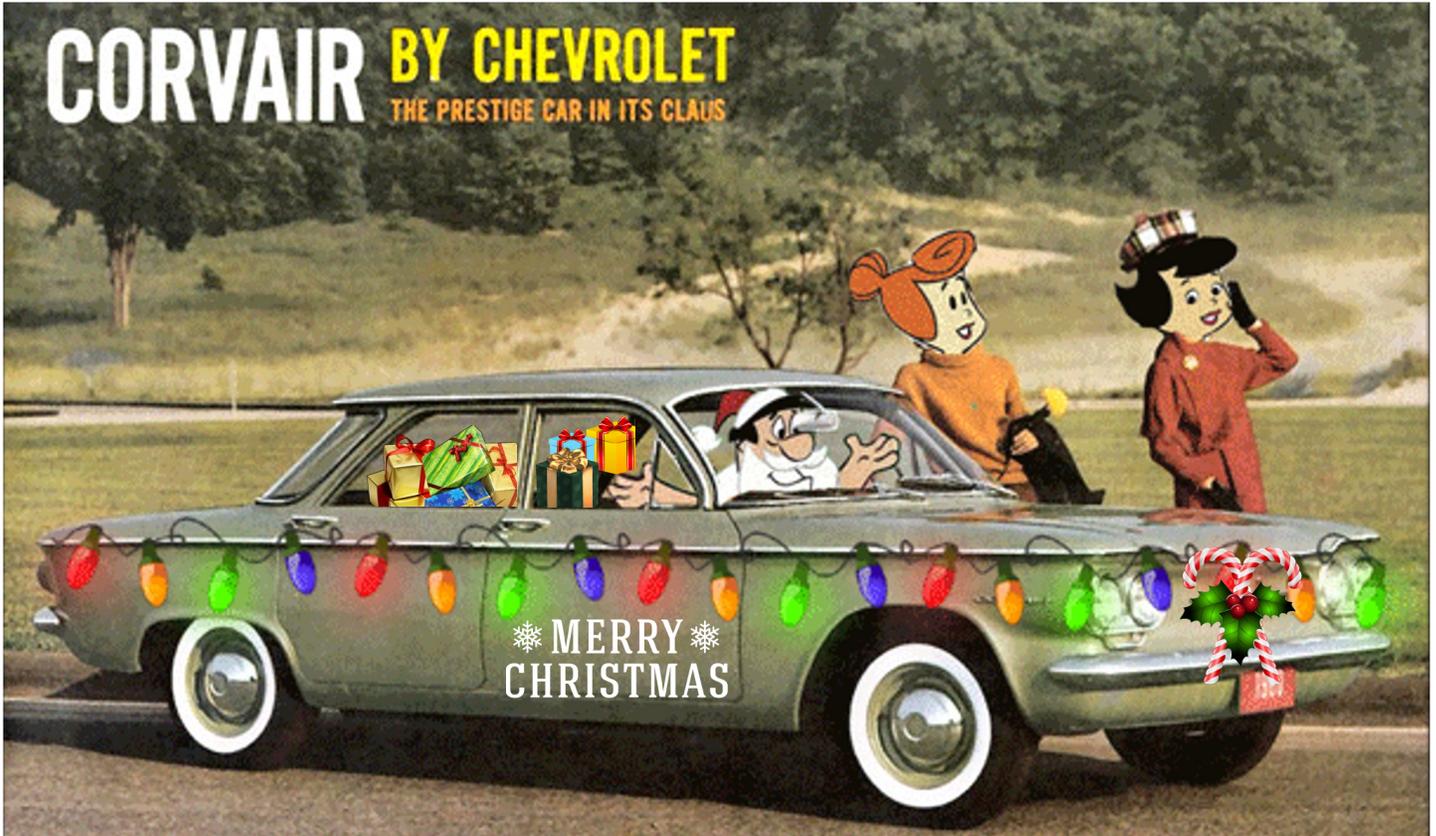




The Four Wheel Independent



President's Message

Submitted by
JOHN Berkheimer



MERRY CHRISTMAS AND HAPPY NEW YEAR

I guess everyone is anxious for 2020 to pass as well as the Coronavirus. Things are looking better for a vaccine next spring but we must all still be very careful. I have contacted the Club Officers and Directors to decide plans for 2021. Activities probably won't start till April after the winter cold has passed. Our thoughts right now are to have a cruise to a state park, such as Penn Mar Park or maybe Kings Gap where picnic tables are available and have an outside gathering. Everyone will bring a picnic lunch and we can discuss monthly plans for 2021. We will be looking for similar places to go until it is okay to return to a more normal life. I guess with all that being said, everyone realizes there will be no Holiday gathering or meetings at Hoss's.

