

The Four Wheel Independent

2019
February

The President's Message

Submitted by
JOHN Berkheimer



Our Christmas Party was very nice, even with the late change of location, we had 30 members in attendance. John and Sandy Johnson were notified December 10th that the Perkins in York was closing on that day. John called me and we decided to see if the Hanover Perkins was available and fortunately it was. It was then just a matter of notifying everyone. Hopefully no one went to the wrong Perkins.

Since I am currently Acting Treasurer I know as of this writing we only have eight members that haven't paid their dues for 2019. Our club has one of the cheapest dues per year I am aware of. The value you receive for your \$16.00 per year or \$30 for two as a member of Central PA Corvair Club is: Monthly newsletters (really good ones at that), cruises/tours, support on repairs (if you ask), meetings and a bunch of people whom have the same interest, plus a car we all love to drive.

I want to thank everyone for your continued commitment and support of CPCC. Everyone who planned and participated in our 2018 tours and events, I hope you enjoyed them, I know I did. I look forward to 2019, our planning meeting is February 12th, which would be a good time to bring your wives along and treat them to an early Valentine Dinner. I would like to see more of our members join us this year. Please bring all of your ideas along to the meeting. We have had many great ones in the past. I did receive one suggestion from a member who lives too far away to attend regular meetings.

We have received written thank you notes for the donations we sent last year from: Sgt. Mac Foundation, The Salvation Army, York and Lancaster.

Happy Corvairing,

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AACA 2018 Winners from C.P.C.C.

Annual Grand National Meet: June 2, 2018

JOHN Berkheimer received Repeat Preservation Award

Eastern Spring Meet: July 14, 2018

JOHN Berkheimer received Repeat Preservation Award

Eastern Fall Meet: October 13, 2018

Ron Hash received Repeat Historic Preservation Award

Jim Enfield received Repeat Preservation Award

Congratulations to all of our C.P.C.C. winners for 2018!



OUR NEXT MEETING

Tuesday, February 12th at Hoss's Restaurant in York, PA



Do we have your birthday and wedding anniversary dates? We'd love to share your special days with other club members.

Send information to Carol at lcl@pa.net.

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The Corvair Society of America (CORSA)

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

Central Pennsylvania Corvair Club 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
www.corvair.org



**2019 CORSA International Convention
St. Charles, IL - July 23-27, 2019**



C.P.C.C. After Christmas Party





Corvair Performance Workshop April 5-6, 2019 Corvair Museum Decatur, IL



This workshop will consist of presentation sessions, parts vending and an up-in-the-air tech session, all geared toward the art of improving Corvair performance for road and track.

Plus vending at the host hotel and an up-in-the-air tech session at a local auto repair center. All located within minutes of each other.

REGISTRATION:

You can register when you arrive, but we very much prefer if you register online, right now! Get on the internet and go here:

http://corvair.org/chapters/pcg/workshop_registration.html

Why pre-Register? You're perfectly welcome to register on-site, when you arrive at the workshop. But if you register online, it will help us to make catering arrangements and save time for you at the registration table when you arrive, as we'll already have your info. More importantly, it will enable us to contact you in case we need to make last-minute changes due to extreme weather or other unexpected situations.

WHAT DO YOU GET?

Your \$35 registration fee provides:

Admission to the Speed Lube Auto Care Center for an up-in-the-air tech session, Admission to the CPF Vending Area at the host hotel, Admission to the Corvair Museum on Friday and Saturday, where presentations will be held, Catered lunch on Saturday at the Corvair Museum.

THE PLACE:

The Corvair Museum is the place where we'll have the workshop presentations will occur. It's 9,000 square feet of space are packed with Corvairs, mechanical displays, literature and artwork.

To gain entry to the Corvair Museum, enter through the Chevrolet Hall of Fame Museum door. The two museums are located in the same building.

Address:

Corvair Museum, 3635 US Route 36 East, Decatur, Illinois

We also hope to have one or two tech exhibits on display at the nearby Speed Lube Auto Care Center, just minutes away from the Museum.

