

THE FOUR WHEEL INDEPENDENT

CHAPTER 170 EST. 1976

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A NEW WAY TO WORK FROM CHEVROLET CORVAIR 95 TRUCKS

• LOW-UPKEEP AIR-COOLED ENGINE! • SURGING REAR-ENGINE TRACTION! • YARDS
MORE LOAD SPACE! • EASIEST, FASTEST LOADING! • SMOOTH-ROLLING 4-WHEEL
INDEPENDENT SUSPENSION! • TOUGH UNITIZED BODY-FRAME CONSTRUCTION! • SMART,
FUNCTIONAL STYLING! • THE NEWEST LOAD-PULLERS SINCE HORSES WENT OUT OF STYLE!



CPCC NEXT CLUB MEETING

April 9, 2024

Additional information on Page 4.

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Website: <http://www.centralpacorvairclub.org>
Facebook: Search for Central Pa. Corvair Club and request to join group.



Please send your stories, ideas, recipes, photos, and comments directly to Carol at lcl@pa.net. Preferred format for electronic submission of documents is MS Word and format of pictures should be JPEG. Deadline for submitting information is the 20th of the month for the next month's publication.

The Four-Wheel Independent is a monthly publication of the Central Pennsylvania Corvair Club (CPCC), Charter Chapter #170 of CORSA. Articles may be reprinted in any CORSA chapter publications, as a service to CORSA members provided credit to the author and this newsletter is clearly stated. The Four-Wheel Independent newsletter may use material from many sources and may not give appropriate credit. If your material appears without acknowledgement, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive, and enjoy our CORVAIRS! Newsletters can be found on our website:

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



President's Message

(Submitted by John Berkheimer)

Spring has been teasing us with some 70's days and now we are hopeful to get back into the 60's. Weather played an important part in some of our events last year causing us to cancel them. We have planned events for 2024 that can happen rain or shine. We, of course, hope for nice weather since we don't like driving our Corvairs when the weather isn't perfect. The schedule will be in this newsletter (Upcoming Events) and as you will see some events don't have a firm date at this point. We try to accommodate everyone, so if you work and would like to join us, let us know so we can plan a weekend and not a weekday. It is very hard to work with everyone's schedule. Sometimes our event only takes place on a weekend or a certain day of the week. Please let someone know when you plan to attend an event in case time or place of meeting changes at the last minute. Hope to see everyone at a meeting or event this year.

The CORSA Convention is in Dayton, Ohio this year and a few of our members are planning to attend. We plan on meeting somewhere on the PA Turnpike, July 21st and caravan as a group. If you plan to attend let us know and we welcome your company. Traveling as a group gives me peace of mind.

Some members have been having trouble making reservation at the host hotel which has the rate of \$142 a night. I made my reservations only after I was able to talk to a real person. I think Dave, Lou and Carol, Bruce, and Jeff and Jeanette had the same experience.

Our club meetings have been well attended this year, but we always have room for more. We always meet at 5:30PM to eat and then the meeting starts at 6:30PM and usually doesn't last an hour. We are always looking for new ideas and it is a good place to get answers on problems you may be having with your Corvair.

Happy Corvairing,

CORSA NEWS

CORSA Convention 22-25 July 2024

From your CORSA Board of Directors
Springtime is here for many and with it comes a lot of activity in CORSA!

It's time for the Board of Directors Elections. In the next issues of the Communique, which will come out in mid-March, candidate statements will be published. The voting will begin on April 1 and end May 31st. We have a strong slate of candidates running and CORSA is very grateful to those who volunteer to serve. As members, it is important to be engaged by voting. There are two ways to vote- members mail in the paper ballot published in the April Communique or log in and vote online at [CORSA Welcomes You!](https://corvair.org) (corvair.org) under User Tools.



Convention News: Feedback about conventions was incorporated into the planning for 2024 and you will notice some changes are being made. The Ohio Chapters have put together a great schedule of events. Be sure to make those hotel reservations soon. It is filling up fast. Members asked for the schedule and registration to be opened earlier: Registration is NOW OPEN for the 2024 CORSA International Convention in Dayton OH, July 22-25. All the information for the convention can be found here: [CORSA Headlines \(corvair.org\)](https://corvair.org). After logging in, registration can be accessed directly at: [2024 CORSA International Convention - Dayton \(corvair.org\)](https://corvair.org). The Communique will also have more information and a registration form that can be mailed in. The Dayton convention will have a free "Cruise In" car show at the Welcome Party Monday night. All registered participants will be able to show off their cars with Top 10 awards and prizes. Sign up for the show, Valve Cover racing, and dinner too. There will also be more opportunities to see Corvairs: The Concours will be held at the beautiful Carillon Park and is free to all registered convention participants between 9:30 and 1pm. A fun drive to a local town will be held on Wednesday evening for a Cruise Night.