Officers and Directors also approved donations for the year. Dave should have a report in this newsletter concerning what we decided.

We also approved and scheduled Corvair Day for September 18, 2021 at EMMR. We had a lot of positive comments about location

this year so we decided to go again next year. Carol and Lou did a great job with the Special Newsletter devoted to Corvair Day. Joe also sent pictures and an article to CORSA for the Communique. I went online to see the article since I haven't received my copy in the mail yet, as of November 19th. Dave got his copy yesterday and told me they mailed them out on November 2nd.

AACA had to cancel most of their National Meets this year. In fact they only had three meets. They changed the Grand National from Allentown to Gettysburg. I was not signed up to attend but when I found out it was only ten miles away, I called and registered for it. Then that's when I hurt my foot and couldn't drive a clutch car, in fact I couldn't even go. My brother's neighbor agreed to take my car. Then AACA changed the Hershey Fall Meet to Gettysburg and once again, I was not signed up. This time I could go but my doctor didn't want me to drive a clutch car. Tom Zinn agreed to drive for me. Since the event was on November 7th, I thought we would be pretty cold but instead it was one of those 70 degree days. Photos of the event will be in next month's newsletter.

Happy Corvairing

CENTRAL PENNSYLVANIA CORVAIR CLUB

Reminder:
IT'S TIME!
NOW!
DON'T DELAY, RENEW
YOUR MEMBERSHIP
TODAY!

DEADLINE:
Newsletter Articles
December 20th

FOR SALE **New Parts:** Brakes hoses, air filters, oil filters, tune-up parts, brake shoes, shocks, tail light lenses, gaskets, plugs, cables, choke pull offs, electrical switches, gas filters, caps, backup switches, suspension parts, engine bearings, valves, emblems, exhaust, turbo parts, patch panels, early bezels, head studs, 140 exhaust extractors, Y pipes, mufflers, fuzzies, clutch cables, lower bracket, heim joints, models, magazines, CORSA magazines, Hot Wheels, Racing Champions cars and much, much more. Contact Larry for pricing. Used Parts: Too many to list. Call Larry Asheuer at 267-994-1569 or email: lcorvair@msn.com.



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Corvair Ranch

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No Upcoming Club Events are Scheduled

Coin shortage is from people wishing 2020 was over
Submitted by Steve Hooper



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CENTRAL PENNSYLVANIA CORVAIR CLUB

Coronavirus Symptoms



Symptoms may vary from person to person and may range from mild to severe. Symptoms usually occur from 2-14 days after exposure. If you have a cough with fever or shortness of breath, call your physician's office **BEFORE** visiting.

Source: <https://www.cdc.gov/coronavirus/2019-ncov/symptoms-testing/symptoms.html>

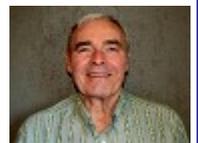
	<u>COVID-19</u>	<u>Allergies</u>	<u>Influenza</u>	<u>Common Cold</u>
FEVER	COMMON		COMMON	SOMETIMES
COUGH	COMMON		COMMON	COMMON
SHORTNESS OF BREATH	COMMON			
MUSCLE ACHES	COMMON		COMMON	SOMETIMES
LOSS OF SMELL	COMMON	SOMETIMES		SOMETIMES
DIARRHEA	SOMETIMES		SOMETIMES	
CONGESTION	SOMETIMES	COMMON	SOMETIMES	COMMON
SORE THROAT	SOMETIMES		SOMETIMES	COMMON
RUNNY NOSE	SOMETIMES	COMMON	SOMETIMES	SOMETIMES
ITCHY EYES		COMMON		
SNEEZING		COMMON		
CHILLS	SOMETIMES		SOMETIMES	
REPEATED SHAKING WITH CHILLS	SOMETIMES			
HEADACHE	SOMETIMES		SOMETIMES	

Getting to know the cars of the Museum's Collection

Taken from *Collection Chronicles* AACA Museum



Following the success of our summer "Virtual Visits," the Museum introduces a new video series. "Collection Chronicles" is presented by Museum Board Member and Chairman of the Car Collection Committee Bill Rothermel. Bill selects notable vehicles from our world-class collection and explores the history and unique story of each car. The first in the series features the **1965 Chevrolet Corvair Monza Sport Coupe**. Upcoming presentations include our 1959 Cadillac Coupe, 1933 LaSalle, and 1914 Packard Limousine.