HOST HOTEL

Hawthorne Suites by Windham Decatur will be our host hotel. Amenities include free, hot breakfast buffet, fitness center, free high-speed Internet, free copy and print services, a guest laundry, and dry-cleaning service. Accessible rooms and a free airport shuttle to and from Decatur Municipal Airport are also available.

PCG has blocked-out hotel rooms at a discount price for us and has also reserved a meeting room where our vendors will be buying and selling parts. But you need to make your own room reservation.

When making reservations, mention "Corvair Performance Workshop" to receive the special price of \$69 per night. Our block of rooms covers two nights, but you can reserve a room for just one night if you prefer.

Here is contact information for the host hotel:

Hawthorn Suites by Wyndham Decatur

2370 Mount Zion Rd

Decatur, IL 62521

Website: Google Search or Bing "Hawthorn by Windham Decatur"

Email Address: decaturhawthorn@gmail.com

Phone: (217) 864-9311

EVENT GUIDE

For more information, download our Event Guide here:

http://www.corvair.org/chapters/pcg/pcg_workshop_event_guide_2019.pdf

WE STILL NEED PRESENTERS!

If you'd like to do a stand-up presentation about your experience in modifying Corvairs to improve acceleration, top speed, handling or safety, make your intentions known ASAP! Write-up a few sentences about your topic, specify your audio-visual equipment needs, and give us an estimate of the amount of time you'll need. Send this info to Tracy Leveque (libgan2004@yahoo.com) and me (redbat01@verizon.net) and we'll let you know if we can accommodate you. (Chances are, we will!)



Do you have any ideas on what the club can do together in 2019? At our February 12, 2018 club meeting, we will be sharing. Bring your thoughts and ideas. All ideas are good ideas and worth sharing.

Corvair Connoisseurs Chevrolet's rear-engine marvel commands the respect and devotion of its hard-core admirers

*Taken from Hemmings Classic Car
August, 2007 - Jim Donnelly*

When you walk into a General Motors dealership today, and then think about the Chevrolet Corvair, you can't help but despair about how GM could have gotten it all so monumentally wrong. At its zenith, GM stood for daring and innovative design, and the Corvair was its pinnacle of audacity. Maybe it's because Ed Cole was the man of the house back when the Corvair seed was germinating, and maybe because deep down, he'd somehow captured a little DNA from another innovator, Hans Ledwinka, who also had a thing for cars with aft-mounted air-cooled engines and independently sprung platforms.

Compared to Corvettes and Camaros, Corvairs have a comparatively small community of devotees, but you'd twist yourself into a pretzel looking for owners with more commitment and pride. Listen to the passion in their voices as they remember a car from a time when GM dared to be unique.

Vibrant 'Vairs

The Corvair, Chevrolet's bold experiment in economy car design, became an enthusiasts' delight

Born in the closing days of the 1950s, the Corvair was a technological tour de force by General Motors, the product of blue-sky thinking by some of the most accomplished engineers working in Detroit.

Though it stumbled through its opening act as GM's entry in the economy car sweepstakes, the Corvair would return to applause for Act 2 as Chevrolet's stylish, sporting compact line, before bowing out in Act 3 to a smattering of rotten tomatoes lobbed by critics in the nascent consumer rights movement. By the time the curtain came down on 10 years of production, there would be a huge variety of vehicles built on its air-cooled, rear-engine platform, from convertibles and station wagons to forward-control pickup trucks -- and even what today looks like the ancestor of the minivan. Through all of its various permutations, two themes remained constant: Innovative engineering, and cutting-edge design.

We might as well get this right out of the way: There's no point in denying that the Corvair has enjoyed something of a checkered reputation over the years. It is a car that, in the words of the widow of its creator, Ed Cole, "deserves better than history remembers it" -- though history lately seems to have come around to the view that the Corvair was the most unfairly maligned car ever to roll off a production line. The title of Michael Lamm's article about the car in *Special Interest Autos*, published six years after production ended, speaks volumes: "Martyr." Controversial in so many ways, it was a sitting duck for smear campaigns by other automakers and a lightning rod for auto industry critics. Whatever the general public did or did not believe about the Corvair, it was unreservedly embraced by enthusiasts

everywhere, from GM's bright young mid-level executives to men like John Fitch and Don Yenko who recognized the little car's performance potential.

