 1969, the model's last year of production.

Did Ralph Nader's "Unsafe at Any Speed: The Designed-In Dangers of the American Automobile" really kill the Corvair? While the 1965 book definitely didn't paint a flattering picture of the early Corvair's rear swing axle, the car also faced increased competition—from other brands as well as in its own showroom.

If the release of the Dodge Dart and Ford Falcon weren't enough, Chevy itself provided a tempting alternative to the Corvair. For about the same price, consumers could pick up the more conventional Chevy II Nova. In 1967, for example, the Corvair Monza cost more than the V8-powered Nova. And thanks to the day's low gas prices, Chevy's big sellers of the time were their mid- and full-sized cars, like the Malibu and Impala.

The Corvair's history prompts some intriguing speculation. What if Nader's book never damned the brand? What if the 1973 gas crisis arrived a decade earlier? Perhaps the Corvair nameplate would still be with us today. Who knows, the Corvair could have been the one that fended off the sophisticated, efficient European and Asian cars that have populated the automotive landscape for the past 40 years. We can always dream, right?



FROM TOP: The first-generation Corvair was available in sedan, coupe (shown) or convertible form. Alternate body styles included the Greenbrier van and the Rampside pickup (shown). **LEFT AND BELOW:** The second-generation car was swoopy on the outside and had a more advanced suspension. Corvairs fared well in road racing, and many are still on the vintage racing circuit.



The Preventive Maintenance Series

by Mike Dawson

This month we look at storage problems. A lot of Corvair owners store cars, either indoors or outdoors. Having done this myself for many years, allow me to share my observations and solutions to typical problems that arise.

ì Never store cars on gravel or dirt areas. The midwest humidity rises daily and is not blown out by the airflow from driving. Brake lines, suspension parts, tunnel pans and floors just go away. Car covers cause terminal mildew for the same reasons, they should be used indoors only for dust, insect and bird droppings, etc.

ì Gasoline: Keep the tank full; there will be less surface area of the gas to evaporate or tank surface area to condense moisture. You may want to use a non-vented cap for storage (You must change to a vented cap when driving). Use a can of Heet (isopropyl alcohol only) to help eliminate moisture. The new gas additives do strange things as they age: you may have to replace accelerator pumps every time the car sits for over six months. Fuel stabilizers are available for long term storage.

NOTE: This is from 2013, Mike's latest issue This has been revised:

Fuel: After reviewing several good sources it appears that it is best to avoid ethanol if you store your car all winter and to leave the tank almost empty so you will have fresh seasonal gas soon after startup in the spring. Gas is blended differently for winter and summer so keep that in mind. Also, all the old car sources I checked strongly suggest you add Sta-bil to the tank and drive for a few minutes to circulate it. That is mentioned in my new snow blower owners' guide, which also states that fuel with ethanol will start to deteriorate after only 30 days. Fuel Antifreeze: Using HEET to absorb small amounts of water in your tank and carburetor bowls is a good idea as long as you use the correct type. The yellow bottle is worthless and only adds volume to your gas. It contains methyl alcohol so water will settle out of it into little beads when it sits (try it!). The red bottle contains isopropyl alcohol that absorbs water and keeps it in solution. If you look at a bottle of rubbing alcohol it contains 30% water and never settles out of solution.

ì Ignition points: I find that even new points can oxidize and become insulated if the conditions are right. You should plan on replacing the points if the car is stored over six months. The ones that go bad will quit after only a few miles of seemingly perfect operation; in the middle of a parade for instance.

ì Tires: Use higher pressure for storing, and depending on the quality of the tire, be prepared to balance them every other year if the car sits for long periods.

ì Battery: I suggest you remove the battery and buy a cheap trickle charger. That keeps battery boxes clean and the battery much happier.

ì Fuel Leaks: Always check carb fuel inlet nuts after long storage, and check the fittings at the fuel pump. Check fuel pump cover screws before and after the engine has warmed up. Filler neck hoses can shrink, check them after a fill up. Last and very important, check the bottom of your tank unless you have installed a new one recently. Pilot lights will attract gas vapor from even small leaks in tank bottoms.

ì Powerglide transmission converters all leak down and overflow the pan. If your shifter cable or its seal leak, you will find a large puddle.

ì Pack wheel bearings, fan, and idler bearings if you do not know their history. Storage causes the oil to evaporate from bearing surfaces, and ancient grease will not re-oil properly when you start driving again.

ì Oil: Always store a car with clean oil, and shut down the engine only after a complete warm up. This helps eliminate acids formed from crankcase dilution or cylinder wall wash down from choke operation.

You could put a squirt or two of oil in each spark plug hole and rotate the engine a couple of times if you are putting it away for a long time. A fresh grease job is also helpful to get dirt and water out of ball joints and tie rod ends. If you have other good ideas, please share. It's your baby, so give it the love it deserves!

Submitted by Joe Darinsig



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The Names of the Months and Where They Come From

Donna H. Barthle

The calendar we use today has its roots in the Julian calendar developed for Julius Caesar in 45 BC (709 AUC). Prior to that time, the Roman calendar contained only 304 days divided into 10 months – the winter months weren't counted. The New Year began on March 1. During Julius Caesar's reign as consul of the Roman Empire, he realized that the old calendar had become too inaccurate to be useful. Therefore, two months were added (to account for the winter months) and the year was recalculated to consist of 365 days. At the same time, the beginning of the year was officially changed to January 1. Almost 30 years later, Emperor Augustus Caesar further refined the calendar and added the 'Leap Year'. The resulting Julian calendar was used in most of Europe until Pope Gregory XIII introduced further changes in 1582 and produced the Gregorian calendar we use today.