Submitted by
John Johnson

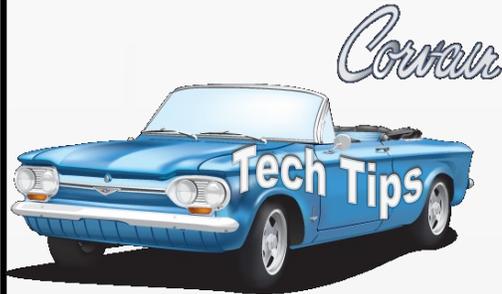
The Chevrolet Corvair was ahead of its time in many ways. Chevrolet envisioned a relatively inexpensive car for a new generation. They planned for a rear-mounted air-cooled engine made of aircraft-grade aluminum with a gearbox and differential integrated as a single unit. The car's design and low profile would give it sportscar handling, sleek lines, and a low center of gravity.



Manufactured from 1960 to 1969, the Corvair underwent two design generations. The versatile platform with a flat floor in the passenger compartment was offered as a four-door sedan, two-door coupe, convertible, four-door station wagon, passenger van, commercial van, and pickup truck. US production during the nine-year period totaled 1,789,384 vehicles.

This stunning example is finished in its factory color of "Artesian Turquoise." It was donated to the Museum in 2014 by Harry Sensenig of Kirkwood, PA. The car was restored in 1989 by his father and won an AACA first place award in 1990. It is one of

Getting to know the cars *continued on page 10*



Is Your Fuel Stabilizer Actually Hurting Your Car?

Taken from Internet, Hagerty Media, Maintenance and Tech, Author: Kyle Smith, Dated 3 November 2020,



Submitted by
Steve Hooper,
CPCC Member

Putting your beloved ride away for the season and enduring months of watching it sit in place, wishing you could just go for a drive, is an unfortunate reality of winter vehicle storage. Worse is the notion that your careful storage prep routine includes a common misstep that will set you up for a bad experience come springtime. That's exactly what FortNine digs into with this latest video about fuel stabilizers:

I am usually the first to throw shade at YouTube "tests" conducted using far from bulletproof science, but even these informal tests shed thought-provoking light on how different chemical compounds affect your car's performance.

These fuel stabilizers typically have bold claims printed on the label, designed to appeal to the type of person who cares more about protecting their engine than buying the right pet food. I know I am more particular about the fuel I feed my internal combustion companions than the food I feed my fluffy cat friends, but as this video explains, one group has a lot less side effects from corn content.

The ethanol in modern fuel is hygroscopic, meaning it attracts water. That H₂O content can reach a point where it will separate from the fuel, especially in long term storage. That water sitting at the bottom of the tank is the first thing to be picked up by the fuel pickup. To address this, the stabilizer concoctions work to O type of alcohol so that the heavier mixture will burn—however poorly—when drawn into the fuel system and dispersed in the combustion chamber.

Yes, almost all of these mixtures help in some fashion, but a few caused damage in other ways compared to the test's control sample. A few of the products tested led to greater corrosion, due to a lack of additive preventing the growth of rust and allowing a greater ingress of moisture. That moisture will—at best—make for a hard starting car in the spring and a rusty mess of a fuel system if left alone too long. Our vintage cars often have steel fuel lines and tanks, so any moisture just sitting around is bound to cause trouble.

In the end, the best solution with a vintage engine is to start with non-ethanol fuel. Fuel blends contain a lot of additives already and, as pointed out in the video, if there was one miracle cure that could be added to fuel to prevent all such problems, it would likely already be in the gas from the



pump. [Ethanol](#) is what causes most of the problems associated with long-term fuel storage in an old car or bike. Barring the option of getting pure gas (also known as recreation gas), K100 and STA-BIL came out on top as recommended from the products sampled because STA-BIL and K100 both reduced the absorption of moisture and reduced corrosion.

Personally, this puts my mind at ease because as I have been a STA-BIL fan for years. Of course, I've never had more than my own anecdotal evidence to back up a recommendation, and I am often adding it to ethanol-free fuels from the outset. Now go forth and store with confidence! Hopefully spring arrives sooner than later.

