

THE FOUR WHEEL INDEPENDENT

CHAPTER 170 EST. 1976



Our next meeting will be held at Hoss's Restaurant in West York, PA. Come join us for dinner at 5:30pm. The meeting will begin at 6:30pm.

TABLE OF CONTENTS

- KINGS GAP CRUISE
- WELCOME NEW MEMBERS
- VP RAMBLING'S
- UPCOMING EVENTS
- HISTORY OF THE CHEVROLET CORVAIR
- BIRTHDAYS & ANNIVERSARIES
- CORSA NEWS
- GIRL IN THE TREE
- NOSTALGIA
- TECH TIP: THE PREVENTIVE MAINTENANCE SERIES "CLUTCH CHATTER"
- MAINTENANCE AND PROACTIVE REPAIRS KEEP THIS 1962 CORVAIR READY FOR DAILY USE
- CORVAIR PARTS AND SERVICES
- CPCC MEMBERSHIP APPLICATION FORM

COMING
SOON
Stay Tuned

Special Edition
"2024 CORVAIR DAY"
NEWSLETTER

Happy Halloween



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Website: <http://www.centralpacorvaclub.org>

Facebook: Search for Central Pa. Corvaair Club and request to join group.



Please send your stories, ideas, photos, and comments directly to Carol at icl@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 Corvaair 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.centralpacorvaclub.org/>.

Great
job!

A heartfelt "Thank You" is extended to all who contributed to the success of Corvair Day this year. The event ran smoothly, thanks to everyone's willingness to lend a hand in various ways.

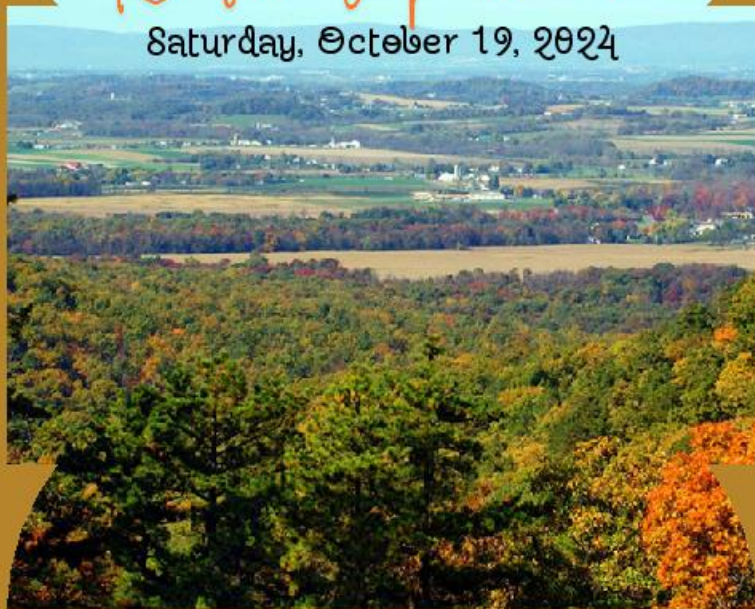
We also appreciate those who donated items for the door prizes and auction tables. Attendees shared positive feedback about the fantastic selection available.

Another special mention goes to EMMR for providing delicious breakfast, lunch, and snacks. Many participants enjoyed exploring the museum during their visit.

Excellent work, everyone!

Kings Gap Cruise

Saturday, October 19, 2024



We will meet at 10:00 AM at the Rutter's service plaza located at the intersection of PA 234 and PA 94. There will be several stops on the cruise. Detailed instructions will be given at the October 8th club meeting.

Carol will send out an email to everyone with final detail information.

Let's hope the weather cooperates more than last year.



Welcome New Members

We invite you to join us in welcoming our newest members, Titus Stewart and Lisa Shairy, who joined during the 2024 Corvair Day event. Both Titus and Lisa reside in St. Cloud, Florida.

