



The Four Wheel Independent

V-P Ramblings

Submitted by
John Johnson



I am writing this on December 20th, just before Christmas. I hope everyone has/had a great holiday, despite COVID. My plans for Christmas include dinner with Sandy, gift exchange and a visit with the grandkids. We must keep in mind that we had to "mask-up" and keep our distance from them. I am sure many of you realize the pain in that statement. Come on vaccine! On a brighter note, I can now make applesauce and cookies. Chocolate chip, sugar and peanut butter cookies are my specialties. Sometimes I even decorate the sugar cookies. I do go for a drive once in a while. There are doctors, dentists, grocery stores and gas stations that have become my COVID cruises.

Now that I have dealt with the gloom and doom of this past year, I have GREAT NEWS to share. Our

daughter, Kate, gave birth to a healthy baby boy. His name is, Chase Allan Jaworski. He was born on November 19th, in Florida. Kate's husband, Joe, had to wait five hours in the car while she was in labor, due to COVID restrictions. When she went into final labor, he was permitted in. He stayed with her during the birth and afterwards in her room. He remained there until she and Chase were discharged, 1½ days later. Mother, Father and Son are doing fine. This evening she sent pictures for his one month birthday. He is beautiful!!! Sandy and I hope to get to see him, but not until we get vaccinated. We are hoping that is early Spring. My cardiologist told me to stay away from planes, trains and motels. Since Kate lives 1100 miles south, that pretty much eliminates a visit anytime soon. So it looks like 2020 was not so bad

after all.

With a vaccine in the near future, things are supposed to get back to some sort of normalcy hopefully in late Spring or early Summer.

With news like that, get your cars ready for a busy Corvair season. As you think of places to visit or cruises, write them down and be ready to share with the group when we finally are able to meet again. Just remember the worst is behind us and to use a cliché', there is light at the end of this dark tunnel.

Hang in there my friends----
"This too shall pass".



JANUARY 2021

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CENTRAL PENNSYLVANIA CORVAIR CLUB

2021

Membership Dues

Paul Brown

Jim Butt

Dave Fullerton

Bill Garrison

Ron Hash

Rich Heisler

Steve Landersman

Francis Lovett

Jeff Ostroff

Denny Shaffer

Tom Zinn

CORSА MEMBERSHIP TYPES			
WHAT DO I GET?	CORSА FULL MEMBERSHIP	CORSА VIRTUAL MEMBERSHIP	WEBSITE REGISTRATION (IT'S FREE!)
Latest issue of CORSА <i>Communique</i> magazine (hardcopy)	✓	✗	✗
Latest issue of CORSА <i>Communique</i> magazine (electronic)	✓	✓	✗
Access to all CORSА magazines back to 1971 (electronic)	✓	✓	✗
Access to CORSА tech articles search function	✓	✓	✓
Access to CORSА chapter locator search function	✓	✓	✓
Access to CORSА member locator search function	✓	✓	✗
Access to Corvair vendor locator search function	✓	✓	✓
View photos in CORSА photo gallery	✓	✓	✓
Post photos in CORSА photo gallery	✓	✓	✗
View information in Corvair registry	✓	✓	✓
Post information in Corvair registry	✓	✓	✓
View ads in CORSА online classified ad section (Buy)	✓	✓	✓
Post ads in CORSА online classified ad section (Sell)	✓	✓	✗
Access to CORSА event rules (Concours, autocross, etc.)	✓	✓	✓
Access to CORSА governance documents (Bylaws, etc.)	✓	✓	✗
Invitation to CORSА Annual Convention	✓	✓	✗

Visit <https://www.corvair.org/index.php/membership/join-register-or-renew> for additional information.

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.

Corvair Ranch

The Ranch Provides...

- New & Used Parts
- Full Mechanical Service
- Remanufactured Engines
- Body & Interior Restoration

Email: findit@theranch.today

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/>

NEWSLETTER

Submission

DEADLINE

January 20th

Site of the World's Largest
Corvair Parts Supplier
Since 1973

YOU CAN EMAIL THEM DIRECTLY AT
CLARKS@CORVAIR.COM

Clark Corvair Parts
400 Mohawk Trail
Shelburne Falls, MA 01370
Phone: 413-625-9776
Fax: 413-625-8498
clarks@corvair.com
www.corvair.com



CORSA HISTORY



*Submitted by
Joe Darinsig*

The origins of CORSA go back to the fall of 1969, soon after the end of production of the Corvair. Richard Langworth, then of Pennsylvania, and an automotive enthusiast, historian, and editor, sent letters to the editors of various automotive-oriented magazines. He asked them who might be interested in forming an organization of Corvair enthusiasts write to him. The response was overwhelming and an initial organizational meeting was held in Camp Hill, PA on March 7, 1969. Camp Hill is west of Harrisburg, PA on Route 11, which is about a half hour drive from Carlisle.

