



President's Message

*Submitted by
JOHN Berkheimer*



Hope everyone is doing well and staying safe. We just received word from the Governor that York County, where I live, will be moving to the yellow zone on May 22nd. That being said, we are allowed groups of 25, which is the number usually attending our annual picnic. So at this point our first Corvair event of 2020 will be July 18th, unless there are any changes between now and then. My address is 403 Dart Drive, Hanover, phone 717-632-5617 and cell 717-479-2595, get those Corvairs out and come to the picnic. I will have additional shaded areas with table and chairs so we can keep distance. Maybe we will be in the green zone by then. If you don't feel comfortable coming we will certainly understand. Directions: points north of Hanover, south route 94 to left at Dart Drive (McDonalds on corner), points south of Hanover, north 94 to right at Dart Drive. I am first house on right after the 4 way stop sign. Please call if you plan to attend or email so I have enough food and drinks that I supply on hand for everyone. If you get lost please call we won't give you too hard a time about it.

I was looking through some

of the boxes Linda Enfield gave me and discovered January 2009 newsletter. That issue included my first message as CPGC President. Time flies when you're having fun.

I am in the process of doing some work to my Corvair. I replaced the windshield washer pump I purchased at the 2018 CORSA Convention. I am also replacing my carpet, I purchased front only at the Convention. Well the back doesn't match at all, so I called Clarks since they just reopened and ordered the back. Not sure when they will be back to work full staff, but I won't get my carpet until they are. I had a leak in the front. I found it to be around the windshield. I think I got the driver's side fixed but haven't attempted to do the second yet. Driver's side was an easy fix but the leak on other side at the windshield and wing may take a little more thinking to fix. I don't know if you can totally fix leaks on a 1964 convertible, keeping my fingers crossed. It only leaked when sitting still and if it rains heavy. I try to avoid that situation but when you do overnight trips it's tough. I must also find out what the cause is when

filling the car with gas. I must fill very slowly or else it shoots back at me. I am sometimes afraid the gas station will close before I finish.

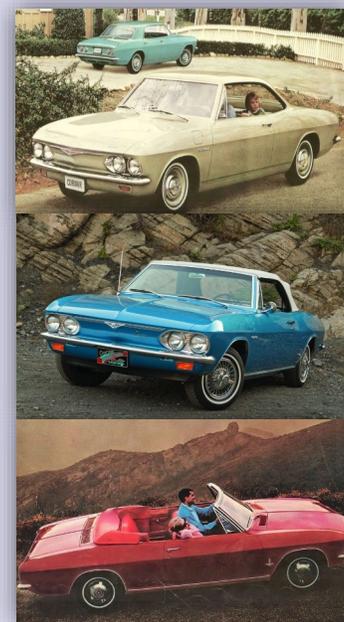
We are still planning on Corvair Day on September 19th at Eastern Museum of Motor Racing. Mark that date, as you know everything we plan is subject to cancellation. Watch the newsletter and your emails for up-to-date information. If we know you are planning to attend an event we will be calling in advance, probably 24 hours or more if things change.

If you are tired of sitting at home, it may not be a bad idea to get the Corvair out and go for an afternoon drive on a deserted country road.

Happy Corvairing



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



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CENTRAL PENNSYLVANIA CORVAIR CLUB

The Corvaire Society of America (CORSA)

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



Central Pennsylvania Corvaire Club strongly encourages all members to become members of the Corvaire Society of America (CORSA). Anyone with a fondness of the Corvaire 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.corvaire.org/index.php/membership/join-register-or-renew> to register online.

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

Brian Kopp Practices on shifting his new 4-speed transmission

(Submitted by Brian Kopp)



And he got it up to 120 mph! He even has the top down. Now only if he had worn his goggles... (lol)

This past winter I decided it's about time to do something with my '66 4-door 500. The body wasn't in bad shape; it has a good running 95 engine which I used in a previous car, but it had "Fred Flintstone" front floor boards and unusable interior. I welded new floor pans and gutted the interior (bench seats) and stepped it up with Monza bucket seats.

I was having trouble with the existing gear shift lever, therefore I changed the tranny from an automatic to a 4-speed, and replaced the brake system coast-to-coast.

