

Central Pennsylvania *Corvair* Club

JANUARY 2018

The Four Wheel Independent



After Christmas Party
 Hosted by C.P.C.C.
Saturday, January 6, 2018 @ 1:30 P.M.

Perkins Restaurant
 2500 East Market Street
 York, PA 17492

Those who wish to participate in the Chinese Gift Exchange, please bring a wrapped gift costing no more than \$15.00 and labeled male or female. Please no co-ed gifts as this never seems to work out right. Please let Sandy Johnson know at jviskb@zoominternet.net by Jan 4th if you plan to attend. The restaurant requests an estimate number of how many people to expect. In case of inclement weather, call JOHN Berkheimer (717-632-5617), John Johnson (717-586-5139), or Earl & Sandy Holmes (717-921-8124) to check on the "status" of the party.

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If you have any questions regarding your dues, please contact Sandy Holmes, Club Treasurer.

Now is the time to speak up if you would like to run for a C.P.C.C. office. Election of officers will be at the January meeting (After Christmas party). If interested in running for office, please contact one of the current officers.

No Secretary's or Treasurer's Report this month.

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Newsletter Deadline

January 20, 2018

Upcoming Events?

Do you have any ideas on what the club can do together in 2018? At our February 14, 2018 meeting, we will be sharing ideas at the meeting. Bring your thoughts and ideas.

NEXT C.P.C.C. MEETING




Wednesday, February 14, 2017 (TBD)

TBD: We will talk about this date at our After Christmas Party. Date may change since it is Valentines Day. Look for updates in the February Newsletter.

Dinner 6 pm

Meeting begins at 7 pm



JANUARY BIRTHDAYS

21 st	Sandy Johnson
29 th	Jacque Aldrich
30 th	Richard Kemmery

<h2 style="margin: 0;">The President's Message</h2>	Submitted by JOHN Berkheimer	
<p>Joyce and I wish every one of our members a very MERRY CHRISTMAS and HAPPY NEW YEAR. Hopefully, everyone will be attending the After Christmas Party on Saturday, January 6th. Please see additional information in this newsletter and let Sandy Johnson know if you will be attending.</p> <p>As always this time of the year I ask if anyone is doing an in garage car project. If you run into any snags and need some help or have a question, don't hesitate to reach out to other members. Just a reminder Dave and myself have a complete set of shop manuals which can be loaned to members while they are working on their cars. We just would like them returned after you are finished so they are available for someone else to use.</p>	<p>Reminder to bring your ideas along to the February meeting which is our planning session for 2018. We had some very interesting and fun tours/cruises this past year. There are plenty of destinations out there we haven't been to yet. We will have a discussion at the January party meeting about the February meeting. It is currently scheduled for February 14th which of course is Valentine's Day and also Ash Wednesday. This date may have to be changed.</p> <p>I have a busy winter planned with inside work for myself and friends and relatives. It helps the time go by until the spring weather arrives and we can dust off the cars. Here I am talking spring when today is only the first day of winter.</p> <p style="text-align: right;"><i>Happy Corvairing</i></p>	

FOR SALE

Qty	Item
4	14' Trim rings, 1 1/2" chrome plated, Very good condition \$15
3	1966 Corsa hubcaps, 2 v.g. condition, 2 v.g. condition, 1 good cond., \$7
1	1964 taillight chrome piece, v.g., \$2
2	1965-69 Gas door trim, Accessory piece, ea., \$5
1	Brake master cylinder top, anodized, good, \$3
2	1965-69 Wiper arms, v.g., ea., \$8
2	1965-69 fresh air kick panel air vent cover, black, ea., \$4
Free	Happy Holiday greetings to all.
Contact Joe Darinsig, 717/668-4414 or joedarinsig@yahoo.com	

Corvair **Cooks** Corner

French Toast Casserole

Taken from America's Test Kitchen website



The Best Make Ahead Recipe

Testing for our French toast casserole recipe began with bread. We found that French and Italian loaves, with their dense texture and thin, chewy crust, worked best. We also found during our tests that the French toast casserole recipe was best when we “staled” the bread in a moderately hot oven, allowing it to toast slightly before assembling the dish. For the custard, we settled on eight whole eggs and a little less than twice as much whole milk as heavy cream, which gave us a rich and custardy but not cloying result. This was breakfast after all, not dessert. Serves 6 to 8.

Do not substitute low-fat or skim milk for the whole milk in this recipe. Walnuts can be substituted for the pecans. Be sure to use super market style loaf bread with a thin crust and fluffy crumb; artisan loaves with a thick crust and chewy crumb don't work well here. The casserole needs to sit in the refrigerator, well covered, for at least 8 hours in order to achieve the desired consistency, and it can be made up to 24 hours in advance.