The name Corvair Society of American was chosen and the club as incorporated under the General Not-for-Profit Act of the State of Illinois on November 17, 1972.

A SHORT HISTORY

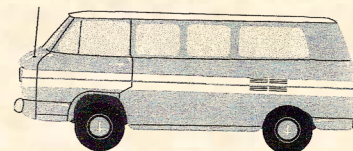
The following was published as "A Touch of Nostalgia" in the 1980 Atlanta CORSA Convention Program by Tony Fiore with additions from Ben Stiles. Original artwork from Lynn Stiles.

1960

This was the first year of Corvair production. The marque was offered initially only as a four door sedan as Model 500 and 700 with a 140 cubic inch and 80 hp engine. Later, a 2-door club coupe was added, and the Monza club coupe was added toward the end of the production year, with a 95 hp high compression engine and 4-speed transmission. Total production amounted to 250,007 cars.

1961

The second year of production offered a displacement increase to 145 cubic inch with standard engine at 80 hp and a special cam bringing the high performance engine up to 98 hp. A new direct-air heater replaced the original gasoline heater. The four-door station wagon, Rampside and Loadside pickup trucks, Corvan, and Greenbrier van/bus were added to the body line up. Total production reached 329,632.

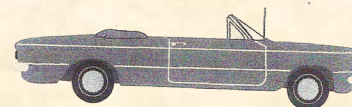


1962

Corvair body styles remained basically the same as 1961 with the exception of minor body trim changes. Major changes came in the Spring with the addition of a convertible body and a turbo-charged engine of 150 hp. Heavy duty suspension and metallic brakes were added as options. The horsepower ratings went to 84 and 102 hp. Production dropped to 328,500. The Loadside pickup bowed out of the Corvair line with a total 1962 production of 369.

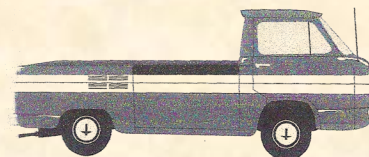
1963

Slight trim modifications as well as minor engine refinements defined the 1963 model year. One body style, the station wagon, was discontinued. A total of 281,539 Corvairs were made.



1964

While body changes were minor, this was the year of the most important changes in the "early" models. Front stabilizer bars became standard equipment and the rear suspension was changed to include a transverse leaf spring, making this the best handling of the first five model years. Displacement of the engine was increased to 164 cubic inch, with a corresponding beef-up of all engine components. Notwithstanding all improvements, only 207,114 were produced.



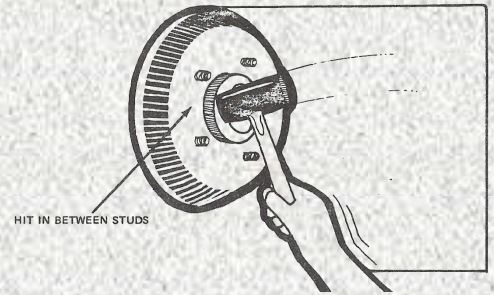
1965

The most expensive and far-reaching changes in both body styling and suspension took place this year. The body took on a new, clean, functional, continental styling. It also became the first production car made in America to offer fully independent four wheel suspension. Steering was quickened and brakes were enlarged. Four engines were now offered. A 95 and 110 hp were essentially the same as the 1964 models. A completely new 140 hp four carb engine was added, and the turbo-charged engine was upped to 180 hp. Production went up to 237,056 and Ralph Nader published a book.



BRAKE DRUM REMOVAL

When doing a brake job, it's sometimes very difficult to remove the brake drums if they haven't been off the car for some time.



An effective remedy is to rap the brake drum with a hammer in the area between the studs. Be careful not to actually hit any of the studs. This should loosen the drums sufficiently so that they can easily be pulled off by hand.

NOTE: In order for this to work, the brake shoes must sometimes be retracted. With the late model self adjusters, it is necessary to punch out the plug over the adjusting hole in order to get an adjusting tool on the star wheel. A little WD-40 around the center hub also helps.



Powder Coating 101 Taken from Corvair . US website

What is Powder Coating?