1918-1920 Great Influenza Pandemic



The pandemic arose in three main waves, the first in spring 1918, the second and most deadly from September 1918 to January 1919, and the third from February 1919 through the remainder of the year (with some countries having a fourth wave in 1920). The two initial waves coincided with the final year of World War I (1918), which helped to spread the infection across countries. An unusual feature of the pandemic was the high mortality among young adults without pre-existing medical conditions. It also killed a number of famous people, including sociologist Max Weber, artist Gustav Klimt, and Frederick Trump, the grandfather of the current US president. Survivors included economist Friedrich Hayek, entrepreneur Walt Disney, and US President Woodrow Wilson.

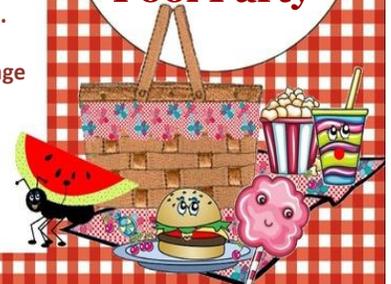
You're Invited

Our July monthly Club Meeting will be held at our Annual Potluck Picnic and Pool Party. Come join the fun at JOHN and Joyce Berkheimer's home. Arrive anytime after 1pm and plan on eating at 2pm. Call or email JOHN as to what food you plan on bringing to the picnic and how many will be attending.

Read JOHN's message on Cover Page for additional information and directions to the house.

Hope to see you there!

**JULY 18th
Annual Club
Potluck Picnic
and
Pool Party**



CENTRAL PENNSYLVANIA CORVAIR CLUB

1963 Monza 900 Convertible

RE-EXPERIENCING CORVAIR MEMORIES WITH A SECOND MONZA 900

Taken from Book entitled CORVAIR Style, Lentinello Publishing, Author: Richard Lentinello, Copyright © 2020 by Richard Lentinello

So popular was the attractive Monza convertible during the 1963 model year that 44,165 buyers flocked to Chevrolet showrooms to buy this exciting and fun to drive droptop Corvaire. Then in its second year of production, the 1963 Monza quickly became the single most popular Corvaire convertible of all time.

Many past owners have such fond memories of their old Corvaire and the wonderful times they had driving in them that later in life they search far and wide to find duplicate models so they can relive those glory days once more. This was the case with Jim and Linda Enfield of Felton, Pennsylvania who, after waiting 33 years, finally bought another example of the Corvaire Monza convertible they loved so much. In August 2000, they made their dream come true.

“I bought this 1963 Corvaire convertible because it is a duplicate to my first car, which I owned back in 1966,” James told us. “My wife and I dated in my first Corvaire, but when we married, I traded it in on a 1967 Impala.”

The Enfield’s Monza convertible rolled off the assembly line finished in bright Ember Red with a black interior and black vinyl top, two-speed Powerglide automatic transmission and optional Kelsey Haynes knock-off wire wheels. Power is provided by the “hi-po” 145-cu.in. engine developing a respectable 102 horsepower.

James said that his Corvaire “rides, handles, and steers great, even with no power steering. With the two-speed Powerglide automatic, it takes longer to reach 60 MPH than a comparable 4-speed model, but when it drops down to 35 MPH, low-speed engages and then it becomes very responsive. The bucket seats are comfortable and there is ample legroom. Cruising along at 60 MPH, it feels really good.

‘WHAT I LIKE MOST ABOUT THE CORVAIRE’S DESIGN IS THAT ITS SHAPE IS VERY FUNCTIONAL.’

What I like most about the Corvaire’s design is that its shape is very functional. And when we take it out for a drive, it always gets lots of attention, even from people who don’t know what a Corvaire is. When people talk to me about my Corvaire, most of them have their own story about owning or learning to

drive in a Corvaire. Nowadays, we only drive our Monza convertible about 200 miles annually, mainly because we have three other Corvaire to choose from; they include a 1962 wagon, a ‘62 Corvan, and a ‘64 Rampside.”

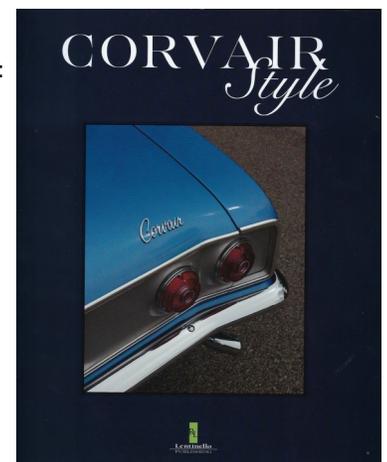


For your copy of CORVAIRE Style by Richard Lentinello, Go to: <https://www.lentinello.com/>.