Chapter Highlights: In addition to local Chapters, CORSA members have access to several Special Interest Chapters. These chapters focus on specific cars or interests and possess a wealth of knowledge. Find the list here: [Chapter Directory \(corvair.org\)](https://corvair.org).

This month, we highlight the Stock Corvair Group (SCG), CORSA Chapter 010. Learn more about this dedicated group and become a member: [Stock Corvair Group - Saving the Past for Our Future](https://corvair.org). They also have a Facebook group. At the Dayton Convention, SCG will be conducting Stock Evaluations if you are interested in learning more about your car. SCG has a deep archive of information and is looking for more. So, check them out and become a part of "saving the past for our future."

CPCC First Cruise of 2024 "Markets of Shrewsbury" April 26th



We are planning a cruise to THE MARKETS of Shrewsbury Car Show on April 26th.

We will meet at St Paul's Lutheran Church at 2:00PM. The church is located directly across from the Markets. If the weather is bad, the cruise is CANCELLED. THE MARKETS do not have a rain date.

If you need to contact me, call my cell at 717-586-5139. You can also contact THE MARKETS directly, since cancellation will be their decision. Their phone number is 717-235-6611.

Hope to see you there and "Mother Nature" will give us good weather.



CORVAIR RANCH



Located at 1079 Bon Ox Road
Gettysburg, PA 17325
Phone: (717) 624-2805
Email: findit@theranch.today
Website: <https://corvairranch.com>

The Ranch Provides:
New & Used Parts
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Remanufactured Engines
Body & Interior Restoration

Thank You Prez!

John, your 15 years as our club president are a true testimony of your dedication to the CPCC Club. You are truly valued for your endless contributions. We appreciate your leadership and guidance that has made our club so successful. We wish you the best for continued success and another 15 years?



(L) Dave Steigauf presents plaque to
(R) President, John Berkheimer

2024

UPCOMING EVENTS

MONTH	DAY	TIME	EVENT
APRIL	9	5:30PM (Dinner) 6:30PM (Meeting)	CPCC Club Meeting at West York, PA Hoss's Restaurant.
	13	9AM - 3PM	All-Corvair Swap Meet. See flyer information on Page 5.
	26	2PM	Markets @ Shrewsbury Car Show. Additional info on Page 3.
MAY	4	11AM - 3PM	15th Annual Vagabonds 2024 Spring Kick-Off. See flyer on Page 5 of this newsletter for details.
	4	4PM - 7PM	Roadhouse Cruise-In, 1031 Eisenhower Blvd, Harrisburg, PA
	14	5:30PM (Dinner) 6:30PM (Meeting)	CPCC Club Meeting at West York, PA Hoss's Restaurant.
	19	9AM - ??	Corvair Ranch Open House, Additional information on Page 6.
JUNE	1	4PM - 7PM	Roadhouse Cruise-In, 1031 Eisenhower Blvd, Harrisburg, PA
	1 & 2	8AM - 12PM	The Spring 2024 Fly-In/Drive-In Wings, Wheels, and Pancakes. See information on Page 5.
	15	12PM	CPCC Annual Picnic and Christmas in June Party. Club meeting will be held at the party. Due to weather conditions in January, the After Christmas Party was canceled. Therefore, we will be exchanging holiday gifts at the Annual Picnic this year. Plan to come any time after 12PM and eat around 1PM. Make plans to join us for a day of great food, friendship, and presents!
	21-22	7AM - 6PM	Carlisle GM Nationals, Carlisle Fairgrounds.
	25	4:45PM	2024 Great Race Route in Gettysburg at Getaway Gettysburg. See flyer for additional information on Page 5.
JULY	8	TBD	Tour of the Hanover Utz Potato Chip Factory and Fire Museum. Lunch afterwards at the Tropical Treat.
	21-26	ALL DAY	2024 CORSA National Convention in Dayton, OH.
AUGUST	7	TBD	Tour of the York Historical Center.