Unquestioned is the Corvair's place as one of the most significant cars designed and built by GM, or any other automaker, for that matter. It was the first unit-body car produced by the General, the first mass-produced rear-engine car built in America, and the only post-war foray into the world of air-cooling by any U.S. manufacturer. It was one of the first modern cars with independent suspension all around, and, in Spyder form, was the second turbocharged American car, after Oldsmobile's F-85. Its sporty Monza model, introduced in the spring of 1960, inspired Ford to turn its plebian Falcon into the Mustang, launching the pony-car craze of the mid-Sixties. The widespread attention given to complaints about the handling of the early swing-axle cars helped spawn the consumer rights movement, and led directly to the establishment of the National Highway Traffic Safety Administration. Without the Corvair, would stability controls and rollover standards exist today? Maybe. Maybe not.

Today, there's a Corvair to suit any collector, from the original, sedate 80-horsepower sedans to 180-horsepower turbocharged Corsa convertibles. The cars have somehow managed to remain affordable; running, driving restoration candidates can be had for a few hundred dollars, good drivers go for \$3,000 to \$4,000, and \$10,000 or so can bring a show-quality coupe.

Fun just doesn't come any cheaper than this. With a total production of 1.8 million, they're easy to find, and a huge fan base and dedicated parts suppliers provide as much support as any enthusiast could hope for.

Edward N. Cole, a brilliant engineer who had cut his teeth on Cadillac's OHV, high-compression V-8 of 1949, was chief engineer at Chevrolet when the division began planning its new compact in the mid-1950s, something to challenge all those little Volkswagens that were arriving at the docks. Not content to simply build a scaled-down version of a big car, Cole wanted every possible configuration studied. "We looked at the conventional front engine/rear drive; at, of course, the rear engine/rear drive; we looked at air cooling in both configurations; and we examined very thoroughly the Volkswagen, which was doing very well at that time -- still is, for that matter," Cole wrote in the introduction to Karl Ludvigsen's *Corvair by Chevrolet*. Maurice Olley, Chevrolet's director of research and development, and his team studied the question for months before concluding that a rear-engine, rear-wheel drive configuration would be best. Putting the engine out back would make the car easier to steer without power assist, and would provide true three-across seating, with no driveshaft tunnel in the way. To keep as much weight off the tail as possible, the engine would be made of aluminum alloy, and would be air-cooled, further saving weight. That was the design that Cole, now general manager of Chevrolet, pushed in the late 1950s, and the car that GM president Harlow Curtice approved for production. Styling, which called to mind a shrunken 1959 Oldsmobile without the grille, was attributed to Ned Nickles, the man who gave the world the Ventipoint.

Building such a novel car would be an expensive challenge for Chevrolet. Production lines were set up at the huge Willow Run plant, and Reynolds Aluminum was persuaded to build a production facility next to the casting

foundry GM was building at Messina, New York. (Messina, by the way, is still in operation today, making the blocks and cylinder heads for the 2.2-liter Ecotec inline four-cylinder and the heads for the 2.8-liter Vortec V-6.) Other car assembly lines would later be located in Oakland, Kansas City and Los Angeles.

Ford and Chrysler, which were planning to introduce new compacts of their own, had gotten wind of Chevrolet's plans, and had begun quiet campaigns to discredit the rear-engine design. Chevrolet had responded with teaser ads that kept the car's design a secret while keeping the name -- a combination of Corvette and Bel Air -- in the public's eye. So public interest was quite strong when the new car was finally unveiled on October 2, 1959, beating Ford's Falcon and Chrysler's Valiant to the market by a matter of days.