Cost is:

Item	\$35.00
S/H	<u>\$3.00</u>
Total Cost	\$38.00.

There were only 2500 copies printed. Every Corvaire owner should definitely have a copy of this book!



*Congratulations Linda!
Jim would have been so proud of this article.*

CENTRAL PENNSYLVANIA CORVAIR CLUB

CORVAIR EVENTS

CORONAVIRUS UPDATE! *If you plan to attend any of the events below, please contact the organizers to see if they are still "on".
Almost of all the listings include contact information, so give them a shout.*

JUNE

17-20: SPRING CARLISLE COLLECTOR CAR AUCTION Carlisle Fair Grounds, 1000 Bryn Mawr Road, Carlisle, PA Admission: Daily Wed- Sat: \$12. Sunday: \$7. Event Pass: \$35. Kids 12 and Under Free. Event Hours: Wed- Sat: 7AM- 6PM. Sunday: 7AM- 12PM. Spring Carlisle is one of the largest automotive flea markets in the world and one of the best opportunities to get your hands on all things automotive. With 8,100 spaces of vendors selling a vast array of automotive parts, accessories, cars, collectibles and memorabilia, it's almost certain that you won't go home empty handed. <https://carlisleevents.com/events/events-detail/index?id=spring+carlisle>.

20: AACA CAR SHOW 161 Museum Drive (Just off Rt.39W) 717-566-1700. Show is open to all makes, models, types, and years. Car registration begins at 8AM and all cars must be on the field no later than 10AM to be judged in their class. Lots of activities including flea market vendors, 2nd chance auction, car corral, kids activities, food trucks, and more. This event is Rain or Shine. Visit AACAMuseum.org for additional info.

JULY

11: Drag Racers Reunion Weekend 2020 at the Eastern Museum of Motor Racing (EMMR). Gathering of Legends! "Dragstrip Thunder" nitro engine fire-ups. Valve Cover Racing, Vendors, Displays. CRUISE IN CAR SHOW open to all vehicles. \$10 donation eligible for door prizes and goodies. Visit EMMR.org for additional information.

AUGUST

SEPTEMBER

19: C.P.C.C. CORVAIR DAY 9am-3pm at Eastern Museum of Motor Racing, 100 Baltimore Road, York Springs, PA 17372, Mark Your Calendars! Enjoy our Bake Sale • Food Available: hamburgers, hot dogs, soups, drinks, *and much more* • Silent Auction • 50/50 • Free Dash Plaques • Door Prizes. More details to follow.

OCTOBER

7-10: AACA EASTERN FALL NATIONALS Come meet Fall Meet Chairman, Ken Gamble. For more information, call 717-566-7720.

NOVEMBER

DECEMBER No meeting or events.

MONTHLY CAR SHOWS:

Cruise-In Car Show: Every Wednesday night, 4-8pm year round, Located at 6180 Morgantown Road (Rt. 10 at the PA Turnpike Exit 298). Show behind McDonald's and Holiday Inn. All types cars, trucks, and motorcycles are welcome. Open to the public.

Cars Coffee: Second Saturday of each month, 8-10am. Stop by the Pep Boys Speed Shop at 470 Loucks Road. York, PA for coffee, conversation and ask for Bill (aka "Sweet Willy") 717-843-0908.

Motor Menders Rod & Custom 2020 Cruise Nights: June 13 (4-8pm), July 11 (4-8pm), August 8 (4-8pm), Sept. 12 (3-7pm), Oct. 10 (3-7pm). Held at The Bobcat Creamery, 117 South Main Street, Manchester, PA. All vehicles welcome. Dash plaques, 3 trophies, 50/50 drawing, music. Visit motormendersrodandcustom.com.

Capitol City Cruisers Roadhouse: First Saturday of the month from 4-7pm. 1031 Eisenhower Blvd., Harrisburg, PA. June 6, July 4, August 1, Sept. 5, Oct. 3. Rain date will be the second Saturday of the month. Door prizes, free registration. Call Charlie Roberts at 717-805-1650 or Rod Murray at 717-579-5440.