So, you've heard of it, but, you're not quite sure exactly what powder coating is. According to the Powder Coating Institute's web page, "Powder coating is an advanced method of applying a decorative and protective finish to a wide range of materials and products that are used by both industries and consumers. The powder used for the process is a mixture of finely ground particles of pigment and resin, which is sprayed onto a surface to be coated. The charged powder particles adhere to the electrically grounded surfaces until heated and fused into a smooth coating in a curing oven. The result is a uniform, durable, high-quality, and attractive finish." There, so now you know! Or do you?

Hot Coat Guns

Like most powder coating guns, apply a negative electrostatic charge to the flour-fine powder (that magical mixture of "pigment and resin"). This charge is high voltage; up to 25,000 volts (100,000 volts on industrial guns), but fortunately very low amperage (the amps are the part of electricity that can really hurt you). Since this powder is made of resins, we know that it falls in the general classification of "plastics". As a member of the plastic family we know that it is a poor conductor of electricity. So once the particle is charged, it gives up that charge very reluctantly. This is what causes the powder to "cling" to the substrate being coated. The negative ions in the particle slowly fight their way to the positively charged substrate. This slow flow of ions from particle to substrate is what holds the particle on the substrate. Putting it another way, think of the positively charged substrate as "sucking" the negative ions out of the particles, causing them to stick.

Why Is Powder Coating Better?

- **More Durable** - Powder coating gives consumers, businesses, and industry one of the most economical, longest-lasting, and most color-durable quality finishes available. Powder coated surfaces are more resistant to chipping, scratching, fading, and wearing than other finishes. Color selection is virtually unlimited with high and low gloss, metallic, and clear finishes available. Thanks to the UV resistance of many of the powders, colors stay bright and vibrant longer. Texture selections range from smooth surfaces to a wrinkled or matte finish, and rough textures designed for hiding surface imperfections.
- **Protects the Environment** - Powder coating is also highly protective of our environment. While liquid finishes contain solvents which have pollutants known as volatile organic compounds (VOCs), powder coating contains no solvents and releases negligible amounts, if any, of VOCs into the atmosphere. Thus, there is no longer a need for finishers to buy costly pollution control equipment. In addition, most powder coating overspray that does not adhere to the part can be retrieved and reused. Although this is not always practical for many low-volume users, this can virtually eliminate the waste commonly found in liquid finishing processes.
- **Saves Money** - Elimination of VOCs and reduction of wastes saves money and helps companies comply more easily and economically with the regulations of the U.S. Environmental Protection Agency. In fact, one of the major elements in expanding the market for powder coating has been the implementation over the past 30 years of stringent air pollution control legislation.

Where Is Powder Coating Used?

- **Appliances** - The appliance industry benefits from powder coating on front and side panels of ranges and refrigerators, washer tops and lids, dryer drums, air-conditioner cabinets, water heaters, dishwasher racks, and cavities of microwave ovens. Powder coating has also replaced porcelain enamel on many washer and dryer parts.
- **Architecture/Building** - The architectural and building market powder coats aluminum extrusions used on frames for windows and doors and modular furniture. Many highway and building projects use powder coating on light poles, guard rails, signs, posts, and fencing.

Tech Tip *continued on page 9*

CENTRAL PENNSYLVANIA CORVAIR CLUB

Corvair **Cooks** Corner

Pasta e Fagioli Soup

Taken from www.topsecretrecipes.com

INGREDIENTS

- 1 pound ground beef
- 1 cup diced onion
- 1 cup julienned carrot
- 1 cup chopped celery
- 2 garlic cloves, minced
- 2 14.5-ounce cans diced tomatoes
- 1 15-ounce can red kidney beans (with liquid)
- 1 15-ounce can great northern beans (with liquid)
- 1 15-ounce can tomato sauce
- 1 12-ounce can V-8 juice
- 1 tablespoon white vinegar
- 1/2 teaspoon salt
- 1 teaspoon oregano
- 1 teaspoon basil
- 1/2 teaspoon pepper
- 1/2 teaspoon thyme
- 1/2 pound (1/2 pkg.) ditali pasta



DIRECTIONS

1. Brown the ground beef in a large saucepan or pot over medium heat. Drain off most of the fat.
2. Add onion, carrot, celery, and garlic and sauté for ten minutes.
3. Add remaining ingredients, except pasta, and simmer for one hour.
4. About 45 minutes into the simmering, cook the pasta in 2 quarts of boiling water over high heat. Cook for ten minutes or just until pasta is *al dente*, or slightly tough. Drain.
5. Add the pasta to the large pot of soup. Simmer for 5-10 minutes more and serve.