The original Corvairs were plain in the extreme, with upholstery and metal surfaces awash in battleship gray, and nothing plusher underfoot than a rubber mat. To make it competitive with the Falcon and Valiant, Chevrolet had squeezed every cent out of the car that it could, even leaving out the front anti-roll bar that had been on the production prototypes. As a step up from the base 500 model, Chevrolet offered a 700 model, with a choice of upholstery colors, color-keyed rubber mats, and - luxury of luxuries - coathooks. All were powered by a 140-cu.in. Turbo Air flat-six that produced 80hp, and either a two-speed Powerglide automatic or a three-speed transaxle. (In spite of its name, the Turbo Air was not turbocharged. Not yet, anyway.) Enthusiasts looked right past its lack of frills, and declared it a good piece of work. "Probably the best thing yet put out by General Motors," enthused Britain's *Car* magazine. "This is a wonderful and, for a low-priced car at least, a return to sanity. In fact, the Corvair is a sane, sensible, well designed car of a type we've been asking for for 10 years," said Road & Track. Ludvigsen, then editor of *Sports Cars Illustrated*, wrote, "For a moderately skilled driver,

the Corvair is a genuine ball to drive." *Motor Trend* named it its Car of the Year for 1960.

The good reviews helped counter the anti-rear-engine propaganda, and sales were brisk -- for a while. But soon enough, owners began to complain about poor fuel economy, carburetor icing, and the tendency of the engine to throw the long, twisting belt that drove its cooling fan. Increasingly, economy car buyers began to wonder why they should take a gamble on this unproven technology, when a front-engine, water-cooled Falcon both cost less and delivered better fuel economy. That might have been the beginning of the end for the Corvair, if not for a sporty version, called the Monza, shown at the 1960 Chicago Auto Show. Dressed up with wire wheels, bucket seats and a sunroof, the Monza was a sensation. Cole quickly ordered the model into production. When the model year ended Chevrolet had built 250,007 Corvairs. Not a bad showing, until you consider that Ford sold nearly 200,000 more Falcons.

It was then that Chevrolet hedged its bet. Work began on an orthodox compact to battle the Falcon; that car, which would be called the Chevy II, would become the first nail in the Corvair's coffin. You'd never have known that in 1961, though, as the Corvair lineup expanded to include the Lakewood, a station wagon; the Greenbrier, a windowed passenger van; the Rampside, a clever pickup truck with a side-loading bed; and the Corvan, a delivery van. A bore increase raised the engine's displacement to 145-cu.in., and a four-speed transaxle became an option. It was a good effort, and sales jumped to 297,881, of which 4 in 10 were Monzas.

More changes would arrive in 1962, as Chevrolet continued to turn the car's focus away from economy and toward performance. Buyers wanting more than 80hp to play with could specify the 102hp Super Turbo Air, or order the new Monza Spyder package, which came with a turbocharged Turbo Air that made 150 horsepower. *Popular Science* recorded a 9.7-second zero-to-60 time for a Spyder,

7.1 seconds quicker than a 102hp car. Though novel and exciting, the turbo pointed up one of the Corvair's most severe limitations: There was no way to fit a larger, more powerful engine under the louvered deck lid. Spydors, in coupe or convertible form, were exhilarating cars for enthusiasts, and remain among the most desirable Corvair production cars. Overall, production rose to 292,531.

Chevrolet dropped the wagon in April 1962, but otherwise stayed the course for 1963, and production declined to 254,571. Were buyers, accustomed to two-year design cycles, beginning to tire of the car, or was increasing competition taking its toll? Chevrolet redesigned the suspension for 1964, adding a rear Atransverse leaf spring and revised coil springs and a front anti-roll bar that made rear wheel tuck-under less likely. The Turbo Air reached its high-water mark, growing to 164-cubic-inches and producing 95 or 110 horsepower, though the turbo was still rated at 150hp. This was the ultimate development of the first-generation Corvair, and the one most sought by collectors today.

Even as Ford was pulling the wraps off its Mustang, a major redesign of the Corvair was on its way for the 1965 model year. Sleek new lines, credited to stylist Ron Hill, were both crisp and elegant. Coupes and sedans became hardtops, further emphasizing their sporty nature. Underneath was a new, fully independent rear suspension, much like that of the 1963 Corvette. The Corsa replaced the Monza, with either the turbocharged engine -- now making 180hp -- or a four-carburetor version of the 164, rated at 140hp. It was an impressive lineup, and production jumped to 235,528 --

although if the management at GM could have seen what was just down the road, they might not have bothered.