Pep Boys Speed Shop Cruise Nights: Every First Thursday night at Pep Boys from 5-7pm at the Speed Shop, 470 Loucks Road, York, PA. No Entry Fee-All makes, models and years. Clubs are welcome.

Motor Menders Rod & Custom Nights at Markets at Shrewsbury: 12025 Susquehanna Trail, Glen Rock, PA. June 26, July 24, August 28, Sept. 25, Oct. 23 from 4-8pm. All vehicles welcome. Dash plaques, 3 trophies, 50/50, music, and food. Rain dates are the following Friday.

UPCOMING CLUB EVENTS CAN BE FOUND ON PAGE 10.

New Club Window Sticker Available



All members will receive two stickers at no charge.

Complements of Joe Darinsig

A collage of images related to a car restoration business. The top image shows a large lot of cars with the text "Corvairsticker Ranch" overlaid. Below are smaller images of car engines, a car body, and a car interior.

The Ranch Provides...
New & Used Parts
Full Mechanical Service
Remanufactured Engines
Body & Interior Restoration
Email: findit@theranch.today

CENTRAL PENNSYLVANIA CORVAIR CLUB



Nuts to Cage Nuts!

Thinking about replacing your car's front cross-member? Be advised that on late models (maybe earlier too) the two rearmost cage nuts are spot welded to the cage. They are not loose in the cage, like the other four. This bit of information sounds rather useless, unless you break one or both of the two rear bolts while removing the original crossmember. (And usually the right side one will break since it's exposed to road spray and to curbside puddles, thus is weakened and frozen by rust; often the left side breaks.) If you break one or both bolts, you have to chisel the nuts out of their cages. The only thing I found to work quickly, thanks to limited space and ridiculous working angles, is an air hammer with a punch attachment. Handwork using a hammer and chisel works less than half the time (and use ear plugs to protect your hearing; this is noisy stuff). Once the old cage nuts are out, you can use loose ones. You'll have to bend a bunch of metal to get the old one out and the new one in, by the way. The factory welded the originals to give exact placement for crossmembers and to help avoid crab-tracking caused by misalignment. Keep this in mind if you get weird handling or tracking problems after replacing a front crossmember where both rear cage nuts have been replaced. Oh yes, use antiseize compound on the bolts when you attach the new crossmember.

— JIM SCOTT

Want To Zoom on Regular?

Having tried everything else, Hot Air Enterprise's Jack Dempsey has found the answer to running without pinging on today's gas, plus keeping power and raising efficiency a bit. After our June flea market, Jack gave me a ride in a '66 Corsa with a 140 he'd rebuilt for a customer. We zoomed up hill and down, lugged and chugged, but nary a ping did we hear.

The answer? Aside from using careful assembly techniques, Jack simply mills the heads to eliminate the ping-causing "squish" area, then decks the pistons under the regular combustion area (he only uses TRW forged pistons) to regain combustion chamber volume and thus power. He puts compression at about 9.6 to 1, versus 9.25 to 1 factory specs. See articles in back issues of the Corsa Communique for an explanation of why increasing compression reduces pinging in Corvaire cylinder heads which have "deck" areas, but take my word for it that it works.

This fix should be considered during a complete rebuild, or during a rebuild of both heads. The milling cost is probably negligible, considering that other fixes reduce power and gas mileage. This milling operation is unnecessary for 80-95 hp engines and turbo engines, since there's no "squish" area in these hemi heads.

— JIM SCOTT

Back to Secondary School

Blush! Well, the ongoing saga of trying to get the 140 engine in my '65 Corsa convertible to run smoothly continues. First, it was a bum set of new points. Then, after doing a compression test, then a compressed air leak test, I discovered two dropped intake seats (#1-

*Taken from the Hot Air Mail
Northern Virginia Corvaire Club
July 1985 Newsletter*

Submitted by Joe Darinsig

132 psi; #3-90 psi; #5-0 psi) and replaced the head. That gave good compression, and everything should have smoothed out.

But, no. The right bank — the same one with the replaced head — still refused to run like it should. New valve lifters later, same thing. What was left? Well, the only thing that I hadn't done was replace the carbs (I'd rebuilt the primary early on). So, I replaced the primary carb when I thought throttle shaft wear and the resultant leaner mixture was too much to permit smooth running. No dice.