For those who may not be aware, Titus has been appointed as our new CORSA President. We would like to take a moment to congratulate him on this new endeavor.



VP RAMBLING'S

Submitted by John Johnson

I am sitting here thinking about Corvair Day. What a great show!!! There are several people that need to be thanked for all their work. First of all is Dave Steigauf. Dave takes care of everything from registration to determining the award winners. Dave, I don't know if we could do the show without you. Another is JOHN Berkeimer. He is constantly on the move asking everyone if they need help, then arranging to fill their need. Lou and Carol Trimper are also involved. Lou is taking pictures continuously photographing people, their cars, visitors and the winners accepting their awards. Carol is right there with him recording all the names for use in the newsletter. Those are not everyone involved. Our members also work at everything from parking cars, to registering guests and keeping track of necessary paperwork. THANK YOU TO EVERYONE!!!

Our next activity is the Pizza Party at Duane and Jacquie's home. This is always a fun activity. Please let them know if you are coming.

Our final activity on October 19th will be a Cruise to King's Gap. We will meet at 10:00 AM at the Rutter's service plaza. It is located at the intersection of PA 234 and PA 94. There will be several stops on the cruise. We plan to give more detailed instructions at our next meeting. Let's hope the weather cooperates more than last year. See ad on Page 5.

It is getting late, and I don't want to hold Carol's writing of the Newsletter. Take care of yourself.

See you down the road.

OCTOBER

Birthdays & Anniversaries

Happy Birthday to...

Jeff Ostroff	10
Francis Lovett	15
Bill Cameron	30
Joyce Berkheimer	31
Katherine Canapp	31

Happy Anniversary to...

John & Kimberly Gephart	1
Kurt & Susan Johnston	4
Tom & Becky Zinn	9
Ron & Barb Nagle	10
Robert & Carletta Moats	24



Girl in the Tree

Submitted by Dave Steigauf

A few weeks ago, while I was cutting down a tree in my yard, I tossed the wood aside and noticed an unusual design on one particular piece. It was easy to recognize what it resembled—a girl!

I've decided to keep this unique piece. It's truly something special to behold!



NO TREASURER OR SECRETARY REPORTS FOR SEPTEMBER 2024

No meetings took place in September because we hosted our Annual "Corvair Day" event on September 21, 2024.

UPCOMING EVENTS

OCTOBER	5	11AM - 3PM	EMMR Vintage Race Car on Track Exhibition at Latimore Valley Fairgrounds.
	6		14th Annual Jimmy Etter Swap Meet & Flea Market at EMMR. All vintage car parts are welcome!
	8	5:30PM (Dinner) 6:30PM (Meeting)	CPCC Club Meeting at West York Hoss's Restaurant.
	10	6PM - 9PM	EMMR Open
	19	10AM	Club Event Kings Gap (and other stops along the way): We will meet at 10:00 AM at the Rutter's service plaza located at the intersection of PA 234 and PA 94. There will be several stops on the cruise. We plan to give more detailed instructions at our next meeting. See ad on Page 5.
NOVEMBER	19	12PM - 2PM	Trick or Treat Event at EMMR.
	27	8AM - 1PM	Steam Engine Association Car Show at Hecks.
	12	5:30PM (Dinner) 6:30PM (Meeting)	CPCC Club Meeting at West York Hoss's Restaurant.
DECEMBER	---	---	NO CLUB MEETING THIS MONTH. HAPPY HOLIDAYS!
	8	10AM - 4PM	EMMR Holiday Open House. "Motorsports & the Media" Roundtable at 1PM.



CORSA NEWS

From your CORSA Board of Directors

We hope everyone is enjoying the fall weather and getting those cars on the road! There are many car shows throughout the country that need our Corvairs to be on display. Where there is a Corvair, there is a crowd of people circled around sharing their stories and asking questions! Corvair chapter events are still underway in many areas of the country, and we encourage you to attend one soon.