Corvair Carburetor

Identification Taken from CORSA

COMMUNIQUE, Author: Jack L. Cox, January 1981



Submitted by
Lou Trimper,
CPCC Member

1. 1960 - No choking system on carburetor.
2. 1961 - Manual choke. P/N's 7019100, 7019101. Early 61's had one internal and one external bowl vent. Late 61's had only the internal bowl vent.
3. 1962 & 1963 - Change to automatic choke system.

<u>P/N</u>	<u>Usage</u>
7023100	Powerglide
7023101	Standard Shift
7023102	Hi-performance (102 HP)

'62 and '63 are identical except that early 62's had one internal bowl vent. The rest had three. Difference among the above P/N's: Size of main metering jet and idle speed jet. (Refer to shop manual.)
4. 1964 - Several changes from 1963. The exterior appearance change that makes 1964+ different from earlier ones is the idle vapor vent. Other changes: (1) from symmetrical Venturi cluster to a non-symmetrical type; (2) torsion spring on float pivot; (3) two internal bowl vents.

<u>P/N</u>	<u>Usage</u>
7024022	Powerglide
7024023	Standard Shift
7024024	Hi-performance (110 HP)
5. 1965 - External appearance difference from 1964 includes plug filling high speed enrichment drilling hole. Plug is located at base of bowl between fuel inlet and accelerator pump lever. Internal difference: Added power valve system.

<u>P/N</u>	<u>Usage</u>
7025023	95 HP standard and Powerglide 110 HP standard, 140 HP primary
7025024	110 HP with Powerglide
7025025	All with air conditioning
7025026	140 HP secondary (No idle, choke, or power system.)
6. 1966 - Only one external appearance difference from 1964 and 1965; choke shaft kick lever is metal rather than plastic. Only internal change was a lower idle air bleed was added. This "hole" can be seen in the carburetor throat by shining light into carburetor. You have to strain to see it though. It is more visible looking up from the base.

CENTRAL PENNSYLVANIA CORVAIR CLUB

Corvair Cooks Corner Twice-Baked Cheddar Potato Casserole



Taken from Taste of Home Website

INGREDIENTS

- 8 medium baking potatoes (about 8 ounces each)
- 1/2 cup butter, cubed
- 2/3 cup sour cream
- 2/3 cup 2% milk
- 1 teaspoon salt
- 3/4 teaspoon pepper
- 10 bacon strips, cooked and crumbled, divided
- 2 cups shredded cheddar cheese, divided
- 4 green onions, chopped, divided

DIRECTIONS

- Preheat oven to 425°. Scrub potatoes; pierce several times with a fork. Bake until tender, 45-60 minutes. Remove from oven; reduce oven setting to 350°.
- When potatoes are cool enough to handle, cut each potato lengthwise in half. Scoop out pulp and place in a large bowl; discard shells. Mash pulp with butter; stir in sour cream, milk, salt and pepper.
- Reserve 1/4 cup crumbled bacon for topping. Gently fold remaining bacon, 1 cup cheese and half the green onions into potato mixture (do not overmix).
- Transfer to a greased 11x7-in. baking dish. Top with the remaining cheese and green onions; sprinkle with reserved bacon. Bake until heated through and cheese is melted, 15-20 minutes.

TWICE-BAKED POTATO CASSEROLE TIPS:

WHAT'S THE QUICKEST WAY TO PEEL RAW POTATOES?

The quickest way to peel raw potatoes is to boil them first before peeling. To start, using a knife, make a score line through the skin around the center of each potato. Place your potatoes in boiling water and let them boil until cooked. Place the potatoes in cold water until cool enough to handle, then simply slide the skin off with your fingers.

CAN YOU OVERBAKE POTATOES?

Yes, you can overbake potatoes! You'll know if they've baked too long if the skin gets wrinkly, the bottoms are charred and the insides appear gummy. [Perfectly baked potatoes](#) usually have an interior temperature of somewhere between 205 and 212 degrees Fahrenheit.

WHAT CAN I MAKE WITH LEFTOVER POTATOES AND POTATO SKINS?

Because potatoes are so versatile, there are nearly countless ways to use up leftover potatoes and potato skins! From [russet potato recipes](#) to [red potato recipes](#), Taste of Home has so many to choose from. Check out some of our [favorite creative ways to cook with potatoes](#), and if you've already mashed your potatoes, here are even more [ways to use leftover mashed potatoes](#). Research contributed by [Rachel Seis](#), Taste of Home Senior Editor.