The names of the months have actually changed very little since the Julian calendar was adapted. Some names honor Roman gods or festivals but many were simply names for the month's numeric placement in the year. For example, 'Octo' with the suffix 'ber' translates to eighth and was originally the eighth month in the ancient Roman calendar before January and February were added. 'Novem' means nine and 'Decem' means ten.

The names of two of the numbered months were changed. 'Quintilis mensis' meaning fifth month was changed to 'Julius', in honor of Julius Caesar after his death, and 'Sextilis mensis' meaning 'sixth month' was later changed to 'Augustus' to honor Augustus Caesar when he completed the reform of the Julian calendar.



Following is a brief review of the names of all 12 months. The names have been translated, shortened, or slurred by use over time, but remain essentially the same as those used in ancient Rome.

January or Januarius comes from the Latin roots 'Janus' (a Roman god) and 'Arius' meaning 'pertaining to'. Janus, the Roman god of gates and doorways, (and by extension of transitions and new beginnings), is depicted with two faces, one looking back into the past and one looking forward into the future.

February or Februarius has its Latin roots in the words, 'Februa' meaning atonement or purification and 'arius' meaning 'pertaining to'. Februa was a Roman festival of purification held on February 15 each year.

March or Martius was the first month of the year in ancient Rome. The name has its Latin roots in the name of 'Mars' or 'Martius' meaning 'of Mars'. Mars was the god of war, but also protector of agriculture.

April or Aprilis was originally the second month of the year. The history of the name is uncertain, however it is traditionally thought to spring from the Latin verb 'aperire' which translated means 'to open'. This is thought to allude to the season when buds begin to open each year.

May or Maius mensis meaning the 'month of Maia', is thought to have been named for the Greek goddess Maia who was identified with fertility and the spring growing season for crops.

June or Junius, means 'of Juno' in Latin. It was most likely named for Juno, the Roman goddess of marriage and the well-being of women.

July or Julius was named to honor Julius Caesar. Its original name in the Julian calendar was 'Quintilis mensis' meaning 'fifth month' in Latin, as it was the fifth month in the ancient Roman calendar.

August or Augustus was originally named 'Sextilis mensis' meaning 'sixth month'. It was renamed to honor Augustus Caesar when he completed the reform of the Julian calendar.

September or Septem meaning 'seven' with 'ber' as a suffix translates from Latin as 'seventh', and was the seventh month of the ancient Roman calendar.



October or Octo meaning 'eight' with the suffix 'ber' translates to eighth. It was originally the eighth month in the ancient Roman calendar before January and February were added.

November or Novem meaning 'nine' with the suffix 'ber' translates as ninth.

December or Decem again with the suffix 'ber' means tenth. It simply refers to the tenth and last month of the ancient Roman calendar.



Submitted by Joe Darinsig

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Treasurer's Report for
September 2018

Submitted by
Acting Treasurer
JOHN Berkheimer



Treasurer's Report for September 2018

Beginning Balance:		\$3,301.81
Deposits:		
Money found in Checkbook	\$27.00	
50/50 from September & October Meetings	\$41.00	
	Total Deposits:	\$68.00
Expenses:		
JDRF - Memorial Dena Hooper	\$50.00	
Marine - Toys for Tots		
Sandra Holmes Memorial	\$100.00	
	Total Expenses	\$150.00
Balance:		\$3,219.81



Overlooked Classic (continued from Cover Page)

fascia's that wraps around the entire car. So the looks were there; the muscle car phenomenon was just picking up, so perhaps that's why enthusiasts overlooked the Corvair? Negative publicity thanks to *Unsafe At Any Speed* probably didn't help, either. From a styling perspective, the second-generation Corvair is a brilliant runabout car that features a number of improvements over the early model.

This '65 Corvair Monza Coupe features coil-spring independent suspension, Chevelle brakes, a Delco AM radio, red leather interior, and is noted as being only repainted once in its original black. Under the rear lid lies a factory flat-six cylinder engine mated to a Powerglide two-speed automatic transmission. The pairing is good for around 95 horsepower, so while the Corvair won't give you tunnel vision when accelerating, its rear-engine, rear-wheel-drive layout will provide for a unique drive through some curvaceous back roads.



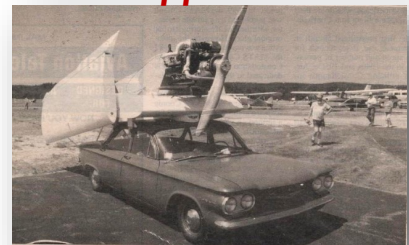
This hardtop example looks great in Tuxedo Black with bright red upholstery—the Sport Coupe special—but with only 13,000 miles on the odometer, your biggest problem will be

completing its decades-long break-in. Sheer speed was not the goal behind the Corvair—breaking the General Motors mold was, and it accomplished that task. That's not to say they can't be tuned—they've been modified to compete and win in many different disciplines.



If you're in the market for a classic car and have a moderate budget, why not give this pretty, pillar-less coupe a shot? It's got sleek Coke-bottle looks, a boxer engine out back, and you won't break the piggy bank to afford it. Remember, there are classics other than the E30 BMW M3 and air-cooled Porsche 911s—and a lot more out there for less than \$20,000. —The End

It had to happen...



The Flying Corvair!

Orange, MA Erwin Stockwell's Corvair

The test pilot for this "flying" Corvair must have had a great deal of intestinal fortitude.

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 John Berkheimer
403 Dart Drive
Hanover, PA 17331

_____ 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: _____

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: _____

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

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 John Berkheimer, 403 Dart Drive, Hanover, PA 17331. 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