After literally months of on-again, off-again tinkering, I finally was about ready to toss the whole engine. As usually happens at that low point in relations with things and people, I relaxed enough to notice things. What I noticed was that my stock 140 '65 engine wasn't stock when it came to the secondary carbs. Somebody had installed primary carb bases under secondary carb tops, giving me two secondaries with idle circuits and throttle adjustment screws. Naturally, that meant somebody had tried to get four carbs that fed gas at idle synchronized.

Great idea to avoid gumming the secondaries! Lousy idea when it comes to synchronizing the carbs! Need I tell you what happened when I realized some previous owner had adjusted the right secondary carb idle up way high to make the engine run at idle (remember the dropped valve seats)? Well, after backing out the screw on both secondaries, the 140 now idles like a 140 should, and runs like it oughta, except . . .

Now I've got to find a good 140 throttle linkage that doesn't have most of the rods worn in half like this one does, causing sticking at awkward moments, like 4,000 rpm. Stay tuned. I may drive this car down your street yet!

— JIM SCOTT

Shimmy Shimmy Cuckoo

We've told you and told you to check the relay rod bushing if anything seems amiss in the steering department. We've demonstrated how to get the old one out and install the new one in a flash at club meetings.

What we haven't told you is that a relay rod bushing (sometimes known as a pitman arm bushing, even though it's installed in the relay rod, not the pitman arm) can look good, feel good, and be absolutely rotten.

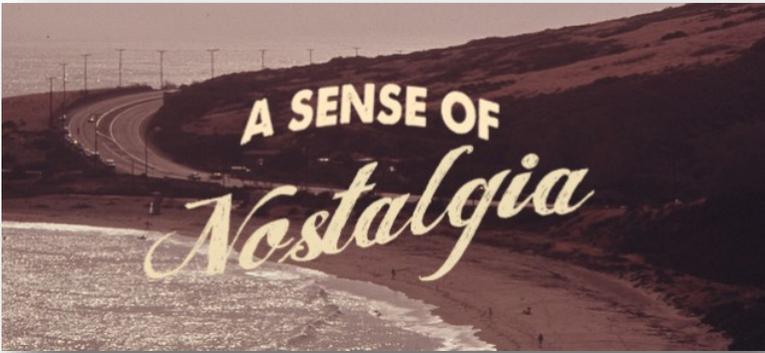
After replacing everything in the front end of our '66 coupe (and everything needed replacing, badly; except the relay rod bushing, we thought), we still got very bad steering shimmy periodically on brake applications, and after hitting certain combinations of rough, bumpy pavement. What could it be? We'd replaced everything, even checked the bearings and brake drums — except the relay rod bushing!

After 10 minutes with pliers, wrench, air hammer with bushing splitter attachment, electric drill with reamer, antiseize compound and 2-pound hammer, we had ourselves a new relay rod bushing installed. Presto! Chango! No more shimmy!!! We installed a quick steering box in celebration.

Greenie now goes where it's pointed, and stays there. But we're going to miss those nice little surprises when we used to brake and never knew if it was going to pull to the right or to the left, or how hard the steering shimmy would be. And we're going to miss those lane changes that used to be like stately aircraft carrier maneuvers.

— JIM SCOTT

CENTRAL PENNSYLVANIA CORVAIR CLUB



All photos submitted by Joe Darinsig



WBAL-TV Baltimore. Company advertising 1961 Corvair Fleet!



Brooklin Diecast models. This is a new Greenbrier 1/43 diecast van. In white metal (silver) at a price of \$209.00 plus shipping. I didn't get one yet!



What's wrong with this picture?



GM Chevrolet Used Car Lot. Four Corvairs for sale.



Custom Corvair Panel Wagon?



45 RPM record player in a Corvair. They were mounted under the dash and played one record at a time.



They are probably saying "This Corvair"



Old Greenbrier School Bus became a Cool Bus.

1960 Corvair. Do you know what this is called? If you do, then you are "old" like me!



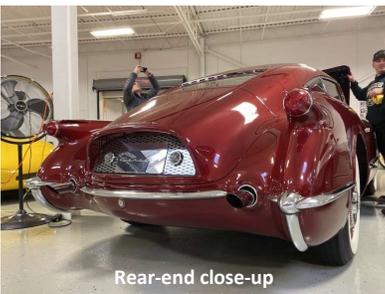
Early Corvair Coupe Drag Car with a 426 Hemi engine in the back seat.