By the time an indictment of the early Corvair's handling, written by an earnest young lawyer named Ralph Nader, appeared in *The Nation* in November 1965, followed by the publication of the book *Unsafe at Any Speed* later in the month, the handwriting was already on

the wall. Chevrolet had responded to the Mustang phenomenon by developing a pony car of its own, called the Camaro, and its introduction in the fall of 1966 would spell the Corvair's doom. With the Chevy II/Nova for the economy-car crowd, and the Camaro for performance-minded drivers, what market was left for the air-cooled compact? "A most unusual car for people who enjoy the unusual," the ads read. You can almost smell the advertising copywriters' desperation.

The new design introduced for 1965 would last the Corvair through the end of production in 1969, but each succeeding model year was a bit of a letdown from the year before. In April 1965, all development work on Corvairs was cancelled, except for the minimum needed to meet safety and emissions regulations. Models were jettisoned until nothing was left but two coupes and a convertible. Production went into freefall, slumping to 103,743 in 1966 and bottoming out at 6,000, the car's final year. The last 1969 models came with \$150 coupons good toward the purchase of a new Chevrolet anytime before 1974. In July 1972, more than three years after Corvair production ended, the federal Department of Transportation, prompted by lawsuits and Nader's complaints, conducted tests of the 1960-'63 cars and determined that they posed no danger.

Chevy dealers couldn't wait to get rid of their Corvair parts, and the division was loathe to mention the model's name for a number of years. But things may be changing; this year, the Corvair Society of America is holding its national convention in Detroit, and GM has made its Tech Center available for the concours and car display. "I think they're starting to come around a little bit," said Tim Mahler, president of CORSA. "It's been 30 years, and they realize that all of the Corvair fans are Chevy fans."

1965 Monza Convertible

Is it just us, or are a higher-than-normal percentage of Corvairs well kept by their first owners? Walter bought "Miss Lily," originally a Wisconsin car, from a Florida collector. It's original, including the

upholstery, top, engine (never overhauled) and optional four-speed manual transaxle. It's optioned with the wire wheel covers and an aftermarket luggage rack. The Monza received a single repaint, more than 15 years ago, in its original Sierra Tan metallic. For driveability, Walter upgraded to 14-inch radials and installed a dual master cylinder. It augments, he says, "the thrill of kicking her on a cool curve and seeing how fast we can make it."

1961 RAMPSIDE PICKUP

Bill Beckley
Ypsilanti, Michigan

If the cargo ramp on the side of the forward-control Corvair 95 pickup was such a dumb idea, as some insisted back in the day, then how do you explain the sliding curbside doors on millions of minivans? Bill acquired his 1961 example, one of 10,787 built during its initial production year, after spotting one at the Orphan Car Show in his hometown. Bill trucked it up from Texas, and did a refurbishment with NOS Corvair parts and add-on side rails. Its standard three-speed manual transaxle is floor-shifted. This collector trucklet works for a living, too, hauling farm and gardening supplies. It's properly finished in turquoise and white.

1963 MONZA CONVERTIBLE

Bill Stanley
Jersey City, New Jersey

Here's a trifecta of good shades; white fabric top, high-shine black body and red interior on a 1963 Monza convertible, a killer Chevrolet visual combination, absolutely. Bill bought the Monza, already restored, from an Ohio collector in 1996. Registered in New Jersey as a historic vehicle, it now averages less than 2,500 miles annually, generally to Corvair shows. The convertible has the optional 102hp normally aspirated opposed six and the four-speed manual transaxle. Bill explicitly described the Monza's fascination for him, declaring, "I am, indeed, a person who enjoys the unusual, and therein ultimately lies my strong interest in the Corvair. It offers the cerebral appeal of innovative engineering

and the sublime appeal of timeless styling."