Serves 8



CORVAIR HISTORY continued from page 4

1966

Greenbriers were dropped from the body line-up and minor trim changes were made. Manual transmissions were all synchro and vastly stronger. Production went down to 103,743.

1967

CORSA models were discontinued as well as the turbo-charged engine. The 140 hp engine was discontinued and later reinstated. Handling options were still available. Production was down to 27,253.

1968

Air-conditioning was discontinued and an anti-smog system added. Quality deteriorated as the end of the Corvair line became inevitable. Production dropped dramatically to 15,399.

1969

All Corvair production stopped on May 14, 1969 at 6000 cars.



Total production for the entire ten year model run was 1,786,243 vehicles.

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.

CORSA, P.O. Box 68, Maple Plain, MN 55359, (630) 403-5010

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

CENTRAL PENNSYLVANIA CORVAIR CLUB



Submitted by
Joe Darinsig

Out and About

AACA Fall Show at Wyndham Hotel in Gettysburg on November 7, 2020



CENTRAL PENNSYLVANIA CORVAIR CLUB

Out and About *(continued)*



First Junior: 1964 Corvair

Owner: George H. Martin, Greencastle, PA.



1966 Monza 4-door

Owner: Ron Hash (CPCC Member), New Park, PA



First Junior: 1963 Chev Rampside

Owner: Tom Ferrier, Hummelstown, PA.



John Berkheimer (CPCC President) 1964 Spyder Convertible
Tom Zinn drove John's car to the show. John was recovering from leg surgery and was unable to shift the car.



Original HPOF: 1965 Corvair Corsa

Owner: Michael R. Natale, Baltimore, MD



First Junior: 1964 Corvair Convertible

Owner: Edward Ahrens, East Aurora, NY

CENTRAL PENNSYLVANIA CORVAIR CLUB

Out and About *(continued)*



1966 Corvair Convertible

Owner: Jay Crist, York PA.



1957 Chevy Sedan Delivery

Owner: Unknown



BMW Isetta

Owner: Unknown

Treasurer's Report January 2021

Submitted by
Dave Steigauf



I received a "return to sender" letter that I mailed to the Salvation Army in Harrisburg on November 17th. I sent it to the address that we had on file from last year and it took the Post Office over a month to return it. I found a phone number for them and called and got their new address. The checks for everyone except the Harrisburg Salvation Army have cleared and I received thank you letters from The Wounded Warrior Project and Sgt Mac Foundation.

JANUARY BIRTHDAYS ANNIVERSARIES	
Wayne Shipley	4
Sandy Johnson	21
Jacquie Aldrich	29
Wayne & Patricia Shipley January 29, 1966 Happy 55 th Wedding Anniversary	



Snow Cruising Corvairs

Why Corvairs or . . .

CENTRAL PENNSYLVANIA CORVAIR CLUB

Tech Tip *continued from page 4*

- Automotive - Henry Ford once said, "You can have a Model-T in any color you want. So long as it's black." For an industry once focused primarily on manufacturers' needs, powder coating is transforming the automotive industry with faster production times and lower operating costs, plus irresistible value propositions for consumers. For years, conventional liquid coatings were the standard for the automotive industry. But these coatings can emit dangerous VOCs at their application stage. Powder coatings eliminate most environmental concerns and the need for costly waste disposal systems. Because powder does not run or drip, the result is a uniform, superior-quality finish.

Conversion from liquid to powder clearcoats for auto body exteriors is moving rapidly. Powder topcoats resist acid rain, the sun's ultraviolet rays and road and weather damage, helping cars retain their "showroom look" much longer and improving their resale value. BMW and Volvo are using it on their new model cars, and GM, Ford, and Chrysler have formed a consortium to test this technique on their production lines. Powder coating has made substantial inroads as a primer for car, van and pickup truck bodies in the United States. Auto body primers in colors will be next.

There is huge market potential for high-heat resistant powder coatings on aftermarket mufflers, which resist corrosion, protect against nicks and prolong the life of the muffler. Some companies are already applying heat-resistant powder to aftermarket mufflers, and the new-car market is thought to be two or three years away. Powder coating is also applied to wheels, grilles, bumpers, door handles, roof racks and exterior and interior trim. "Under the hood" uses include oil and fuel filters, brake pads, engine block casings, suspension components and radiators. Pickup truck and SUV owners can purchase powder coated side steps, bed rails, luggage racks and toolboxes as dealership add-ons or in aftermarket stores and catalogs.