CORSA Needs YOU! When you are at those car shows or club meetings, we need you to talk about CORSA! Make it personal and share your story of why you are a member and the benefits. Help us bring in new members! Need help with what to what to say? Download brochures with all the information. [Chapter Publicity Materials \(corvair.org\)](http://corvair.org). Need more to get someone to join? New members who have never joined CORSA before can receive a copy of (the must have book) Corvair Basics for free with the paper membership level.

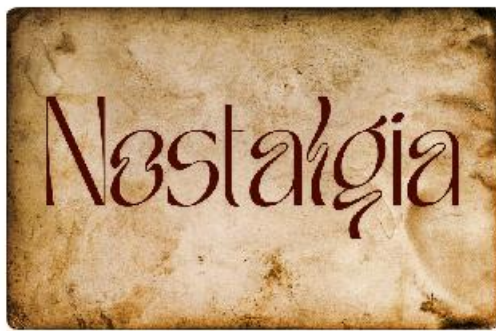
Show your CORSA support with a window decal on all your Corvairs- new, never members before, get one free in their welcome packet. You can also buy one here: [Sales Through CORSA Warehouses \(corvair.org\)](http://corvair.org)

Speaking of shows- we hope you enjoyed the Convention issue of the Communique. Read through it to see all the results and convention perspectives. It was a great event, and Dayton was a wonderful host city. Thank you to the three clubs for working together for our enjoyment.

Next up: California, here we come for 2025! Come with your car or yourself to Santa Maria, CA, May 20-23, 2025. It is a wonderful area for vacations and the host chapters have events and tours to make it a great vacation. CORSA is excited to have a western division convention. Look for information about the convention and hotel reservations in the November issue of the Communique. To start your planning, read about all the great places to go and see! [Visitor Guide | Santa Maria Valley](http://corvair.org) and [Central Coast California Tourism - California Central Coast \(centralcoast-tourism.com\)](http://centralcoast-tourism.com)

The 2026 Convention will go east to Gettysburg, PA. We are looking for Central Division chapters interested in hosting for 2027 so contact your division director for more information!

Drive your Corvair!



San Gabriel Drags

Submitted by Joe Darinsig



CORVAIR DAY 1989

YS046 The original owner: Thomas D. McGarry of Pontiac, MI
Taken from "Don Yenke and the Yenke Stinger" book,
Copyright October 2011, Page 93.

Corvair Memories

Taken from Hagerty website: <https://www.hagerty.com/media/car-profiles/corvair-memories>. Author John Stein, dated 16 April 2013

In 1961 Mom and Dad loaded my brother and me into our old '55 Plymouth Wagon and drove from New Jersey to Michigan to visit my aunt, uncle and cousins in Michigan. On the way the old wagon took ill and we made it as far as a Chevy dealer in Southeastern Michigan.

There the folks traded the brown Plymouth in on a new white Corvair Lakewood wagon. In those days before electronic banking, paying for the car was a problem. They couldn't access their accounts back home, so Mom called her imperious — and very wealthy — Aunt Lilly, who agreed to wire her \$2,000 on one condition: As soon as we returned home my parents would repay her in cash with a pair of thousand dollar bills. I remember being dragged all over Central Jersey as Mom tried to find those pesky thousands.



Boy, do I remember that new Corvair. The interior was red vinyl and Dad — true to form — found some aircraft seatbelts and had them fitted. Something I remember as being unusual for any American car of the day was the four-speed manual transmission with floor shift. But for me the most memorable feature of all was the aftermarket textured mat my parents had on the rear deck. With a U-Haul car top carrier in place, there was plenty of room for us to sleep as we took our family vacations all over the Northeast. We'd fall asleep and wake up at some rest area, with the texture of that mat imprinted in our cheeks. Our dreams wouldn't have been so sweet with the flat six thrumming directly through the metal floor, so it's a good thing we had that mat.