The Last Running Corvair – A Cautionary Tale A Probable Future?

Author: Paul Miller

It was inevitable. When the US Federal Government along with the European Union began excluding production (generally by 2035) of petroleum powered vehicles the end of gas-powered motor vehicles came quickly. Only after many filling of forms, gov't beg-a-thons & jumping through proverbial hoops could an owner secure 20 liters/5 gallons (\$50/liter) or so to power the much loved, misunderstood air cooled engined wonder car- the CORVAIR. This leeway is now ended. No more exceptions, no more pollution, no more thrill rides. Sure, there are Corvairs in museums, 3D virtual rides- but no more of the real thing. There may even be a few hidden 'Vairs somewhere in the hinterland (highly illegal, however). There are museums 'Vairs, of course. But these have been "saved" with metalized concrete filling the cylinder bores after the pistons were friction welded in place.

No one has been able to ascertain the exact VIN Number of the last Corvair known in existence. We do know it was a late model coupe- perhaps a blue 4 door 1966. A quick-witted worker operating the crusher caught a fast snapshot as the metal grinding wheels efficiently did their destructive work. The rest of the process separated the metal, foam, aluminum, rubber and various plastics into their respective piles for recycling. The Last Corvair has now lost its "life". The story will rank among the mysteries of Corvairs such as "where -o-where" is that 1969 VIN #6000. It seems to matter little now. The policy makers have deemed it so- and they have prevailed, or have they?

Somewhere is a tight knit group keeping the spirit of Corvair alive. It is heard in rumors light on the wind. Secrecy is pervasive. No one talks openly of where or how the group still manages to hold get together with their cars! Are the meetings at the Ranch, John's House, the Pizza Party, a Christmas Celebration? No one "knows" and "they won't tell" -lest those pesky policy wonks run down and stop the group. The whispers keep bubbling up and the golden juice of petroleum is somehow found where it may be squirreled away in deep underground tanks. Corvairer's don't give up easily or quickly. Sure, the average age of the group moves upwards but not the commitment where the phrase, "Corvairs Forever" is the refrain which forever lives on.

So, this may be an April Fools' article BUT beware the potential. Get that Corvair ready for the season- clean, fix, polish, update, repair, lubricate, fuel, balance and- most of all- DRIVE YOUR CORVAIR. "Cause you never know when the policy dweebs turn their attention our way. Live the 'Vair life!"

Regards,
Director Paul



APRIL BIRTHDAYS

Barbara Nagle	3rd
Belinda Sabaka	4th
Linda Enfield	5th
Lou Trimper	8th
Richard Bricker	9th
Angelia Holmes	27th



Ronnie & Genevieve Wimer
April 20th

Happy Anniversary

 **Mark Your
Calendar**



**Corvair Ranch
Open House**

May 19, 2024

9 - ?

Rain/Shine

Corvair Tech Tips

Gear Lube Selection

*Author: Bob Helt, Article taken from CORSA Tech Guide Volume 3
Submitted by Dave Steigauf*



The question often arises as to what type of lubricant should be used in the manual transmissions and differentials of our Corvairs. This is becoming more confusing to answer because of the age of our cars and because of the progress that has been made in the types of gear lubricants available.

First, you need to remember that all Corvairs with manual transmission (MTs) had a couple of transfer holes that allowed mixing of the lubricant in the transmission with that in the differential. So, even though the transmission and differential each had its own lubricant checking and filling port, the lubes within got thoroughly mixed. As a result, any lube put into one unit had to also satisfy the requirements of the other. Corvairs with Powerglide automatic transmissions on the other hand had a separate lubrication system that used automatic transmission fluid (ATF). This was kept separate from that of the differential, which used the same lubricant as its manual transmission brothers.

So, now we have to consider what these requirements are for both the transmission and the differential. For the transmission, not only must the gears be lubricated for minimum wear and noise, but also the brass synchronizer rings. For the differential, noise and wear must also be minimized. But the differential has a special wear problem that the manual transmissions don't have. Because of the hypoid design, the ring and pinion gear teeth must slide over each other. This induces considerable potential wear because of the heavy loading on the teeth. To minimize this wear, sulfur and phosphorus compounds are added to the lubricant. These are what give the gear lube its particular odor. These are quite effective in reducing the wear but unless their corrosive effects are neutralized, they can attack the brass synchronizer rings in the transmission and other copper-based components. Of course, neutralizers are added, and the lube spec controls the allowable corrosion to a negligible amount.

