



The Four Wheel Independent



thanksgiving
gather
thankful family
blessed grateful
together
blessings
november

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CENTRAL PENNSYLVANIA CORVAIR CLUB

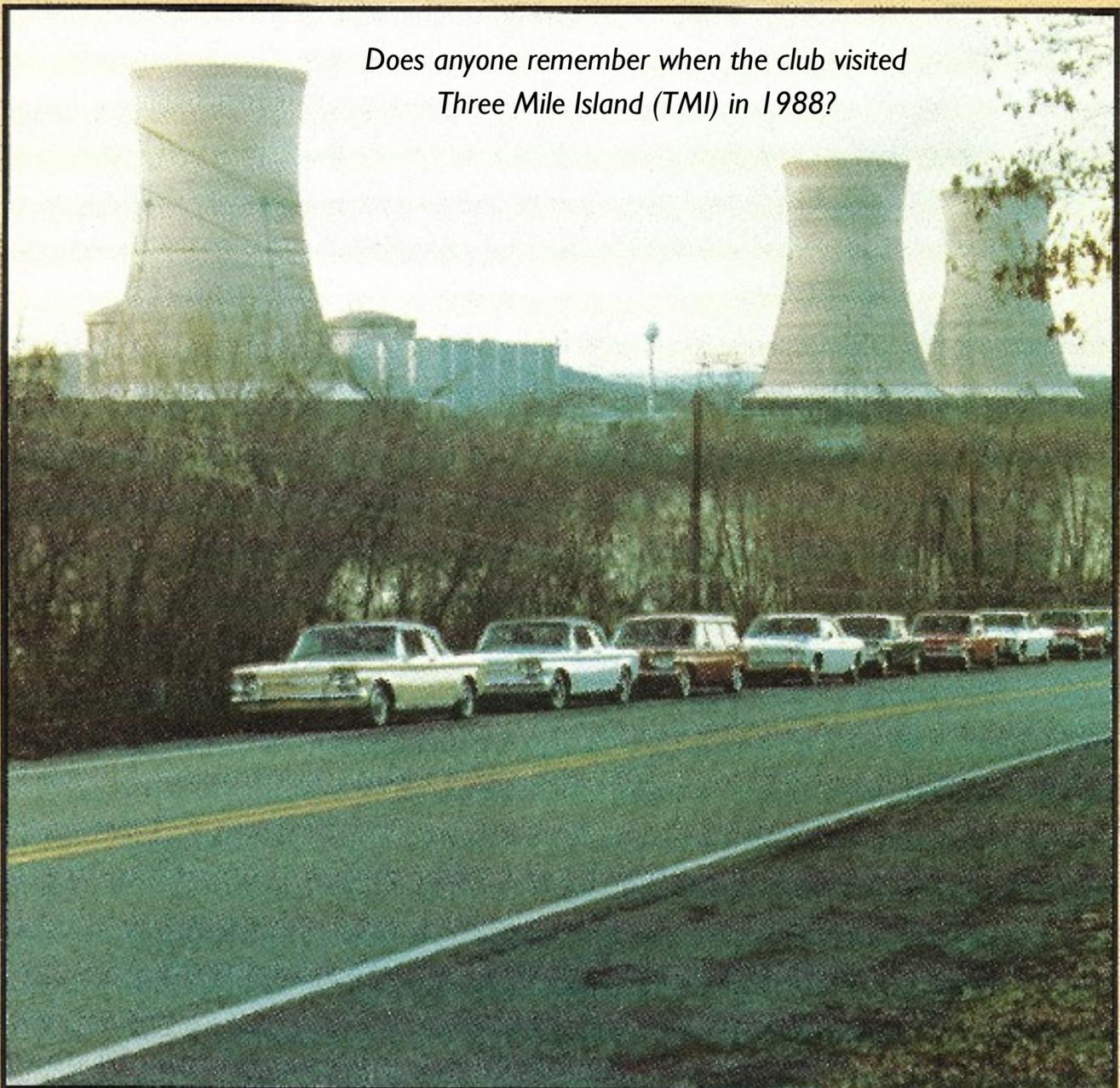


Nostalgia
corsa
communiqué

Volume 10, Number 8

August 1988

*Does anyone remember when the club visited
Three Mile Island (TMI) in 1988?*



CENTRAL PENNSYLVANIA CORVAIR CLUB

V-P Ramblings

Submitted by
John Johnson



I have spent the last few days trying to come up with what I was going to put in my bi-monthly article. Unfortunately, I have struck out. My mind finally wandered back to Corvair Day and a smile came over my face. **What a show!** There are so many people to thank, Dave, Sally and Dave, Sandy, Bruce, Joyce and JOHN to name a few. There is a person who needs to be thanked most of all, Joe. He came up with the venue, made the arrangements and did a lot of the advertising. *Thank you Joe!* I spent most of my time at registration and things got quite hectic at times. Just when I felt overwhelmed there was Dave Steigauf and Dave Fullerton. I was not surprised, though, there always seems to be a club member ready to help when you need them most. I know Sandy had the same feelings at the bake table with Sally and Joyce. It turned out to be one of the best Corvair Days we have had in recent years. Smiles and camaraderie ruled the day.

A couple of other thoughts also came to me. I emailed Carol a couple of weeks ago and said, who would have thought going to the grocery store, gas station and doctor's appointments would be the highlights of your week. On a positive note my checking account is going up while my gasoline bill is going down. There is no place to go and not much to do. However, last week Sandy and I bought subs and went to Sam Lewis State Park for lunch. There were three other couples there at the time so we spent time visiting, at a distance, while enjoying the view from a picnic table. We also traveled to Kings Gap, stopping at Peters Orchard, where we bought apples and cookies. We sat on the mansion patio eating our food while overlooking the valley. Outside of a hiker and young family, we had the place to ourselves. So you see there are things you can do and not expose yourself to the virus.

Stay safe my friends and remember "this too shall pass." Hopefully, next year we can return to some sort of normalcy.



Paul & Sue Miller 16th
Steve & Belinda Sabaka 23rd



Beth Lutz 11th
Sue Miller 29th

Corvair Ranch

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

Clark's Corvair Parts

Site of the World's Largest
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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

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!