Some of the best trips ever revolved around that car, including the vacation to Lake Winnepesaukee in New Hampshire, where my older brother stepped off the dock into the water. I thought it was hysterical that Dad had moved the boat and big bro landed with a splash. It was also the car Dad was driving when we were rear-ended down by the Jersey shore, though that wasn't the best trip ever and involved a trip to the emergency ward. Other high points included a Cape Cod trip where the folks tried to show us the Kennedy family compound — and actually bought a can of Cape Cod Air — and a picnic in northern New Jersey where we were able to climb aboard an abandoned steam engine.

To learn more about Corvair, and to connect with more than 4,800 fellow owners and enthusiasts, visit the Corvair Society of America website at <http://www.corvair.org/>.

The Preventive Maintenance Series Clutch Chatter



Author: Mike Dawson, Taken from Heart of America Corvair Owners Associate "VairCor" newsletter,
dated Sept 2024, Volume 60-9

Submitted by Lou Trimper

The Preventive Maintenance Series Clutch Chatter Mike Dawson Original clutch discs contained asbestos, which was banned long ago. The replacement material is harder and may not engage as smoothly. It is not uncommon to have minor chatter in reverse and sometimes first gear even with all new parts. This chatter can usually be avoided by different pedal application and/or adjustment. See PMS 187 (bottom of the article) for additional driving suggestions that can help prevent chatter. Additional possible chatter issues include:

Grease on the clutch disc causes chatter, however, a severe leak will make the clutch slip. A leaking clutch shaft seal (or badly cracked release bearing shaft) will allow differential grease to be thrown from the clutch disc hub outward. Note: 60-63 clutch shaft seals are a smaller size than 64-69, check for the correct size when you install one. A failing crankshaft main seal will leak behind the flywheel and normally will not get on the clutch disc.

Clutch chatter (accompanied by a squeal) can be caused or aggravated by a bad pilot bushing so be sure and

change this inexpensive item any time the transaxle is removed, as they take a set while in service. If you do not have a new Oilite bushing be sure and pressure oil an aftermarket bushing with two fingers.

Rusted or damaged splines on the clutch shaft or the clutch disc can cause chatter. These splines have to be lightly lubed in order for the disc to move away from and towards the flywheel smoothly.

A very tall first gear ratio such as a three-speed combined with a 3.27 differential and tall tires will almost guarantee chatter in first and reverse.

A very stiff FC clutch cable can also make a minor chatter problem much worse.

Loose bolts in the cross mount to transmission (mainly on 60-65 models) or loose or broken motor mounts could let the transaxle jerk with clutch application.

Although rare, a release bearing that is binding due to a crack or severe wear in the differential shaft can aggravate chatter.

Corvair clutch discs do not have anti-chatter springs because the long clutch shaft is flexible torsionally. A spring-loaded Vega disc can have the hub machined down to fit a Corvair and would offer a softer application. Be sure the hub would clear the flywheel bolts and reinforcement ring, including an allowance for wear.

An additional disc note: Only use new or rebuilt discs with a welded center. The riveted center discs are too close to the flywheel reinforcement and can rub after they wear down a small amount. The correct welded center discs will have the words "Borg & Beck" and "Flywheel Side" stamped on the center as shown below. I have found a small number of the correct discs that were missing the Borg & Beck stamp, but all other features remained the same. Those may have been reproduced by Corvair vendors and no doubt will work perfectly.

Thank you, Mike, for sharing your expertise on the Corvair. Your insights are invaluable to owners as they work on their own vehicles.

A rebuilt disc on an original CM Core



Below is pictured a Vega disc with damper springs and the center splined hub machined to clear the crankshaft hub on a Corvair.



Note: "Tech Tips" topics consist of technical tips provided by CORSA members. While the articles have undergone technical reviews and are considered beneficial, there is no assurance that they will function as intended. Neither CORSA nor the author accept any responsibility for any issues that may arise from using the tips. For any questions or concerns, please don't hesitate to reach out to the CORSA Forum.