The Owner's Manuals and Shop Manuals are the basic source of which gear lube to use. But these are pretty vague, often saying only to use a multipurpose gear lube of 80-90 weight. The Shop Manuals finally got around to specifying that you should use a lube meeting the requirements of U.S. Ordnance spec, MIL-L-2105B. This is fine, except this spec is no longer being used. Progress has brought along the transition to MIL-L-2105C. In addition, the American Petroleum Institute (API) has developed its own rating system which equates GL-4 to this MIL spec. The GL rating system has taken preference over the MIL Spec system. So, if you can find it, GL-4 gear lube with a weight of 80W90 will work just fine in all Corvair manual transmissions and differentials. Don't worry about any corrosion since this will be neutralized as required by these specs.

But progress marches on. Two things happened. The hypoid protection was increased for GL-5 and since MTs with brass synchros were no longer being produced, GL-5 wasn't required to meet the corrosion specification shared by the MIL spec and GL-4. But, just because it wasn't required to do so, doesn't mean that it can't or won't meet the corrosion spec. It's just not rated to do so. It probably does in the better brands. But not to worry! And to complicate matters, the military people wanted the lube they used to meet the corrosion specification, so they took the GL-5 spec and combined it with the GLK-4 corrosion spec and called it MIL-L-2105D. Now we have plain old GL-5 which may, or may not, meet the corrosion spec; but MIL-L-2105D the same as GL-5 but now also meeting the corrosion spec. What to use? Well, if the container says GL-4 and GL-5, such as GL-4/GL-5, then it's okay to use. If the container also says meets spec MIL-L-2105D, then all is well too.

But now, we have more progress. New manual transmissions are requiring better lubes for other reasons, so the industry came up with a totally new spec for non-synchro tyrannies, called MT-1. Oddly, this spec reduces the amount of corrosion allowed (less corrosion of copper). So, if you see MT-1 mentioned, it gives better corrosion protection than any lube before. Better than GL-4 and better than MIL-L-2105D. But do we need it? We certainly never have had any corrosion problems in our Corvair MTs in some 40 years. So, we for sure have nothing to worry about now.

Anyhow, the military people got into the act again and combined the GL-5 spec with the MT-1 spec and called it MIL-PRF-2105E alone, is what you should use in all Corvair MTs and differentials.

There you have it. But wait a minute, what about synthetic lubricants? Well, they also will meet these ratings, and so you should choose synthetics that meet the same specs as stated above. The correct weight for synthetics is 75W90. (2/04)

Installing an Alternator with an Internal Regulator on a Late Model

Taken from "The Classic Corvair 10th Edition" by Bob Helt. pages 310-312
Submitted by Lou Trimper

Stock (mechanical) Corvair voltage regulators are prone to problems. A major step up in reliability and output current can be achieved by replacing your stock alternator along with its regulator, with an alternator having an internal electronic regulator. To do so, you can obtain this alternator "ready to go" from some Corvair vendors or make the modification yourself.

You will have to start with an original Corvair alternator because you will need the front housing and fan/pulley. The Corvair fan is a must! This is for two reasons: to have the correct direction of airflow thru the alternator (the alternator turns in the opposite direction from other GM engines) and to keep the fan belt aligned correctly in place.