Our Cars: Kyle Smith's 1961 Chevy Corvaire Greenbrier

by Jeff Peek 12/16/15 Hagerty Media

As a kid in central Kansas, Kyle Smith enjoyed taking things apart (mainly lawn mowers), which led to an interest in cars. His father owned a few classic vehicles, but the only one Kyle recalls working on was a sun-faded, blue, late-1950s GMC pickup. "I remember enjoying running errands and short trips in that old GMC and watching dad easily drive the three-on-the-tree transmission," he said. After driving classic cars in high school, Kyle decided to attend McPherson (Kan.) College and study automotive restoration. He started at Hagerty as a summer intern and accepted a full-time position upon graduation. Earlier this year he purchased a patina-covered 1961 Chevrolet Corvaire Greenbrier van from a friend in California.



Years at HAGERTY: 2 1/2

Car(s): 1961 Chevrolet Corvaire Greenbrier

Why did you choose a Chevy Greenbrier? In high school I decided to dive head first into a project car and visited my local scrapyards to find one. A 1965 Corvaire 500 caught my eye, and the yard was kind enough to drop it off in my driveway. But I was quickly in over my head with a locked engine and rust issues. I was saving money from a summer job and purchased a 1964 Corvaire Monza in much better condition. It became my daily driver for a few years until I went away to college and the throwout bearing failed. So I sold both cars and got into motorcycles. I'd been looking for another Corvaire when the Greenbrier became available

Repairs and Modifications: The previous owner lowered and added later model wheels. I've installed an electric fuel pump, and I'm finishing a camping set up for the rear cargo compartment.

Hobby activities: I go to the McPherson College CARS show, local shows and events, and I'm hoping to take the van to the Woodward Dream Cruise sometime in the next few years.

Interesting Car Stories: I purchased the van from a former college roommate who lived in Southern California and needed it out of his driveway. I had the van shipped to my parents' house in Kansas, where it sat from January to May, when I planned to drive it to Michigan. Upon arriving in Kansas, my father told me he hadn't started it or moved it since it rolled off the shipping truck – and when it came off the shipping truck it was coughing black smoke and would barely stay running. I worked approximately 30 hours to get it in good enough shape that I could confidently hit the highway and drive 1,300 miles. It was a bit of a thrash, but it was a good time in the end and served me no unexpected issues on the way home.

Favorite Drive: Loading up the bicycles and driving to a group ride. It's always fun to be the oddest vehicle in the parking lot!