INGREDIENTS

Casserole

- 1 loaf (16ounce) supermarket French or Italian bread, torn into 1inch pieces
- 1 tablespoon unsalted butter, softened
- 8 large eggs
- 2 1/2 cups whole milk
- 1 1/2 cups heavy cream
- 1 tablespoon granulated sugar
- 2 teaspoons vanilla extract
- 1/2 teaspoon ground cinnamon
- 1/2 teaspoon ground nutmeg



Topping

- 8 tablespoons (1 stick) unsalted butter, softened
- 1 1/3 cups packed (9 1/3 ounces) light brown sugar
- 3 tablespoons light corn syrup
- 2 cups pecans, chopped coarse

INSTRUCTIONS

- ◆ FOR THE CASSEROLE: Adjust 2 oven racks to the upper-middle and lower-middle positions and heat the oven to 325 degrees. Spread the bread out over 2 baking sheets and bake until dry and light golden brown, about 25 minutes, switching and rotating the baking sheets halfway through the baking time. Let the bread cool completely.
- ◆ Coat a 13 by 9inch baking dish with the butter and pack the dried bread into the dish. Whisk the eggs in a large bowl until combined and then whisk in the milk, cream, granulated sugar, vanilla, cinnamon, and nutmeg. Pour the egg mixture evenly over the bread and press on the bread lightly to submerge.
- ◆ FOR THE TOPPING: Stir the butter, brown sugar, and corn syrup together until smooth, then stir in the pecans.
- ◆ TO STORE: Transfer the topping to an airtight container and wrap the dish tightly with plastic wrap. Refrigerate the topping and casserole separately for at least 8 hours or up to 24 hours.
- ◆ TO SERVE: Adjust an oven rack to the middle position and heat the oven to 350 degrees. Unwrap the casserole and sprinkle the topping evenly over the top, breaking apart any large pieces with your fingers. Place the casserole on a rimmed baking sheet and bake until puffed and golden, about 1 hour. Serve immediately.

If you have a recipe that you would like to share, please email to Carol Trimper @ lcl@pa.net.

The Corvair sport coupe that never was – the 1968 Molzon Corvair

Kurt Ernst on Dec 7, 2017

Taken from Hemmings Daily, submitted by Joe Darinsig



1968 Molzon Corvair.

Photos courtesy Bonhams Auctions.

In 1963, GM designer William “Bill” Molzon set out to build a car of his own, with some rather ambitious goals: It would accelerate faster than a Corvette, be as frugal as a Corvair, and out-handle a Lotus. The resulting one-off vehicle, the [1968 Molzon Corvair](#), not only met these goals but did so on a build budget of \$2,000. Next month, Molzon’s remarkable creation crosses the auction block in Arizona, part of Bonhams’s 2018 Scottsdale sale.



By the time Molzon began working on his creation, he’d amassed some impressive accolades. While attending the General Motors Institute, where he studied mechanical engineering, Molzon won a second-place national scholarship in the 1959 Fisher Body Craftsman’s Guild competition. The \$4,000 prize money allowed him the opportunity to attend the Art Center College of Design in California, and in 1963, he graduated with a degree in industrial design.



Molzon joined GM as a designer the same year, where he’d eventually work on exterior styling for Chevrolet models such as the 1968 Nova, the 1970 Camaro, and the 1971 Vega. It was during his time at GM that the young designer began work on his Molzon Corvair, a project that would ultimately stretch across six years.



Molzon began by creating separate models for the car’s tubular space-frame chassis, its suspension, its interior, and even its body. Originally, his goal was to create a two-seat roadster with a knife-edge body, but as Molzon explained to us, such a shape would quickly go out of style. Instead, he describes the final coupe body design as “timeless,” and we’re inclined to agree.



The chassis, constructed mostly from one-inch steel tubing, was assembled with the help of Molzon’s father-in-law, who owned a fabrication shop in Ohio. Ahead of visits to his wife’s family, Molzon would cut enough steel tubing, measured per his drawings, to further the frame’s progress. Once the frame was completed, it was lashed to the top of his daily-driver Corvair and transported back to Michigan.