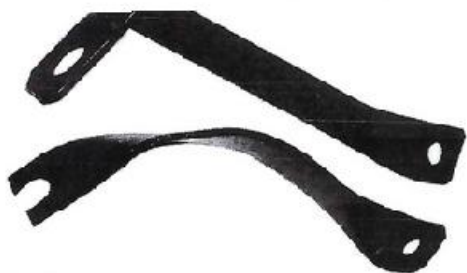
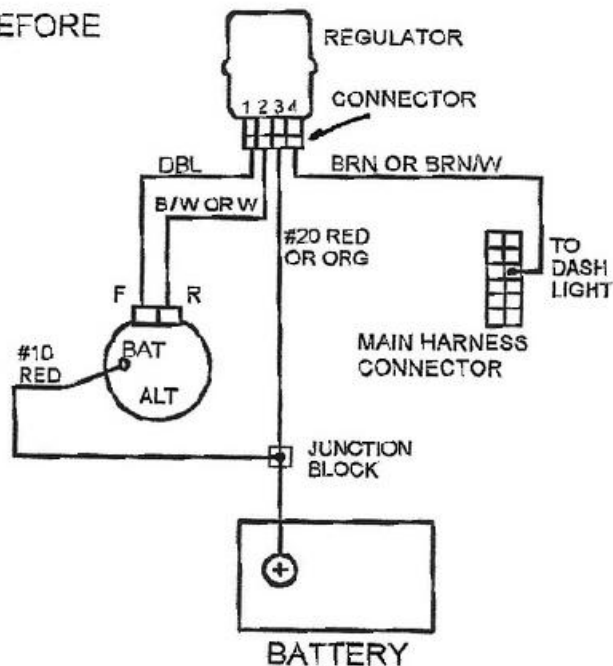
Also, you will need a working or rebuilt alternator (10SI 63-amp type). The 10SI alternator is known in the industry as a 7127-X, where X is the clock position of the connector, and is at one of the following position: 3, 6, or 9 o'clock. We don't care about the clock position of the connector since we will be separating the alternator and can reassemble it in any of these positions.



Here you see the correct alternator fan. It turns counterclockwise. Note the direction of the blades so that it will suck-in cooling air from the back of the alternator.

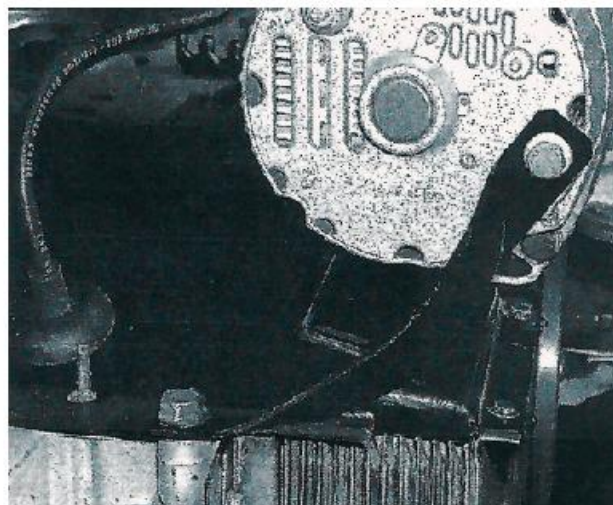
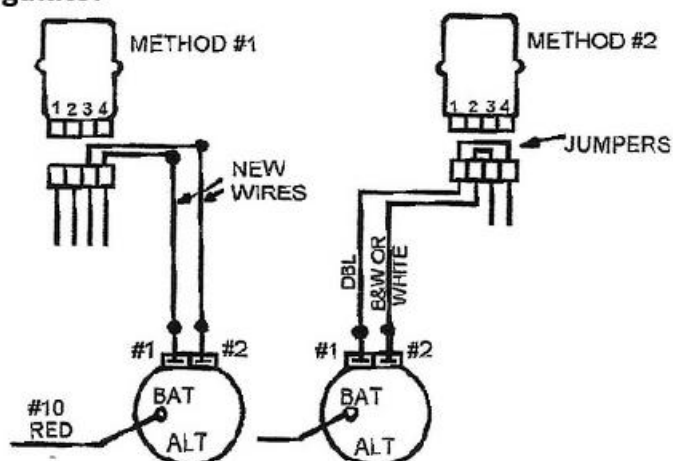
1965 -69 MODEL Conversion to an Alternator with Internal Regulator

BEFORE



Bend and shape the stock bracket (top) to the shape shown at the bottom.

AFTER



Install the support bracket as shown.

SECRETARY MINUTES OF MARCH 12, 2024

Submitted by Earl Holmes

John Berkheimer called the meeting to order at the Hoss's Restaurant in York. He started the meeting by introducing our new member, Rob Shipp.

The Secretary read the minutes from the last meeting, which included:

- Report by the Treasurer that many of our members had renewed their memberships.
- Check that the check to the Sergeant Foundation had been returned.
- Dave Steigauf presented John Berkheimer with a card and plaque, donated by Duane and Jacquie Aldrich, for his 15 years as president of our club. Photo on Page 3.
- Lastly, the visit by Tom Rahochik, Chairman of the 2026 Corsa Convention in Gettysburg and Mid-Maryland Corvair Club stated:
 - * That Corsa had signed a contract with the Wyndham Courtyard Marriott.
 - * Committee is looking at using the Battlefield Harley Davidson and/or the Gettysburg College parking lots as possible locations for the moving events.