Best and Worst Moments: The worst moment was when I realized for the first time that the gas gauge is a quarter-tank off (showing 1/4s left when it's actually empty). A quarter mile is a long way to push a 4,000-pound van.

My best moment was "showing" the van at the McPherson College CARS show in May, 2015. That event started my journey to Michigan, and it allowed me a chance to meet some great Corvaire enthusiasts and catch up with friends and other alumni.

Install an oil pressure warning buzzer

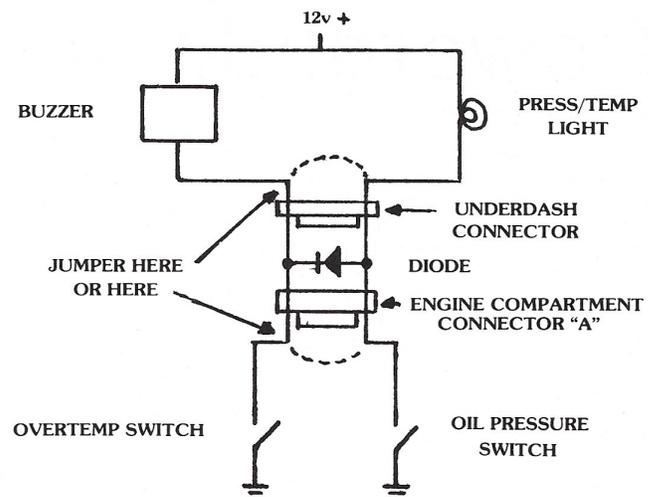
By Chris Wills, Valley CORSA

If your Corvaire is half a quart low on oil, or has been modified for better cornering, you may be losing oil pressure momentarily under conditions of hard cornering or stopping. Your car's low oil pressure light may light briefly as the oil sloshes away from the oil pump pickup, but you will probably not notice it. Try this modification if you have a '65 or '66 Corsa.

On all Corsas, Chevrolet added an engine overtemp. buzzer to provide an audible warning of engine overheating. Both the overtemp switch and the oil pressure switch will light the PRESS/TEMP light but only the overtemp switch can activate the buzzer, since the diode (see the diagram) prevents current flow from the oil switch to the buzzer. (It's an electrical one-way valve.)

By jumpering the diode, the buzzer can be made to sound if either an overheat or a low pressure condition exists. A short piece of wire bent into a "U" shape can be pushed into the connector "A" so that it makes electrical contact with both wires, or locate the large connector between the underdash wiring and the main body harness, and jumper the dark blue wire to the dark green wire. (These two wires are adjacent to one another.)

To test the modification, turn on the ignition. The buzzer will sound, since the engine is not running, and there is no oil pressure. Now start the engine, and the buzzer will stop as soon as the engine develops oil pressure. When driving hard you won't have to keep an eye on the warning light, because you'll know the instant the oil pressure drops, even if it's only momentarily.



Taken from Corsa Communique, December 1981, page 31

CENTRAL PENNSYLVANIA CORVAIR CLUB



Trisha Yearwood

Taken from

Trisha's Southern Kitchen
Foodnetwork.com

Corvaire Cooks Corner

Joe's "Say Cheese" Cheesecake

Submitted by Carol Trimper

(Note: I made this simple recipe for my family and they are already asking me to make it for Thanksgiving. Our new family favorite recipe!)



* Level: Intermediate
* Active: 35 min

* Total: 4 hrs 35 min (includes chilling time)
* Yield: 8 to 10 servings

INGREDIENTS

CRUST:

Cooking Spray
1 1/2 cups fine graham cracker crumbs
1/4 cup sugar
1/4 (1/2 stick) butter, melted

FILLING:

32 oz (Four 8-oz packages) cream cheese
2 cups sour cream
4 large eggs
1 1/4 cups sugar
2 1/2 tablespoons cornstarch
2 teaspoons vanilla extract

STRAWBERRY SAUCE:

1 to 1 1/4 cups halved fresh strawberries
1/4 cup sugar
1 lime, zested



1. For the crust: Preheat the oven to 375 degrees F. Spray the bottom of a 10-inch springform pan with cooking spray; line the bottom with a round of parchment paper; and spray the paper with cooking spray. Place the pan on a sheet of heavy-duty aluminum foil and bring the foil up around the sides to enclose the seam between the bottom and the sides of the pan (this will prevent water from leaking in).
2. Stir together the graham cracker crumbs and sugar in a mixing bowl. Add the melted butter and mix until the crumbs are coated. Press the mixture firmly into the bottom of the pan and up the sides. Set aside.
3. For the filling: In a stand mixer, beat the cream cheese together with the sour cream. Add the eggs, one at a time, beating well after each addition. Add the sugar, cornstarch and vanilla, and beat until smooth.
4. Pour the filling into the prepared crust. Set the foil-wrapped pan inside a larger pan, and carefully pour 1/2 inch of warm water into the larger pan to create a water bath. Bake for 1 hour. Turn off the oven, open the oven door and let the cheesecake stand in the opened oven for 1 hour. Refrigerate the cheesecake for 2 hours or overnight before removing it from the pan.
5. For the sauce: Process the strawberries, sugar and lime zest in a food processor or blender until smooth. Chill for at least 1 hour before serving. (The sauce is best served cold from the refrigerator.)

A big
welcome
to our newest
Members

John & Scarlett Shaffer

Robert W & Carletta Moats Jr.

William & Shelley Lockwood

Wayne & Patricia Shipley

The Corvaire Society of America (CORSA)

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

Central Pennsylvania Corvaire Club (CPCC) 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

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



CENTRAL PENNSYLVANIA CORVAIR CLUB



“Out and About”

Markets At Shrewsbury on
October 23, 2020

Submitted by
Joe Darinsig

1966 Yellow Monza
Convertible



2020 Corvette



1965 Green Nova



Joe's Stinger



Super Stock & D.I
centerfold picture of
Malcolm Durham's Strip
Blazer IV Corvair funny
car.



Advertisement

1964 Monza Spyder

Sure, cost factors-along with the gnashing of accounting and engineering-resulted in a car that could have been better, but the Corvair drove into the world as it was. And at the time, it seemed to have a long, successful road ahead of it; production numbers topped 250,000 in '60.

Except for one little thing: the Corvair, like any rear-engine car, could, in fact, oversteer enough to get a driver not familiar with rear-engine driving dynamics in some rear-first trouble. Combine unexpected oversteer with a swing-axle independent rear suspension, and things could get ... surprising.

A factory recommendation of 15 psi front, 26 psi rear tire pressure was issued, but tire pressure warning, as they so often do, went unheeded. An unfortunate lack of a standard front sway bar-economy-car cost-cutting, naturally-didn't help matters. And accidents happened.

Yet the public didn't seem to mind-at first. Production neared 340,000 in 1961 and 1962, and remained relatively strong beyond that as Chevrolet continued to refine the Corvair and shuffle the model range. The Corvair was not conceived as a particularly sporty car, four-door Corvairs were the first off the line in 1960, followed by the two-door club coupe. The majority of 1960 cars were equipped with the optional two-speed Powerglide automatic transmission. But the introduction of the Falcon/Valiant -analogous Chevy II economy car in 1962 gave the Corvair room to move toward performance-a direction it was already drifting toward with the successful debut of the Corvair Monza concept at the 1960 Chicago Auto Show. And so what was launched as a versatile and economic platform for a new kind of economy car began to embody something different.



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.

*No Upcoming
Club Events
Scheduled*

CENTRAL PENNSYLVANIA CORVAIR CLUB



Public Auction

Saturday, October 31, 2020

1963 CHEVROLET CORVAIR- MONZA 900 AUTO, 61,600 MILES
AUCTION TIME: 8:30 A.M. REAL ESTATE: 1:00 P.M.
AUCTION LOCATION: 441 ELWYN TERRACE, MANHEIM PA 17545



Visit: <https://staufferauctioneers.com/stehman-auction/> for additional information.

Terms: 10% Deposit on Purchase Price Day of Auction. Balance on or Before December 15, 2020

Large Assortment of Corvair Parts- Early/Late including Engines.

Auction For:

Mark & Almeda Stehman Estate
Dave Stehman Executor
Sharon Kline Executrix
Attorney: J.D. Young 717-665-2207

Auction By:

Stauffer Auctioneers LLC AY002148
4564 Stiegel Pike
Newmanstown, PA 17073
717-989-3955

Secretary's Report for October

Submitted by
Earl Holmes



No meeting was held during the month of October due to the COVID-19 Pandemic. NOTE: There will be no Secretary's Report for the months of November - December 2020 as all future club meetings have been cancelled.