CENTRAL PENNSYLVANIA CORVAIR CLUB

Yes, Chevy's funky Corvette Corvair was almost a thing

Kyle Smith, Taken from Hagerty, 12/18/19

When I first entered the vintage car world, telling folks I had a Corvair was often followed by saying, "No, not a Corvette. A *Corvair*." So imagine my surprise when I recently found out the Corvette and Corvair nameplates were both affixed to a single fiberglass shell six years before the Corvair landed on dealer lots. The 1954 Chevrolet Corvair is not the annoying autocorrect error I thought it was but rather a sleek Motorama show car.



Rear-end close-up

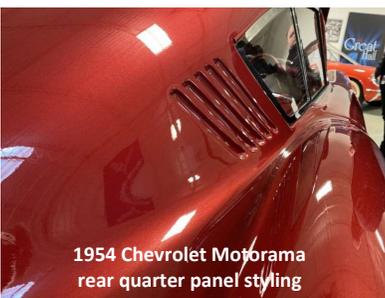
The Corvette's introduction at the 1953 New York Auto Show stirred up fanfare and interest in a roadster Chevrolet had not initially planned to develop into a production car. Just 300 Polo White convertibles went into production, but that small number was enough to spark

on of the longest-running nameplates of the car world.

That spark had yet to start a fire, though. The 300 1953 cars that made it to the public don't fit the definition of "sports car" fulfilled by modern Corvettes. The Blue Flame inline-six powerplant, mated to a two-speed Powerglide automatic, was



Rear-end close-up



1954 Chevrolet Motorama rear quarter panel styling

The Corvette Corvair was one of the prototypes debuted during the 1954 Motorama. Combining the Corvette's American flair with a healthy dose of European styling, the Corvette Corvair added more than the obvious fastback roof. Air intake ribs on the



Corvair Front Hood

merely a means of propelling the styling exercise; performance was secondary to appearance. However, Chevrolet needed to bring something interesting to the 1954 Motorama in New York, so it created a few versions of the Corvette that were certainly outside of the box.



1954 Chevrolet Motorama Corvair front three-quarter

hood and fender vents were alterations from the C1 Corvette's now-familiar front end and helped dissipate heat from under the hood. This recreation packs an early small-block V-8, though the original show car would have kept the Blue-Flame cylinder, since the small-block was still a year away from production.



Corvair Rear Window



Interior Steering Wheel

Further back, a wraparound windshield blended into the sloping roofline which terminated at a small cove designed to resemble a jet afterburner. Small fins on the tail lights kept the aerospace theme strong from front to back. The large trunk panel is a bit misleading since, in reality, the cargo space is quite small; the car appears to be a case of adding a hardtop to a Corvette rather than redesigning the underlying body to increase rear capacity.

The original show car was displayed in rub red during the 1954 Autorama, repainted mint green, and eventually destroyed. The Corvette was struggling to achieve sales volume in 1954, so the thought of expanding the Corvette brand was too much for GM.



Corvair Engine

Luckily, the Corvette Corvair still lives on—in all the conversations in which I explain how the Corvette and the Corvair are indeed different...though their stories were, at one time, closely intertwined.

-The End

CENTRAL PENNSYLVANIA CORVAIR CLUB

CORONAVIRUS CANCELED EVENTS

CORVAIR—THE NEXT GENERATION

The May 2020 Corsa Mini Convention has now been canceled due to Corvid-19. All hotel rooms that were part of the room block at the Crown Plaza host hotel. Have been cancelled by the hotel. We have rescheduled this event to May 19,20,21,and 22. 2021 with the same Hotel format and schedule as 2020 and without any virus concerns we all hope. We are sorry we have to change our plans but it is out of our control. Thanks all for registering this year and we hope you can join us next year.

CORSA CONVENTION RESCHEDULED TO 2021

Due to the COVID-19 Pandemic, the San Diego Corvaire Club and CORSA President, Mike Hall, made a joint decision to cancel the 2020 CORSA Convention that was scheduled to occur in San Diego. However, there is a silver lining.

SEE YOU IN SAN DIEGO NEXT YEAR!