Corvair Parts and Services

Taken from: Group Corvair's Newsletter for the National Capital Area, Sept 2024, Volume LII No. 9

Clark's Corvair Parts

400 Mohawk Trail
Shelburne Falls, MA 01370

Website: www.corvair.com

Corvair Ranch

1079 Bon-Ox Road
Gettysburg, PA 17325

Phone: 717-625-2805

Website: <https://corvairranch.com/>

Eddie Meadows Automotive

991 Foxfire Trail
Oviedo, FL 32765

Phone: 407-36-09748

Rafee Corvair

2695 Bengal Rd.
Wister, OK 74966

Phone: 918-753-2486

Website: www.rafeecorvair.com

Handy Car Care – Ken Hand

1896 S. Gregory Rd.
Fowlerville, MI 48836
248-613-8586

Website: www.corvairmechanic.com

E-mail: vaimech@aol.com

Bill Cotrofeld Automotive, Inc

America's Oldest Corvair Shop
3630 Route 7A Arlington
P.O. Box 235

East Arlington, VT 05252
Call or write for a free brochure.

Phone: 802-375-6782

Wolf Enterprises Corvair Parts

Carburetors & Collectibles
32605 Rhode Island Ave.
San Antonio, FL 33576

E-mail: GyoungWolf@earthlink.net

Write, call, or send an email to request your Free
Catalog at Phone: 352-588-0645

Corvair Parts

Nos Late Model
Used All Years

Call Pete Claffey
Phone: 706-830-2818

S & S Corvair Parts

1816 Laurel Road
London, KY 40744
Bill Slusher Owner

Phone: 606-878-2862

Text 606-224-2207

California Corvair Parts

We would like to let everyone know about our
growing online parts store at:

Website: www.CaliforniaCorvairParts.com

More than 30 parts categories including everything
from New, Used, Rebuilt and NOS items. The store
currently features over 560 parts available, and we
are adding more every week. For those of you who
enjoy shopping online we invite you to have a look.

We accept all credit cards and of course Pay Pal
payments to.

Phone: 951-284-3555

15090 La Palma Dr., Chino, CA 91710.

Thanks, Jeffrey Williams, CCPI



Maintenance And Proactive Repairs Keep This 1962 Corvair Ready For Daily Use

By
David Conwill

Updated: July 11, 2024, in [Car Culture](#), [Classics](#), [Guides](#), [Hemmings Classic Car](#), [How To](#), [Magazine](#), [Restorations](#)

Photos by David Conwill



I picked this 1962 Chevrolet Corvair Monza Club Coupe—one of 151,738 built that model year and 1962's most popular Corvair—as a daily driver for a variety of reasons. One was traction: The rear-engine, rear-drive configuration will go anywhere I ask it to, regardless of road conditions. With its horizontally opposed engine and willingness to perform in Vermont winters, the Corvair seemed the perfect vintage equivalent to the ubiquitous Subarus found here in the Green Mountain State. It's an ironic home for an Oakland, California-built car, but the paperwork I found in the glovebox implies it moved to Michigan when it was only six years old and spent the next 30 years there as a daily driver. "Monza" trim and "high-performance" 102-hp engine notwithstanding, the little coupe is at its best as transportation—racking up 111,202 miles as of this writing.

Compromises were made over the course of those miles and the car has suffered certain indignities. A 1979-vintage Michigan license plate (once registered to the car, according to the paperwork) was used to patch a hole in the driver's footwell; in the back seat area, a painted over "Keep Right" sign serves the same purpose. The engine cover and trunk lid were both appropriated for installation on a convertible—black-primered substitutes were left in their place. The passenger-side bucket seat is gone, and a red, 1963-style unit that won't lock in position is in its place. The bumpers, presumably too pitted for replating, are silver powder coated. All that's perfect, as I'm not driving somebody's restoration project or a well-preserved survivor into the ground. Nope, I'm just driving a car that happened to have turned 50 in November 2021.