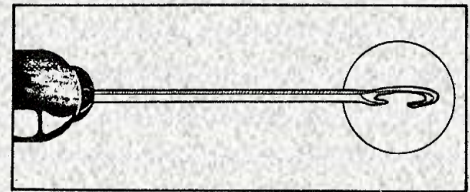
Performance car owners can find powder coated special suspension units, carburetor parts and valve covers, plus flashy rear-view mirror mounts and other exterior adornments. Everyday Products - There are also innumerable everyday uses for powder coated products such as lighting fixtures, antennas, and electrical components. Farmers have powder coated tractors and farm equipment. Fitness buffs powder coat golf clubs and golf carts, ski poles and bindings, snowmobiles, bicycles, and exercise equipment. Shop owners have powder coated display racks, shelves, store fixtures, and vending machines. Office workers use metal furniture, computer cabinets, mechanical pencils and pens, thumbtacks, and other desk accessories that are powder coated. Parents have powder coated baby strollers, cribs, metal toys, and wagons. And home owners have lawn mowers, snowblowers, barbecue grills, patio furniture, garden tools, electronic components, bathroom scales, tool boxes, and fire extinguishers which benefit from a powder coated finish. The powder coating boom has just begun - expect more exciting uses in the near future.



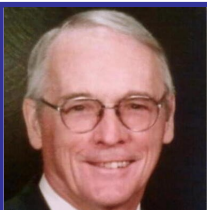
Headlight Spring Installation

(alternate method)

The handle used for repairing tubeless tires makes an excellent tool for installing headlight springs.



Instead of throwing these handles away, take one and grind a slot in the eye about one-third of the way up from the tip. Catch the end of the spring in the eye of the tool and pull the spring into place with the handle.



Corvair Racer, Warren LeVeque, Will Be Missed

FAYETTEVILLE, Tenn. - It is with regret we announce the passing of **Mr. Warren Eugene LeVeque**, 79, of Fayetteville, Tennessee, formerly of Anderson. Warren was born in Linton to the late Eugene "Red" and Lurinda "Rindy" Glass LeVeque. He passed away on Nov. 29, 2020, at Lincoln Medical Center in Fayetteville, Tennessee. He attended the General Motors Institute of Technology in Flint, Michigan, where he met his wife. Warren worked and retired as an industrial electrician with General Motors in Indiana. He was also the owner and operator of LeVair Performance. Warren was well known across the country for building and racing the Corvair. He was an innovator in the Corvair performance world, so much so, that he wrote a book about his experiences. Warren was a member of the SCCA for over 50 years, winning multiple awards and campaigning through the auto crossing and amateur road racing worlds. He traveled extensively for Corvair conventions. You could easily spot his car by the Tweety Bird mascot. Warren loved to make people smile and enjoyed playing the piano in nursing homes. He could always be found behind the piano at any social event.

CENTRAL PENNSYLVANIA CORVAIR CLUB

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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.

January:

15-17: Carlisle Auto Mania Indoor Collector Flea Market & Corral at Carlisle Expo Center, 100 K Street, Carlisle, PA 17013 Time: 12pm - 9pm. Admission Daily: Friday - Sunday \$10 at the gate / \$9 online, children 12 and under are free. Questions: Call 717-243-7855. Visit: <https://carlisleevents.com/events/events-detail/index?id=auto+mania+carlisle>.

April:

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 Funkhona 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=1&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, Sponsored by the San Diego Corvair Club, Our convention hotel is the Crowne Plaza San Diego located in Mission Valley. This is a central location in San Diego with easy access to downtown San Diego, Old Town, the San Diego Zoo, Balboa Park museums, and shopping. A dedicated website: <https://book.passkey.com/e/49961642> and booking phone number at 1-888-233-9527 are now available to make your reservations. Ask for "CORSA National Convention" or group code "CNC" when making your reservations. Please refer to upcoming convention previews in CORSA Communiqué in 2021. Contact: Steve Lubliner, email: stephenlubliner@compuserve.com.

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 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: _____
First Middle Last

Spouse
Name _____
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: _____
Month Day

Spouse's Birthdate: _____
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: _____
Signature

Date: _____

Parent or Guardian: _____
Signature

Date: _____

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 CORSA, PO Box 68, Maple Plain, MN 55359 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
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