1962 MONZA WAGON

Mark Bashara
Lanesborough, Massachusetts

There are seen-everyday cars, rare cars, and then there's this 1962 Corvair Monza station wagon. Under the Corvair model-and-nomenclature realignment for 1962, the four-door station wagon lost the Lakewood name, and became available in Monza trim. It lasted only until the spring of 1962, with just 2,362 made. Originally from California, Corvair collector Mark's wagon needed little more than a detailing and tuning, despite not having been started in about 20 years. The car's appeal is easy for Mark to lay out: "What I enjoy is knowing that when I pull into a show, I most likely will be the only one there with a Monza wagon."

1962 MONZA COUPE(S)

1964 MONZA SPYDER
Doug Mackintosh
South Boston, Virginia

Doug actually has a pair of 1962 Monza coupes, one of which he calls his "daily driver," and the other, which looks equally clean to us, that he whimsically dubs the "Sunday driver." Neither description is contrived or exaggerated. Each car clocks up around 15,000 miles per year on the odometer, including club runs and autocrosses. Doug says, "They're easy to work on, and I enjoy that as much as I do driving them. They have simple, clean lines, ideal proportions and just enough trim to be flashy but not gaudy." Oh, and did we mention that Doug's also got a 1964 Spyder convertible?

1963 MONZA CONVERTIBLE

C. Edward Rogers Jr.
Mechanicsburg, Pennsylvania

The brightened-up rocker-panel moldings are a dead giveaway that this fabric-topped Corvair from 1963 is a Monza convertible. During that model year, you could order your Monza mild or piquant, the latter embodied by the turbocharged Spyder package. Edward's, however, has the more docile 80hp spec engine linked

to the optional two-speed Powerglide automatic transaxle. He explains, "It's strictly a driver, and we use it for tours, a few small parades, and mainly just to go and get ice cream. We've enjoyed it tremendously. I bought it for \$6,000 from my son's father-in-law on the day before the wedding."

1963 MONZA COUPE

Stephen C. Schlott
Flint, Michigan

How'd you like to own a brand-new, 43-year-old Corvair? Stephen's got the next best thing possible: A Monza coupe that he bought in 1993 from its original owner, a Michigan lady who was then more than 90 years old. It was the first, and only, car she'd ever owned, and it had accumulated just 17,000 miles. It's a uniquely optioned car, with the Powerglide, tinted windshield and a heater, but no radio. Stephen believes it's completely original except for the new tires and the Corvair-correct wire wheel covers that he's added. In the ensuing 14 years, the mileage has advanced to only 21,000 miles.

1969 MONZA COUPE

Lee Knauf
Chaska, Minnesota

We all know that with some cars, restoration is an option, not a sweeping mandate. Neither, in lots of cases, is refurbishment. This twilight Monza is fully original, complete with a sprinkling of surface rust, and it's in the care of Lee, who got amped by Corvairs when his parents bought a new Monza coupe in 1963. His 1969 is a 110hp example with Powerglide, enough for him to easily "run at 70 mph all day. Finding this car in April 2006 was like being reunited with a long-lost friend. Car shows are especially fun, especially when parents show their kids where the engine is. That almost always garners an 'awesome.'"

1964 MONZA SEDAN

Richard L. Packard
Kingsport, Tennessee

Richard's been around a little longer than the Corvair -- he's now 85 - and remembers blithely crossing blizzard-

frozen Chicago in his first one, a 1963 that he bought new. He now owns two, a 1965 Monza convertible and this 1964 four-door Monza sedan, which he bought locally in the Volunteer State after it had been refurbished. It still didn't start, but new spark plugs and a tune-up remedied that. It has the 110hp, 164-cu.in. engine with 9.25:1 compression, coupled to a Powerglide. For better sound, Richard fitted dual mufflers and tailpipes. Snow's usually scant in Kingsport, but he confidently says, "It never gets stuck. It's a daily driver, and I use it. I just jump in and go."

1965 MONZA SEDAN

Jim Berry
Milwaukie, Oregon

The Monza series became the midpoint of the Corvair line in 1965, replacing the previous 700 series, and was offered in three body styles, including this Sport Sedan, which Jim drives regularly today, even through the snow-laden upper elevations around Mount Hood. It's lightly optioned, with the 110hp version of the Corvair flat-six installed. He told us, "I've tried to keep the car as original as possible, with the exception of using slightly larger rally wheels. I have converted it to HEI ignition, and I'm now getting ready to reinstall the factory fuel pump. After five years, at an average of 11,000 miles per year, well under \$10,000 invested - including the purchase price."