FREE ITEMS to CLUB MEMBERS

Submitted by
Joe Darinsig

I have some left over items from the Corvair Day show that was supposed to be given out as door prizes and weren't. They are now **FREE** to any Club member that would like any:

- ◆ Clark's 2019-2025 New Catalog and Supplement.
- ◆ 1962 Corvair Brochure, Owners Manual, Post Card (sedan).
- ◆ Past years CORSA Communiques that were donated to the Club from Monique (Dan Heckel's friend). Various years and issues include 2003-2005 and 2009-2019.
- ◆ Corvair Day show magnetic dash plaques.
- ◆ Two CPCA club window stickers.

If interested in any of the above items, please contact me via email, joedarinsig@yahoo.com, or text me at 717-668-4414. I will hold the items in your name until I am able to get them to you.

The Corvair Society of America (CORSA)

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



Central Pennsylvania Corvair Club (CPCA) 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, P.O. Box 68, Maple Plain, MN 55359, (630) 403-5010
Hours: 9AM - 5PM Email: messages@corvair.org

CENTRAL PENNSYLVANIA CORVAIR CLUB



Out and About

Submitted by
Joe Darinsig

When I was down in Florida last June, Linda and I went to a car show at Fun Spot in Kissimmee, FL. It's a Classic Car show for cars 1982 and under. Quite a big turnout as the virus did affect cars from going. There was a 1963 red Monza Convertible with a front engine V8. Quite an engineering construction. It was the only Corvaire there. I talked to the owner, Freddy Colon, who moved from New York to Florida. When I went back to Florida in October, Linda and I went to the Fun Spot car show again. Freddy was there but did not have the '63 Corvaire V8 convertible. He had his other front V8 car which was a VW Beetle. With a another fantastic engineering build. Freddy's front engine V8 Beetle, 454 Chevy motor, Two 550 carbs on a rare Camaro cross ram manifold.



Wrightsville, PA Veterans Car and Bike Show



EUSTIS, FLORIDA HALLOWEEN CAR SHOW



Above are photos from a car show in Eustis, Florida. The 1955 Pink Thunderbird won an award.

“Out and About” continued on Page 7

CENTRAL PENNSYLVANIA CORVAIR CLUB

“Out and About” *continued from Page 6*

When Linda and I were in Florida we made arrangements with Reuben Ezekiel to see his Corvair collection in Hollywood, Fl. I posted a "lot" of pictures on the Central Pa. Corvair Club Facebook Group. But these are special to me.



Jesse Wright's Green Corvan which his wife, MiLana, sold to Reuben this year.



Me with license plate Reuben recently acquired from Schultz Chevrolet in Hanover, PA.



Reuben and I behind his Plymouth Superbird.



One of the last 1969 Corvair Monza convertibles built..



Yenko Stinger YS-043. Originally owned by Tim Allen of the Home Improvement TV Show.



White Corvette split window.



Reuben on his phone.



 **Gift a CORSA Membership**
and
Extend Your Own Special offer through 12/31/2020

Here's an offer for current CORSA members. Would you like to surprise a Corvair owner with a special gift that will keep on giving? Then surprise one of your friends or relatives with a CORSA Membership before the end of the year and we'll give you a 2-month extension on your own membership at no extra cost. Remember - anyone who has never been a member before also receives a copy of Corvair Basics, gratis. Call the CORSA Club Office at 630-403-5010, buy a gift membership and ask for the free 2-month extension on your own membership.
It's not too early for your Holiday Shopping!



Ron Hash 7th
Amy Taylor Avery 13th
Linda Lutz 30th

CENTRAL PENNSYLVANIA CORVAIR CLUB

Buying and Selling, From **Hagerty** Media

McQueen's custom dune buggy from *The Thomas Crown Affair* could be Yours By Grace Houghton 28 August 2019

Steve McQueen's dune buggy from *The Thomas Crown Affair* will feel the ocean breeze once again at [Bonhams' Amelia Island auction](#) in March 2020—almost the way McQueen designed it.



Confirmed as the genuine article by the Manx's inventor, Bruce Meyers, when it resurfaced in 2018, McQueen's buggy is back with a Corvaire flat-six, as it was when McQueen drove it. No one's claiming to have restored the *same* flat-six for the auction, but "numbers-matching" isn't really in the vocabulary of this unique Manx. [According to McQueen](#), in a documentary made about *The Thomas Crown Affair*, "It's set on a Volkswagen chassis, Corvaire engine stuffed in the back, and a semi-reclining position—somewhat like on a Formula One car."