The Treasure gave his report in which he stated:

- Six people had renewed their memberships.
- The check to Sgt Mac Foundation had been returned by the bank. It was decided to donate the monies to the Corvair Preservation Fund.

New Business

John Berkheimer inquired about what would be the best event for him to Chair at the 2026 Corsa Convention. After some discussion, it was suggested that the Road Rally would be the best event to manage at the convention.

It was announced that the following are the club events that are scheduled for this year.

- Apr 26: The Markets of Shrewsbury.
- May 19: The open house at the Corvair Ranch
- June 15: The Club Picnic at John Berkheimer home. The gift exchange that was to be held at the Holiday party will be held for those who want to participate.
- July 8: Tour of the Utz Potato Chip Facility and the Fire Museum
- Aug 7: Tour the York Historical Center
- Sept 14: Wings and Wheels at the Hagerstown Airport
- Sept 21: Corvair Day
- Sept 28: Pizza party at Duane and Jacquie home

More information will be provided at a later date regarding these events and may be subject to change.

Announcements

- Rich Heisler was the winner of this month's 50/50 drawing. Congratulations Rich.

Dave Steigauf made a motion to adjourn the meeting and was seconded by John Johnson, and the meeting was adjourned.

Our next meeting will be held April 9th at Hoss's restaurant in York.

Attendees

Lou and Carol Trimper
John and Sandy Johnson
Milana Wright
Bruce Culp
Rich Heisler
Robert Shipp

Paul and Sue Miller
Jeff and Jeanette Ostroff
Ron Hash
Linda Enfield
Tom Zinn
Earl Holmes

Duane and Jacquie Aldrich
Ronnie and Genevieve Wimer
John Berkheimer
Dave Steigauf
Neal Lutz



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 boasting 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. Memberships run from calendar year January 1 - December 31.

- 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 \$20.00 per year OR \$38.00 for two years.

_____ Renewal of membership is \$20.00 per year OR \$38.00 for two years.

_____ Mailing monthly newsletter fee of \$10.00 for one year OR \$20.00 for two years.

_____ Interested in joining CORSA.

Member Name: _____
First Middle Last

Spouse Name: _____
First Middle Last

Address: _____

City: _____ State: _____ Zip Code: _____

Home Phone: _____ Cell Phone: _____

E-Mail: _____

Number of Corvairs owned (if any):

Year: _____ Model: _____ Body Style: _____ Color: _____

Year: _____ Model: _____ Body Style: _____ Color: _____

Year: _____ Model: _____ Body Style: _____ Color: _____

Member's Birthdate: _____
Month Day

Spouse's Birthdate: _____
Month Day

Wedding Anniversary Date: _____
Month Day Year

Recommended By: _____
Any applicant whom is under the age of (18) eighteen, a parent or legal guardian must sign the application.

Applicant: _____ Date: _____
Signature

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 (COSA). Dues for C.P.C.C. are \$20.00 per year or two years for \$38.00, which must be sent in the form of a check or money order payable to "C.P.C.C." and mailed to C.P.C.C. Treasurer, c/o Dave Steigauf, 599 Westfield Drive, Landisville, PA 17538. Please include C.P.C.C. Membership Application form along with your check. There is an additional fee of \$10.00 per year or \$20.00 for two years for the mailing of newsletters.

It is suggested that C.P.C.C. members also become members of COSA, the national organization. COSA dues are \$45.00 per year. Dues may be sent to Corvair Society of America, P.O. Box 68, Long Lake, Minnesota USA 55356 or online at <http://members.corvair.org>.

Newsletter submissions should be sent to the Newsletter Editor, Carol Trimper at 30 Wheaton Drive, Littlestown, PA 17340 or email to kcl@pa.net.

All other club inquiries should be directed to the C.P.C.C. Secretary, Earl Holmes, 1511 Hicks Drive, Dauphin, PA 17016.

Central Pennsylvania
Corvair Club



The Four Wheel Independent

c/o Carol Trimper
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Littlestown, PA 17340