CPCC
Newsletter
Deadline
November 20th

CENTRAL PENNSYLVANIA CORVAIR CLUB



Carburetor ID Tags

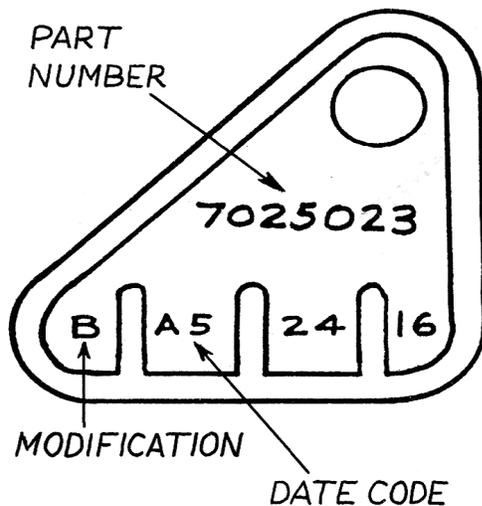
Author: Herb Karner, Green Country Corvair Group
Taken from *CORSA Communique* dtd August 1988, Vol 10 Number 8

The little metal tab on your carburetor was put there for a purpose — it contains valuable information. The carburetor part number is stamped on a metal tag and attached under an air horn screw. The tag also contains several stamped numbers in squares along one edge which indicate the following information: first space, modifications; second, date of manufacture; third, inspector's marks.

When factory modifications are indicated, the letter "A" represents the first modification, "B" the second, etc.

For manufacturing date code, a letter is used to represent the month. "A" means January and "M" December. The letter "I" is omitted to prevent confusion with the numeral "1." The year is indicated after the month by the last number of the year, i.e., "2" would mean 1962, etc. Date code "F3" would be June 1963.

To determine application of a carburetor use the Delco Carburetor Parts and Service manual. The carburetor tag numbers are listed in numerical order in the manual, and opposite the carburetor is the parts bulletin number. The parts bulletin will indicate the carburetor application. The parts bulletin will be in the December 2020 newsletter.



TIS the Season, MICE!

Submitted by Dave Steigauf



The weather is turning cold and the little furry creatures are looking for a nice warm winter home. I went to put the trash out for trash day and when I moved the trash

can, a mouse took off running from behind it. I haven't seen a mouse in my garage for years, nor any sign of one. I caught four mice in traps in two days And that got me worried about the Corvair.

For years I have used a product called Fresh Cab in the stored cars and have never had a mouse in any of them. Since I have not seen any mice in years, I threw out all of the old packets three weeks ago and now I am seeing mice. The product comes in what looks like large tea bags and looks and smells like potpourri and the critters don't like it and so they stay away.

I purchased mine at a farm and tractor supply store or it is readily available on line. The cost is around \$17.00 for a box of four packets and they last through the winter in a car or closed garage.



I used this in my Mustang which I stored at my daughters house. Her home is on the edge of a corn field and she always had many mice all winter long and I never had a mouse in the car. I would highly recommend this product and yes I had tried many of the home remedies, dryer sheets, moth balls etc..

CENTRAL PENNSYLVANIA CORVAIR CLUB

the ClassicCars.com
Journal
Your daily dose of steel, rubber and soul.

**PICK OF THE DAY: 1962 CHEVY CORVAIR
CONVERTIBLE IN BRIGHT ROMAN RED** *The rear-engine
ragtop is a 'fully restored' example of the top Monza 900 model by Tyson Hugie, 10/1/20*



Submitted by
Joe Darinsig



General Motors took a page out of Volkswagen's engineering book to create the Corvair, one of the most distinctive vehicles to come out of Detroit in the past century.

As the era of huge tail fins, chrome side spears and rounded rooflines grew closer to a close, Chevrolet boldly launched a new compact model beginning in 1960. The [Corvair](#) – a name derived from the combination of Corvette and Bel Air – introduced the world to not only a less-extravagant design language but to an unconventional rear-mounted, air-cooled, flat-six engine configuration.

The marketplace reacted favorably, and for its first six model years, the Corvair compact sold more than 200,000 units per year.