Any F1 resemblance begins and ends with the seating position. Any time an F1 car throws sand, it's a bad thing—and that's what this buggy was made to do.

The modified Manx retained its Volkswagen chassis when McQueen asked Pete Condos to trick out the buggy for the *Crown* movie, but gave up its stock flat-four for the Corvaire's flat-six. The fiberglass body received headlights tucked into the front fascia, wider side pods, and some fancy upholstery (only appropriate when taking Faye Dunaway dune-diving).

McQueen skimmed along in style when he dropped the buggy down the front of a dune and ran across the rim of the sandy bowl with the colorfully scarfed Dunaway in the passenger seat. Naturally, he didn't give this opportunity to a stunt double.

However, with all due reverence to McQueen, we're skeptical exactly how the original Corvaire engine made the 230 horses [he claimed](#) it did. The factory rating for the post-1964 Corvaire's 164-cubic-inch flat-six was 140 hp, and our resident Corvaire expert says he'd stretch only as far as 165, given that we detected no turbo action in the movie scene.

From what we know, the Manx didn't receive the turbocharged Corvaire engine, so we're left to guess what Condos hath wrought upon this Manx. Forged pistons? Monster cam? An overbore? If you have ideas, let us know below.

The buggy's status as a movie car didn't enchant its early owners as much as its raw abilities did. Being the admirable, outdoorsy fellow he was, Manx dealer Jimmy Pflueger flung McQueen's Manx around dirt tracks after commissioning and swapping in a race-spec, 2180-cc VW four-cylinder.

While we doubt the buggy will clear the \$2,660,527.62 that McQueen's character snagged in *The Thomas Crown Affair*, we estimate the price in the neighborhood of \$500,000.

Manx may lay claim to the title of first dune buggy (or, at least, to ["the original producer of fiberglass dune buggy kits"](#)), but the newly restored, Condos-built, McQueen-driven Manx will likely net a price measured in multiples of the most expensive Manx. *Dude*.

The Ex-Steve McQueen / Meyers Manx dune buggy is ready for Auction By Matt Stone 2/20/2020

Hot on the heels of the Highland Green Ford Mustang from *Bullitt* [selling for \\$3.74M](#), yet another Steve McQueen movie car is headed to auction: the Queen Manx buggy from *The Thomas Crown Affair*. After [its whereabouts were determined in the summer of 2018](#), the car has undergone an extensive restoration in anticipation of selling at Bonhams 2020 Amelia Island auction in early March.

Three star cars were featured in 1968's heist caper *The Thomas Crown Affair*. Millionaire bank robber Thomas Crown (Steve McQueen) drove an elegant 1967 Rolls Royce Silver Shadow Coupe. Faye Dunaway (as feisty insurance investigator Vicki Anderson), drove a [Ferrari 275 GTS/4 NART Spyder](#). Crown also had an utterly bespoke Meyers Manx Dune buggy for tearing the beaches around Boston.

Among the many things that make this special Manx so very unique are the facts that it was cast and costumed personally Steve McQueen, specifically for its role in this iconic film. Plus, it is one of the last headline McQueen movie vehicles to come out of hiding and be offered for public sale.



The Crown buggy's look and powertrain were conceived by McQueen, and it was built by Con-Ferr, out of Burbank, California. Pete Condos, of Con-Ferr, was a '60s pioneer of recreational and racing off-road technology, and thus a logical source to build the *Crown* buggy. The script initially called for a Jeep, but McQueen had seen the original Meyers Manx flying through the air on the cover of a 1966 issue of *Hot Rod* magazine and felt it more *Thomas Crown's* style.

Instead of the usual VW flat-four, Con-Ferr stepped it up with a 2.7-liter Chevrolet Corvaire flat-six engine. In a [period featurette about the making of the film](#), McQueen told the story of the one-off dune buggy that so clearly demonstrated his automotive passion: "Crown lives at the beach, and he has a sand dune buggy. I helped 'em design it, so I'm kinda proud of that. It's set on a Volkswagen chassis, with big ol' wide weenies—big wide tires on mag wheels, Corvaire engine stuffed in the back...It's very light, you know. It's pulling about 230 horses, and the weight's about 1000 pounds." That claim of 230 horsepower was pure fantasy—at that time an amped-up, naturally-aspirated Corvaire six would have cranked out perhaps 175 hp.