We are happy to announce that the Crowne Plaza San Diego -Mission Valley, has agreed to host our convention next year. So mark your calendars. New dates: July 27-31, 2021.

WHAT IF I ALREADY REGISTERED?

In terms of reservations, please consider the 2021 convention will be a completely new affair. Your current hotel reservations will need to be voided and your convention registration fees will need to be refunded. Here's how we will handle this:

1. Regarding your 2020 hotel reservation. Please contact the Crowne Plaza San Diego -Mission Valley and cancel your reservation. They may have already cancelled it for you, but call them to make sure. The phone number is (619)297-1101. Also, please cancel your airline tickets, train tickets and rental car reservations if you haven't already done so.
2. Regarding your 2020 convention registration. Convention Coordinator, Harry Jensen, is cancelling all the registrations made so far. If you paid the registration fee, you will be refunded. So, you should not need to do anything with regard to your 2020 Convention Registration with CORSA. .



Bear Reminder

I saw this on the corner of Rathton Road and S. Queen St. in York, PA at a doctors office. Even the wooded sculptured bear has more sense than some humans (mask, gloves, and staying 6 feet away from cars). He or she doesn't say much either, if it could talk I am sure the message would be, "Stay Safe." Submitted by Joe Darinsig

Corvaire Cooks Corner

Copycat KFC Coleslaw

INGREDIENTS

- 8 Cups finely chopped cabbage (about 1 head)
- 1/4 cup shredded carrot (1 medium carrot)
- 2 TBS minced onion
- 1/2 cup mayonnaise
- 1/3 cup granulated sugar
- 1/4 cup milk
- 1/4 cup buttermilk
- 2 1/2 TBS lemon juice
- 1 1/2 TBS white vinegar
- 1/2 tsp salt
- 1/8 tsp pepper

DIRECTIONS

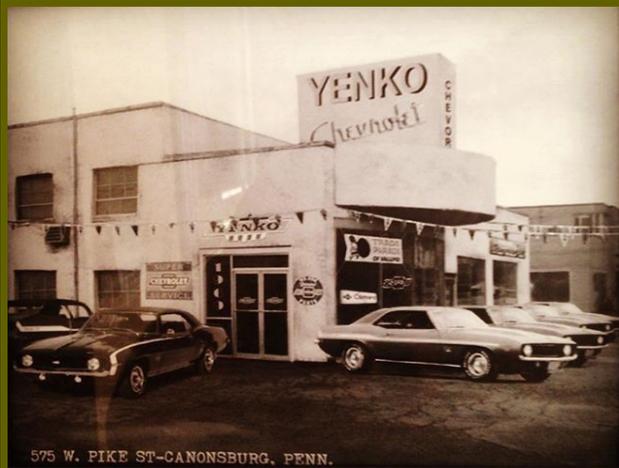
1. Be sure cabbage and carrots are chopped up into very fine pieces.
2. Combine mayo, sugar, milk, buttermilk, lemon juice, vinegar, salt, and pepper in a large bowl and beat until. Smooth.
3. Add the cabbage, carrots, and onion. Mix well.
4. Cover and refrigerate for at least 2 hours before serving.
Serves 10 - 12.



Submitted by Joe Darinsig

National Street Rod Assn. Show at York Fairgrounds 2016

CENTRAL PENNSYLVANIA CORVAIR CLUB



← THEN

and

NOW →



Submitted by Lou Trimper

Mason Dixon Car Club Cruise Driving Tour

I check the Pennsylvania Shows Group on Facebook. May 6th, their club posted that they were having a Cruise Driving Tour on May 9, 2020. A \$10 donation went towards the York Food Pantry. The club met at the Dairyland Shopping Center. Twenty-three vehicles showed for the tour. They even had extra face masks in case you didn't have one. They were split up into two groups with a club member leading the group and at the end of each line in case anyone straggled behind.



Submitted by Joe Darinsig

It was a nice tour traveling through Red Lion, along the Susquehanna River, past Samuel L. Lewis Park, into Yorkana, past the landfill, and back to downtown Red Lion. End of cruise was at the Dallastown Family Restaurant. I did get non-ethanol gas at Al's Service Center on Sherman St. and Rt.30. I took the Stinger home and covered it up until the next event happened. A beautiful sunny but breezy day and a nice Tour through Southern Red Lion roads. Luckily, the heavy rains on Saturday didn't cause the Tour to be cancelled.