The fiberglass coupe body was built around the windshield, cut down from a donor GM B-body by a local shop and affixed to a wooden buck developed from the full-size drawings of the car. Next, Molzon cut and glued Styrofoam blocks – each trimmed per the drawings – to the model before sanding them smooth. Once this 3D buck was built, Molzon applied a coat of drywall mud, sanding this and sealing it to allow creation of a “female” mold. By early 1968, the body sections were molded and installed on the space frame, which now included a floor pan as a stressed member, a partial monocoque front pan, and aluminum inner panels to add rigidity.



By that summer, Molzon’s Corvair coupe was ready for its drivetrain. The highly modified Chevrolet flat-six engine came from noted Corvair racer Don Eichstaedt, built to his specifications for maximum performance and reportedly good for around 200 horsepower in naturally aspirated form. Since the engine would be spun 180-degrees, the Corvair’s transmission would deliver four reverse gears and one forward speed, so Molzon began a search for a suitable transaxle. He found it in the five-speed chosen for Porsche’s new 901, a model that would soon change its name to the Porsche 911.



Given that the entire package weighed just 1,220 pounds wet, Molzon’s performance goal of besting a Corvette’s acceleration was met; a period article on the car in *Road & Track*, written by Molzon’s

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friend and former Art Center instructor Strother MacMinn, stated, “even the usually cool Molzon confesses to being a little unnerved by the alacrity of its acceleration.”



His target for handling comparable to a Lotus was achieved, as well. Molzon’s coupe used four-wheel independent suspension, with the wheels and tires pushed to the very edge of the car’s 62-inch wide body. From front to back, the car measured just 136-inches, with a 90-inch wheelbase, and an overall height of 38.5 inches.



The car was finished by September 1969, and registered as an “assembled vehicle” in Michigan in 1970. As Molzon explained, the process was simple, requiring no more than a visit from local law enforcement to certify that the

vehicle was road worthy and compliant with applicable vehicles laws. He kept the registration current until 1974 or so, and when he relocated to California to work for Rohr Industries, the car followed him west.



“The car was better suited to driving on a track than on the road,” he tells us, calling it “unnerving” to pilot in traffic due to its small size and low height. The mileage accumulated – roughly 950 miles under his care – was mostly racked up on

country roads, though he did autocross the car once during his time in Southern California. “I didn’t have any autocross experience then,” he said, “but the car still finished in the middle of the Corvettes running that day.”



The “semi-monocoque” front of the car adds to chassis stiffness.

Molzon’s Corvair was garaged for over four decades, but in early 2017 he concluded that, at age 78, he wasn’t going to do anything more with the car. His intention was to donate it to a museum, and the car was sold to a buyer for a token amount with that understanding. Instead, the car’s new owner sold it soon after the transaction.



To stiffen the doors, thermoplastic panels were molded into the fiberglass during the forming of the body parts.

Molzon understands that he no longer has ownership of the car, but as its creator he’d still like to see it preserved in a museum, perhaps the best role for a car designed and built by hand some 50 years ago.



Placing a value on a lot such as this is difficult, and the concept will be offered in a no-reserve sale. It is equal parts sports car and sculpture, built by a designer with ties to GM and the Fisher Body Craftsman’s Guild, and is guaranteed to be the only such example at any show entered.



The Bonhams Scottsdale Auction takes place on January 18, 2018, at the Westin Kierland Resort & Spa in Scottsdale, Arizona. For additional details, visit Bonhams.com.



Joe Darinsig won a 3rd place in the Special Interest Class at the 2015 York US30 Drag Race Show held at York Expo Center on July 10-11. It was the 14th annual show held in doors and the last year before moving to the Eastern Museum of Motor Racing held outdoors. The 2018 show will be on July 20-21.

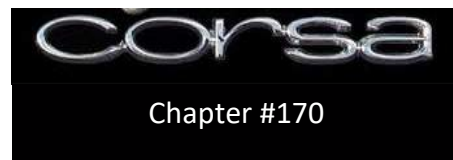
Central Pennsylvania Corvair Club

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, Sandra Holmes, 1511 Hicks Drive, Dauphin, PA 17018. It is suggested that C.P.C.C. members also become members of CORSA, the national organization. CORSA dues are \$45.00 per year. Dues may be sent to CORSA, P.O. Box 607, Lemont, IL 60439-0607 or online at <http://members.corvair.org>.

Newsletter submissions should be sent to the Newsletter Editor, Carol Trimper at lcl@pa.net. Mailing address is 30 Wheaton Drive, Littlestown, PA 17340.

All other club inquiries should be directed to the C.P.C.C. Secretary, Earl Holmes, 1511 Hicks Drive, Dauphin, PA 17018.



Visit us on our website: centralpacorvairclub.org



The Four Wheel Independent
30 Wheaton Drive
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