The bright orange/red bodywork was modified in various ways, including the speedboat-inspired wraparound windscreen, headlights recessed beneath plastic covers, and the hand-fabbed luggage rack on the back. Like most Manxes, the Crown buggy employed a swing-arm rear suspension and four-speed VW transaxle. McQueen tapped Tony Nancy to stitch the custom seats and interior trim, yielding likely the nicest interior ever installed in a dune buggy.

Another interesting bit of kit that Condos added during the build was a pair of handbrake levers allowing McQueen to alternatively lock either rear wheel, promoting easier and more dramatic slides and pirouettes as the buggy blasted through the sand. Similar systems are used in modern drift cars.

The muscled-up Manx appears in *The Thomas Crown Affair* in several scenes. The most notable moment is several minutes long, with Crown **McQueen** *continued on page 9*

CENTRAL PENNSYLVANIA CORVAIR CLUB

McQueen continued from page 8

and insurance investigator Anderson assaulting the dunes. McQueen did all the driving with Faye Dunaway in the passenger seat. The scene is a gem and further demonstrated McQueen's driving prowess. To watch him spin the buggy around the sand, splash water, chase birds, launch over a dune, and fly the Manx through the air is like watching a beaming child with a new toy. Camera rigs could be temporarily mounted to the Manx's chassis for "cutaway" shots, which clearly show both actors in the buggy as it careened around the beach.

Some of the action was ad-libbed; other elements were more carefully choreographed. "What I've got to do," McQueen said, "is to take the sand dune buggy and drop it straight down [the dune], and then run the rim around the outside of it." The move worked to great effect, spraying sand everywhere. Onboard microphones pick up lots of engine sound, as well as Faye Dunaway squealing as McQueen thrashes the buggy. It was great live action cinematography caught in real time.

"We did one big jump for the camera right off the edge of a high dune, and it was wild—with the rear wheels [drooping and] clappin' each other in the air. I looked over and Faye was all bug-eyed; the floorboard was scratched raw from her heels diggin' in." About another scene, McQueen said, "The thing just wouldn't turn. The throttle jammed and we were heading right for the ocean at a terrific rate of speed. Well, on film, all you could see was this orange bug disappearing into the water. Faye came out of it soaked and smiling. Some trooper! They had to take the whole engine apart to get the saltwater out."

Post production, the Crown/McQueen buggy was sold into private hands and has lived its post-Hollywood life in Hawaii, first as a competitive sand buggy racer and then in quiet retirement prior to restoration and upcoming auction consignment. Urban legend purports that Steve McQueen ended up with the vehicle after filming, but the ownership chain confirms this is not the case; its provenance and ownership history are rock-solid and unbroken since.

After filming, it was acquired by Hawaii Lincoln-Mercury dealer Jimmy Pflueger. He wanted to make a lighter-weight, higher-performance sand racer out of the Crown buggy, and had the Corvaire engine swapped for a race-built Volkswagen engine and the Manx then spent several years bombing around Honolulu area sands, prior to being traded to another owner in Kauai, where it clocked more time sand racing, and towing water skiers across the shallow, wide beaches at Hanalei Bay.



The Crown buggy then returned to Honolulu, where the current owner/consignor traded a handsomely restored Mini Cooper S (plus a shotgun) for it. The trade took place in 1997, at which point the Manx was absolutely intact but in sad shape. It didn't matter to this

happy new owner, who was aware of the car being on the islands, and its rich film and McQueen history; he had always kept track of it, and was thrilled to finally own it,

no matter its current state. The racy VW engine had seized solid; the buggy by then wore several quick resprays, and its plentiful chrome trim was rusted. The consignor's wife took one look at the hapless Manx, as compared to the sparkling, freshly-restored Mini they gave up for it, and asked her husband "are you really sure this is a good idea?" The historic Manx required complete mechanical and cosmetic restoration but first went on hiatus, as the owner wasn't yet ready to

take on the project, so it sat stored in a warehouse out of circulation for nearly two decades.

In advance of consignment to auction house Bonhams, where it will be sold at that company's Amelia Island auction on Thursday, March 5, 2020, the *Thomas Crown* custom Manx was fully disassembled for a platinum-level concours restoration, with a particular focus on authenticity and originality, returning it back to the moment it first appeared on camera in *The Thomas Crown Affair* in 1968.