Secretary's Report for May 2020

Submitted by
Earl Holmes



No meeting was held during the month of May due to the COVID-19 Pandemic.

CENTRAL PENNSYLVANIA CORVAIR CLUB

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Club Photographer

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

Upcoming Club Events

**Club meetings* are held at York Hoss's Restaurant in West York. Join us for dinner at 6pm. Meeting begins at 7pm.

JUNE

June 9: **CANCELLED** No Club meeting.

June 26: **CANCELLED** Markets @ Shrewsbury Car Show 2PM Meet at church across the street.

JULY

July 18: **Club Annual Potluck Picnic at Berkheimer's home. Club meeting will be held at picnic.*

AUGUST

August 11: **Club meeting*

SEPTEMBER

September 19: *Corvair Day*

OCTOBER

October 13: **Club meeting*

NOVEMBER

November 10: **Club meeting*

DECEMBER

No Club meeting



Yvonne Brown	Jun 6
Dave Steigauf	Jun 15
Jeffrey Grahovac	Jun 17
Carol Trimper	Jun 17
Duane Aldrich	Jun 20
Cindy Heisler	Jun 29
Tom Zinn	Jun 30



Ron & Betty Hash	Jun 1
Jeffrey & Joannette Ostroff	Jun 20
John & Joyce Berkheimer	Jun 25

CORVAIR PARTS FOR SALE

Submitted by Joe Darinsig
Call Joe Darinsig, 717-668-4414 or
joedarinsig@yahoo.com

- 1 110 hp emblem for 1965 Corvair engine lid, V.G. restored, \$8.00
- 1 110 hp emblem, good, \$5.00

Clark's Corvair Parts®

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Shelburne Falls, MA 01370
Phone: 413-625-9776
Fax: 413-625-8498
clarks@corvair.com
www.corvair.com

NewsLetter
DEADLINE
June 20th

CENTRAL PENNSYLVANIA CORVAIR CLUB



41st Annual Corvair Day

hosted by

Central Pennsylvania Corvair Club
This is a Corvair Only Show.

WHEN
SEPTEMBER 19, 2020
9AM - 3PM *(Rain or Shine)*



REGISTRATION
9am - 12pm
PRE-REGISTER BY AUGUST 31, 2020
\$12 Pre-Registration
\$15 Door

WHERE
Eastern Museum of Motor Racing
100 Baltimore Road, York Springs, PA 17372
**GPS Address for Latimore Valley Fairgrounds (a part of EMMR)*
314 Latimore Valley Road, York Springs, PA 17372 *(map on back of this flyer)*

INDOOR/OUTDOOR
VENDOR SET-UP FREE

FEATURING • Bake Sale • Food: hamburgers, hot dogs, drinks, and much more • Silent Auction • 50/50 • Free Dash Plaques • Door Prizes •

PROCEEDS
All proceeds from this event go to
Salvation Army of Harrisburg,
York, and Lancaster counties and
Sgt. Mac Foundation.

Cut along line

Cut along line

Corvair Day Registration Form

Pre-Registration Deadline: August 31, 2020

Name: _____ Spouse/Friend: _____
Address: _____ Email: _____
City: _____ State: _____ Zip: _____
Attending Children: _____

VEHICLE INFORMATION:

YEAR: _____ MODEL: _____ BODY: _____ ENGINE: _____ COLOR: _____
YEAR: _____ MODEL: _____ BODY: _____ ENGINE: _____ COLOR: _____

FEES:

	Quantity	Pre-Registration	Day Of Registration	Total
Registration/People's Choice (Per Car)	_____	\$12.00	\$15.00	\$_____

MEMBERSHIPS:

CORSA (New Membership)	_____	NA	\$45.00	\$_____
Central Pennsylvania Corvair Club NEW	_____	1 Year = \$16.00		
RENEWAL	_____	2 Years = \$30.00		\$_____

CHECK or MONEY ORDER PAYABLE TO:

Central PA Corvair Club, c/o Dave Steigauf, 599 Westfield Drive, Landisville, PA 17538

Total Due \$_____

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.



*Visit us on our website:
centralpacorvairclub.org*

The Four Wheel Independent
30 Wheaton Drive
Littlestown, PA 17340
Email: lcl@pa.net

PLEASE
PLACE
STAMP
HERE