A QUARTET OF CORSAS

Carl Plumlee
Memphis, Tennessee

Lots of Corvair people were initially smitten by the inaugural 1960 models, but few, we bet, have made their fascination as all-encompassing as Carl's. His current lineup, all of them 140hp Corsas, includes (from left) a 1966 coupe that's his daily driver, a 1965 coupe restored in 2005 whose engine was once stored disassembled beneath the trunk lid, another 1966 coupe once used as a dealer demonstrator in Virginia, and a 1965 convertible, once abandoned in a Kentucky pasture, still with just 83,000 miles. Carl explains, "It's the uniqueness of the cars. You had air-cooled Porsches and

Treasurer's Report for January 2019

Submitted by
Acting Treasurer
JOHN Berkheimer



Beginning Balance		\$2,707.08
Deposits - Dues received	<u>\$260.00</u>	\$260.00
Expenses:	<u>\$0.00</u>	
Current Balance		<u>\$2,967.08</u>

Volkswagens, but nothing else like the Corvair in America."

1965 CORSA COUPE

Russ Moorhouse
Stevensville, Maryland

Sure looks restored, doesn't it? Well, guess again. Russ bought this Corsa coupe four years ago for \$4,000 and drove it straight to a car show, where it placed in the daily-driver class. With about 86,000 miles, the car is original except for a single repaint, including the interior. It's well equipped, including the optional four-speed manual transaxle and fully tinted windows. Russ told us, "This is a driver car, with the usual dings and chips that go with driving an old car. Other than one small split seam in the upholstery and a small stain on the carpet, the interior is in very good shape, considering it's 42 years old."

1966 CORSA COUPE

Joe Darinsig
York, Pennsylvania

Crisp handling and excellent visuals make the 1966 Corsa, in its final year of existence, an attractive subject for personalization even though just over 7,300 were originally built. Joe spiffed his up with Rally-style Chevrolet wheels, a popular switch, shod with Firestone Firehawks. His Indigo Blue metallic Corsa retains its four-speed transaxle and original 140hp engine with its foursome of single-throat Rochesters. As Joe put it, "It usually gets many compliments on its good condition and great styling appearance; specially, the attraction of

being a rear-engine car. A fun car to drive, with power and good fuel economy, too."

1965 CORSA TURBO COUPE

John M. Scheurer
Mansfield, Ohio

Lightning, struck twice for John and his wife. He bought a turbocharged 1965 Corsa coupe new, when they were first married, and recalled those blissful days by restoring a similar 1965 Corsa, only with even better equipment. His newly restored Corsa has the 180hp turbocharged engine and factory four-speed, along with Positraction, quick-ratio steering with telescoping column, and an AM-FM radio. He said, "We fell in love with Corvairs then, and some 40 years later, nostalgia struck us and we went looking for another Corvair. My wife and I are still in love today, and we still love Corvairs."

1969 MONZA CONVERTIBLE

Don Colburn
Eau Claire, Wisconsin

Talk about milestones: This is one of 521 Corvair convertibles built in 1969, and is documented as having been assembled in the final two weeks of Corvair production. Just four 1969 Corvair convertibles were finished in Burnished Brown, including this one, and it's the sole example known to have been optioned with the four-carburetor, 140hp engine. Its list of factory extras includes the rare woodgrained luggage rack. Don bought it in 2000, in what he called "very respectable" condition, and restored it to as-new

condition, adding the Kelsey-Hayes wheels. His collection also includes a 1969 Monza coupe, the only car Don's ever bought new, and his 1963 Corvair 95 Rampside.

1963 MONZA CONVERTIBLE

David Wolfe
Bargo, New South Wales, Australia

How do you say "scarce" in Aussiespeak? Here's how David told us about his U.S.-spec -- there isn't any other kind -- Monza convertible: "They are as rare as rocking-horse poo in Oz, and it creates tremendous interest when we take it out." David took the plunge and paid the taxman to import his Corvair from California. Like all base Monzas in 1963, his has the 80hp, normally aspirated version of the 145-cu.in. opposed-six, along with a tufted-vinyl interior and bucket seats. Corvairs are almost never seen in Foster's country; David effused, "It has always fascinated me with their -- for GM -- radical engineering, and I had been longing for one since I first saw one in 1961."