What's Inside

Steering boxes aren't inherently dead and wandering. Fresh bushings in the front suspension may well take up all of that slop. If not, it's time to adjust the box.

Using a car as transport, of course, means regular offerings to the Gods of Maintenance. Parts wear out and get replaced. So far, I've put new [brake hoses and a dual-reservoir master cylinder](#) on it; [re-sealed the engine and transmission](#); converted the signal lamps to LED bulbs; replaced the starter (itself a replacement with 1966 date codes); repaired a broken generator; and rebuilt the distributor using donor components from a 1965, 110-hp engine. All those projects were documented on [Hemmings.com](#). The well-worn old Corvair has responded joyfully to these repairs and improvements; it runs and drives better all the time.

More is to come, of course. You have to be a tinkerer to want to drive something that isn't under warranty and can't plug into a laptop for diagnostics. Some things are repairs—heading off previously deferred maintenance before it becomes an issue—and others are improvements with an eye toward making Chevy's compact a bit tougher and more capable on the dirt backroads.

History of the Chevrolet Corvair

Taken from CORSA Website "Corvair History", Submitted by Carol Trimper

Until the 1950s, most American auto manufacturers made one size of car: large. Imports from Europe such as Volkswagen, Renault, and Fiat showed that there was a market in the U.S. for smaller cars, mostly as a second car or an alternative for the budget-minded.

The Revolutionary Corvair In 1959-1960, all the major makers planned to introduce a "compact" brand. Most of these designs were scaled-down versions of the conventional American car, using four- or six-cylinder engines instead of V-8s with bodies about 20% smaller than standard cars. An exception to this was the Chevrolet Corvair.

Led by General Manager Edward N. Cole, Chevrolet designed a revolutionary new car. It was powered by an air-cooled horizontal six-cylinder engine made almost entirely out of aluminum. The engine was mounted in the rear of the car, driving the rear wheels through a compact automatic transaxle. Suspension was independent at all four wheels. There was no conventional frame; it was the first Unibody built by Fisher Body. The tires were an entirely new wide low-profile design. The styling was unconventional for Detroit, subtle and elegant, with no tailfins or chrome grille. Its engineering earned a flurry of patents, its styling was copied by many European makers. Time magazine put it on the cover, and Motor Trend named it the Car of the Year for 1960.



For 1961 the Corvair product line expanded, with the addition of a Monza sedan, station wagons, more engine horsepower, and a four-speed manual transmission. Also new was the Forward Control series, Corvair-based family vans and commercial panel vans and pickup trucks. These offered an inexpensive choice in the truck market.

The Sporty Corvair Despite its critical acclaim, the Corvair did not dominate the marketplace. It was expensive to produce because of its unusual design, and it was not as economical to operate as some of its competitors. These were major weaknesses for an economy car. But its destiny was discovered when the Monza show car, a sporty Corvair with bucket seats and a floor shifter, was introduced to the public in the Spring of 1960. It was so popular on the show circuit that Chevrolet immediately put the Monza into production. Then, in 1962, Chevrolet introduced the Chevy II as a conventional compact car and directed the Corvair line toward sport and versatility. The most exciting new Corvairs were the Monza convertible and the sporty Spyder with a turbocharged engine. This was the peak of Corvair development and sales, with a dozen different models of cars and trucks, and almost one-third of a million units sold.

For 1963 Corvair held its course although the station wagons were discontinued. Corvair owners were loyal and enthusiastic, and Chevrolet promoted the sporty theme with clubs and driving events.

Ford Mustang and Ralph Nader In 1964 the Corvair rear suspension was improved, and the engine was made slightly larger and more powerful. But in 1964 Ford introduced its own sporty compact, the Mustang, and sold one and a half million cars in the first two years. Chevrolet responded by introducing the 1965 Corvair, a second generation design. The new body style was again outstanding, and the rear suspension was completely redesigned to make the car more sure-footed. Corvair sales improved, but not nearly enough to compete with Mustang.