The most significant aspect of the restoration was to refit the chassis with an original-spec six-cylinder Corvaire engine and fresh VW transaxle. Everything else was deeply cleaned, mechanically freshened, and restored as necessary. The work focused on reusing original nuts, bolts, and screws when possible, only replacing anything that absolutely couldn't otherwise be saved and redeployed. The chrome was stripped and replated. The original paint lied preserved beneath cheap prior paint jobs, so the tangerine-ish color and level of metallic could be matched. The instruments, a 1967 registration sticker on the windscreen, and countless small bits have been preserved to make the restoration as fresh, yet unfailingly original, as possible.



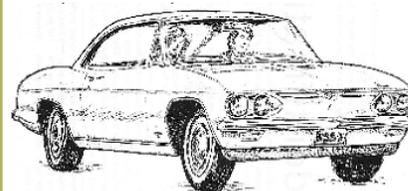
When it finally rolls into the sandy spotlight once again, the Queen Manx is sure to make a splash at Amelia Island. For Hollywood movie-car fans this one is a must-see, but it'll be especially significant for McQueen diehards and Manx disciples to see the film-famous buggy restored to its former glory. -The End

The UNORIGINAL CORVAIRS

Drawn by Paul Tisdal, Taken from CORSA COMMUNIQUE Jan. 1981

LOOKING FOR A CORVAIR?

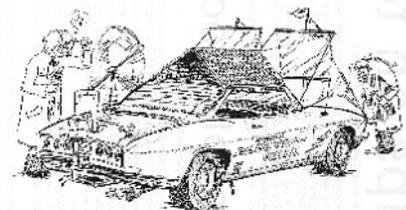
Everyone would like an Original Condition Corvaire, but when you look, be aware of the following types of Corvaire.



The
Utility
Corvaire



The Experimental
Corvaire



CENTRAL PENNSYLVANIA CORVAIR CLUB

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
Email: corvair@zoominternet.net

Secretary

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

Treasurer

Dave Steigauf
599 Westfield Drive
Landisville, PA 17538
(717) 898-7927
Email: davescorsa@gmail.com

Board Members

Bruce Culp
5565-2 Montgomery Church Road RD #2
Greencastle, PA 17225
(717) 593-0723
Email: rroop8@yahoo.com

Joe Darinsig
1751 Chesley Road
York PA 17403-4001
(717) 668-4414
Email: joedarinsig@comcast.net

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

Newsletter/Web Editor

Carol Trimper
30 Wheaton Drive
Littlestown, PA 17340
(717) 451-4290
Email: lcl@pa.net

Club Photographer

Lou Trimper
30 Wheaton Drive
Littlestown, PA 17340
(717) 451-4289
Email: lcl@pa.net

Treasurer's Report November 2020

Submitted by
Dave Steigauf



This year as in the past we have made our clubs monetary donations to numerous organizations which are greatly needed this year due to the virus which has caused many hardships for a lot of people.

Since we had a great Corvair Day show this year, we added one more organization to our list. This years list of recipients is as follows:

- The Salvation Army in Lancaster, York, and Harrisburg \$ 100.00 each
- The Wounded Warrior Project \$ 100.00
- The Sgt. Mac Foundation \$ 50.00

The Wounded Warrior Project was this years new addition. I hope everyone is doing good and staying healthy. I look forward to seeing everyone when we are able to get together next year and life returns to some bit of normalcy.

Have a Happy Thanksgiving

Getting to know the cars *continued from page 3*

88,954 two-door Monza Sport Coupes manufactured in 1965. The car had a manufacturer's list price of \$2370.46. Total Corvair production for the year was 237,036 vehicles

Check out the video at <https://www.aacmuseum.org/video-gallery/>.

Note from John: *Several years ago Sandy Holmes arranged for the Club to do the The Pride of the Susquehanna River Cruise in Harrisburg. Harry was there with this car. He had just had it restored and wanted to show it off. It was beautiful! Harry was a nice guy and was rightfully proud of the car.*



CHECK OUT OUR WEBSITE

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

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



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

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 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 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, email: davescorsa@gmail.com. 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 CORSA, PO Box 68, Maple Plain, MN 55358 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, email: earlzgames@comcast.net.



The Four Wheel Independent

30 Wheaton Drive
Littlestown, PA 17340
Email: lcl@pa.net



PLEASE
PLACE
STAMP
HERE