1965 MONZA COUPE

Matthew Coltrain
Middleburgh, New York

By far, buyers' favorite 1965 Corvair was the Monza coupe, but we'll bet next to none of those left are this pristinely preserved. Matthew's great-grandfather bought it new, and it had remained in the Coltrain family until what he describes as "an unfortunate series of events" saw it end up on display in a local Chevrolet

A Known Fact...

The Corvair was highly unusual for a domestic car, with its air-cooled, rear-mounted engine featuring the compact horizontally opposed piston layout of Porsche and VW Beetle engines. It also had an all-independent suspension and unit construction. Some called the Corvair the "poor man's Porsche."

showroom. Two years ago, the dealer agreed to sell the Monza to Matthew. With the 95hp, dual-carburetor engine and a Powerglide, its still has its original Regal Red paint and gold-toned interior. Matthew concedes, "The car sat untouched for several years, so it does need some mechanical attention. But overall, it has weathered well."

1966 CORSA CONVERTIBLE

Don and Mimi Chudnow Mequon, Wisconsin

By their own count, Don and Mimi had owned three earlier

Corvairs before they jetted to California in 1979 and returned to Wisconsin with this turbocharged 1966 Corsa convertible, one of just 580 such cars that Chevrolet produced that year. It's undergone an intermittent, off-and-on restoration over the past 20 years. The Chudnows' Corsa is an option leader, with Positraction, quick-ratio steering, an electric top and even a tissue dispenser. As Don so eloquently expressed it, "I cannot get these Corvairs out of my blood."

This article originally appeared

in the August, 2007 issue of Hemmings Classic Car.

-The End



Corvair Cooks Corner

Creamy Roasted Vegetable Soup

Taken from the Kitchen Aid Website

Ingredients

- 2 leeks (sliced, white and light green parts)
- 1 head cauliflower (chopped into small florets, 4 cups)
- 1 red bell pepper (sliced, 1 cup)
- 1 sweet potato (large, cubed, 1 1/2 cups)
- 6 cloves garlic
- 4 tablespoons extra-virgin olive oil
- 1 teaspoon salt
- 1/2 teaspoon black pepper
- 2 1/2 cups vegetable broth
- 2 teaspoons dried thyme
- 1/4 cup extra-virgin olive oil

Directions

1. Preheat the oven to 425° F.
2. Place the sliced leeks in a large bowl filled with water. Allow the sliced leeks to soak for 5 minutes to remove all dirt. Drain the leeks and rinse them with fresh water.
3. Place the cauliflower, red bell pepper, sweet potatoes, and garlic on a baking sheet. Gently toss them with olive oil, salt, and pepper.
4. Roast the vegetables in the oven for 40 minutes, until the vegetables are soft.
5. Once the vegetables are soft, spoon the vegetables into blender along with the vegetable broth and dried thyme. Blend the soup on high for 3 minutes. Remove the lid and add the olive oil. Blend on medium speed for another minute.
6. Serve the soup warm with an extra drizzle of olive oil (optional). Refrigerate the soup in an airtight container for 4 days or in the freezer for 3 months.



**Newsletter
Articles
are due by the
20th of each
month.**

CENTRAL PENNSYLVANIA CORVAIR CLUB, INC. (C.P.C.C.)

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 John Berkheimer
403 Dart Drive
Hanover, PA 17331

_____ 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: _____ Serial Number: _____

Year: _____ Model: _____ Body Style: _____ Serial Number: _____

Member's Birthdate: _____ Spouse's Birthdate: _____
Month Day Month Day

Wedding Anniversary Date: _____
Month Day Year

Child's Name: _____ Birth Date: _____

Child's Name: _____ Birth Date: _____

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

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 John Berkheimer, 403 Dart Drive, Hanover, PA 17331. 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
Littlestown, PA 17340