Also in 1965, Ralph Nader published *Unsafe at Any Speed*, a criticism of the U.S. auto industry's safety record. Only the first chapter was about the Corvair, but that is all that the reviewers and critics read. Nader's complaint was about the 1960-63 rear suspension design that was already discontinued, but the damage to Corvair's reputation was done. GM's mishandling of its response to Nader only made things worse.

Corvair Decade Draws to a Close Corvair sales for 1966 were down by more than 50% and Chevrolet decided to cease any further development. Production and sales continued for three more years, perhaps to display corporate confidence in the Corvair. By 1967, Chevrolet was selling the Camaro (its own Mustang-fighter), as well as the compact Nova and mid-size Chevelle.

Corvair sales fell dramatically in the last years, as advertising ceased, and the model line was reduced to just two coupes and a convertible. After ten years of production throughout the decade of the 1960s, the last Corvair was built on May 14, 1969. The Corvair Decade, which lasted from October 1959 to May 1969, was over.

Corvair Society of America Although production ceased many years ago, enthusiasm for Corvairs remains high among collectors. There were independent Corvair clubs while the car was still being sold, and soon they banded together to form the Corvair Society of America. Concurrently, a network of independent parts suppliers and repair shops took over as Chevrolet phased out its support.

Corvair owners have been a dedicated and enthusiastic group from the time of its introduction to the present day. Many Corvairs have been preserved, parts and services remain available, and there is a busy calendar of shows, races, and convention events celebrating this unique automobile. The [Corvair Preservation Foundation](#) and its [Corvair Museum](#) keep the history alive. For more information, please explore the other pages on this site.



CENTRAL PENNSYLVANIA CO RVAIR 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. 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: _____ 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: _____ Color: _____

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

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

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



Membership Application

Corvair Society of America

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

P.O. Box 68, Long Lake, Minnesota 55356 USA (603) 403-5010

Web site: www.corvail.org Email: corvailcluboffice@gmail.com

☐ New Member

☐ Renewal

First Name _____ Last Name _____

Street Address or Post Office Box _____

City (Primary) _____ State or Province _____

Country _____ Postal Code _____

Telephone Number _____ Email Address _____

Please select your membership option by checking the appropriate box. For donations, specify the \$ amount.

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☐ 12-Month eMember \$37

☐ 26-Month Print USA Member \$90

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☐ 12-Month Print Canada Member \$49

☐ CORSA Donation \$_____

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☐ Corvair Preservation Fund Donation. \$_____

☐ 12-Month Print Outside US & Canada... \$59

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Print Members get access to the members-only area of our website, online and mailed versions of our magazine, (the *CORSA Communique*), and the right to attend our Annual International Convention. There may be a four-to-six-week delay before you receive your first magazine by mail. eMembers receive all the benefits of Print Membership, except the *CORSA Communique* is available only online.

Chapters. CORSA has over 100 chapters throughout the world. We encourage CORSA members to join a local chapter. Check this box if you want us to provide contact information for chapters in your area: ☐

Roster. CORSA publishes a member roster with contact information so that members can reach out to each other. However, we respect your privacy. Check this box if you want to be EXCLUDED from the roster. ☐

Website Access: If you do NOT already have a username and password for our website, please specify them.

Username (requested) _____ Password (requested) _____

If paying by credit card: ☐ Visa ☐ MasterCard ☐ Amex ☐ Discover (fill-in account # below)

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Exp. Date (mm yy)

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Security Code

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Amex – 4-digit. All others – 3 digit

Total Payment Amount: \$ _____ 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, MiLana Wright, 3080 E Prospect Road, York, PA 17402 or email to wright824@verizon.net.

Central Pennsylvania
Corvair Club



The Four Wheel Independent

c/o Carol Trimper
30 Wheaton Drive
Littlestown, PA 17340