The Pick of the Day is a [1962 Chevrolet Corvair convertible](#) equipped in the model's highest Monza 900 trim level. The car has been fully restored both inside and out, according to the Laguna Beach, California, dealer advertising the car on [ClassicCars.com](#).

The seller describes a comprehensive amount of mechanical and cosmetic work performed on the car. The story begins under the hood, or is it the trunk? The rear-mounted engine received an engine rebuild within the past 250 miles, the seller says. Among the enhancements were new cast pistons with chrome rings, and valve-cover gaskets, the seller adds, and the hoses, belts and fluids were refreshed at the same time.

"This Corvair drives as she should – straight and clean with excellent performance, handling and braking," the seller says.



The Corvair has lived in California its entire life, the seller notes, and comes with its original black license plates from when it was new. Documentation including an owner's manual and sales booklet accompany the sale. The listing includes detailed photos illustrating the engine bay, undercarriage and interior tidiness. Buckets seats up front were a Monza trim-level feature. The car is "one of the best-looking, most-sound Corvairs you will find anywhere," the seller states.



Over its decade-long lifespan, the Corvair name was associated with a variety of vehicles in Chevrolet's showrooms including a convertible, coupe, sedan, station wagon, van, even a pickup truck. It's no wonder that a car so different and forward-thinking for its time developed such a fan following. Today, the Corvair Society of America (CORSA) thrives as a community of 4,000 enthusiasts with regularly scheduled meetups.

This Corvair convertible looks ready for the show circuit. The asking price is \$21,995.

NOTICE:

AACA NATIONAL IS HOSTING A SPECIAL FALL MEET

NOVEMBER 7TH

AT THE GATEWAY CENTER IN GETTYSBURG

EVENT SCHEDULE:

Friday, November 6, 2020

- 9 am – 4 pm AACA Registration (host hotel) & Merchandise sales
- 11 am Race Car & Motorcycle Checks
- 2 pm – 4 pm AACA Judging School

Saturday, November 7, 2020

- 7 am – 10 am AACA Registration open (Entrance to show field) & Show cars enter
- 9 am Judges must be on the show field
- 9 am Show field opens
- 10 am AACA Judging of show cars
- 3:30 pm Awards Ceremony on the show field

CENTRAL PENNSYLVANIA CORVAIR CLUB

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Getting the Corvairst running, again

Taken from the internet "Kyle's Garage" Ep. 14, Hagerty Media



Submitted by
Steve Hooper

Those who aren't ingrained in the DIY lifestyle often have one comment when they first arrive to my garage, and it is along the lines of, "Wow, this is super cool. You must get so much done out here." It's partially true—I do get a lot done—but if you want to know a secret, I'll tell you what I do most: clean.

That's right. Having three project cars and more motorcycles means I spend a lot of time organizing, cleaning, and generally maintaining my workspace so that it stays a workspace. In fact, it is often what's happening right before I turn on the camera in any given episode of *Kyle's Garage*. A clean workspace is a functional, and, more importantly, safe workspace. This time around I turned the camera on a bit early before diving into some other housekeeping items.

The 1965 Chevrolet Corvairst coupe has been hanging around in the background since this show started, and I promise I have read your comments asking about when it would make an appearance. The sad fact is, the coupe doesn't need a lot, but it's often put off in the corner for that reason. I robbed the starter and carburetors in an attempt to [get an old engine on the floor running again](#), which pushed this car in the wrong direction. This week I threw those parts back on, then went to turn the key and nothing happened.

I wish I could say this was a first; the fact is, a few years ago I had an intermittent no-start condition that plagued me for months. Last time I cut the positive battery cable down a bit to remove some corrosion and then clamped the terminal end back on. That was a band aid; now it's time to deal with that terrible clamp-on terminal.

A new cable is the solution to that problem, and this one has the molded end that will keep it from corroding and becoming a problem in the future. I also went ahead and installed the new engine-lid weatherstripping that I'd been putting off doing for a few months now.

Go to view the video: https://www.hagerty.com/media/videos/getting-the-corvairst-running-again-kyles-garage-ep-14/?utm_source=SFMC&utm_medium=email&utm_content=20_October_5_Newsletter_NewDD.

Make sure to read about Kyle on page 4.

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>

Go to:

<http://www.centralpacorvairstclub.org/>

Reminder:

IT'S TIME!



DON'T DELAY, RENEW
YOUR MEMBERSHIP
TODAY!

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.



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