



Corvair Chatter

Quick Facts

NEXT MEETING

January 23, 2019, 6pm – 8pm

Denny's Restaurant
8841 Greenback Lane
Orangevale, CA 95662
916-987-6119
(Corner of Greenback & Hazel)

Features

1. Message From the President
2. Latest CCRC News
3. Meeting Minutes
4. Upcoming Events
5. Classified Section
6. CCRC Stories

Firing Order

President	John Heiser
Vice President	Carl Funk
Activities	Chris Medeiros
Secretary	Tabitha Heiser
Membership	Harry Spence
Treasurer	Wes Nicholas
Editor	Jean Colegrove
Historian	Christy Barden

Finding Us

Website:
www.northern-california-covairs.com
Facebook; [Classic Corvairs of River City](#)

Message From the President

Greetings and Happy New Year! I hope everyone had enjoyable Christmas and New Year celebrations! Also wanted to say a big thank you for those that have paid their membership fees for 2019!

Registration and fees for the Cal Expo Autorama have been sent in. 14 Corvairs are entered. This year's theme at Autorama is "Luck of the Irish." A pre-planning meeting for Autorama was held on January 2, 2019 at Denny's Restaurant. Thank you to those that attended and provided input and ideas for displaying the cars and decorations, including handing out information on the Corvairs. Leo will bring a Corvair engine to display, we will have a laptop computer with a larger monitor to display Corvair-related content, previous and current photos of the Club folks and cars will also be displayed. I will be creating a volunteer sign-up sheet for folks to help out at the Autorama event. Hopefully, we will have the Raffle Car at the event as well, but no ticket sales at Autorama.

The club is in the early planning stages for the 2019 Spring Fling which will be at the Roseville Fry's Electronics store parking lot the Saturday after Easter. Would like to have a kick-off meeting on February 6, 2019 to start organizing, planning, and acquiring items for the Spring Fling. This includes the raffle baskets, T-Shirts, hats, plaques, trophies, flyers, etc. We can meet at Denny's restaurant in Orangevale or another place in Sacramento County. Will send out an update after the January 23, 2019 Club Meeting.

Items up for discussion at the next club meeting:

1) March 16, 2019: Car Show for Paws. Contact: Christopher Morales. Christopher is putting together a Senior High School project fundraiser requesting Club support to donate dog and cat food for the Front Street Animal Shelter. Time and location: TBD.

2) Once a month – Saturday/Sunday morning breakfast/coffee meetups/meetings/gatherings.

Raffle Car: work parties, tech sessions, selling raffle car tickets at shows.

3) California Automobile Museum: The Museum has sent the word out to have another display for Corvairs. If interested, will need to coordinate with the museum on dates. The cars on display will need to be in the museum for a month.

4) 2019 April Spring Fling at Fry's in Roseville, California. It has been suggested to combine this show with air cooled VW Car clubs and the Nash Metropolitan club.

5) Corvair Resources and Help: the draft document was emailed to the Club members via email in the hopes of adding to the resource document. If possible, please email me back with resources, mechanics, parts, etc, so I can update the resources document.



Latest CCRC News

January 12, 2019: Bel Air Second Saturday Cars and Coffee event is an informal event in which the store manager reached out to various car clubs to show up. CCRC showed up with seven cars! Location: 4320 Arden Way near the corner of Eastern. Time: 8 a.m. to 11 a.m. Coffee, donuts, pastries, fruit were provided. No entrance fees.

If you have not done so already,

Pay Your 2019 Dues!

If you have paid, thank you!

Dues are \$20 a year. Add \$10 per year if you wish to have a paper copy of the newsletter mailed to your home each month. Please send your check to Wes Nicholas, 132 Southcreek Circle, Folsom, CA 95630

The raffle car is shaping up quite nicely and is operational. Bench seat and upholstery is in the works to be installed, as well as addressing a few body and paint items. Will be looking at folks volunteering and/or helping out working on this car, and of course, selling raffle tickets.

Meeting Minutes

By Tabitha Heiser, Secretary

December 2018 - Meeting Minutes

No meeting in December; no minutes to report.

Barrett Jackson Auction last weekend:

1962 Rampside sold
for \$70,000 plus fees

1966 Monza 110/PG
convertible sold for \$38,000

Mecum Auction in Florida last weekend:

1966 Yanko Stinger sold for
\$200,000 plus fees

1965 Corsa Evening Orchid
sold for \$16,500 plus fees

1963 Convertible sold for
\$14,500 plus fees

Upcoming Events

Birthdays

February 2 Kathy Hooker
February 5 Greg Moeller
February 5 Leo Scopesi
February 11 Andreas Pantis
February 11 Mary Lechner
February 13 Harry Spence



If your birthday is not listed or if it is incorrect, please contact Wes Nicholas to update the roster.

Corvair Resources (Online)

Q&A - www.corvaircenter.com
www.corvairforum.com

Parts - www.corvair.com (Clark's)
www.californiacorvairparts.com
www.corvairunderground.com
www.mikescorvairparts.com
www.rockauto.com

Sale - www.jaxed.com
www.corvairtrader.com (Parts & Sales)

Fun - www.youtube.com/user/davemotohead1

Events – www.corvairmeetup.com (**CAR SHOWS ANNOUNCMENTS FOR 2019**)

Your Comments

CORVAIR CHATTER Newsletter - Let us know if there is something that you'd like to see in our monthly newsletter. Email your thoughts to Jean, jeancolegrove@comcast.net

Club Activities - You may have some great ideas for club activities. We want to hear them! Better yet, we'd like you to participate in the planning of your activity idea. Email your ideas to Carl Funk at; edieboopboop@yahoo.com

Classified Section



Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.



Check us out at www.corvair.com or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com email: clarks@corvair.com



Bob Hooker would like to trade his '64 daily-driver Spyder for a Greenbrier. Please contact Bob for details at roberth89@surewest.net, 916-772-6097.

This is just a reminder that we have reduced the price on Betty's '63 Corvair Monza Spyder convertible to \$10,000 obo. We want to see if we can find a good home for her. Tony & Betty Sica 530-621-1385

Jim Messick in Stockton has a '64 Spyder convertible for sale. Similar in appearance to Bonnie Howard's car. May need engine parts, has a ding near left tail light, and upholstery needs replacement. Asking \$1500. Contact Jim at 209-969-2069.

1966 CORSA project car for sale. Can see at craigslist listing.

<https://sacramento.craigslist.org/cto/d/1966-corvair-corsa/6668707728.html>

I have lots of parts for this car. I also have body parts and a complete 140hp engine, 4sp transmission and transaxle from a 1965 Corsa I need to get rid of all these items as I can no longer work on a project. If interested or have any questions, please call Jim @ 916/869-4415

A very nice looking '64 Corvair convertible with power glide car is for sale. Pictures show the convertible to be red body with black vinyl top. Interior is black with a Clark's Corvair center console and has a 110hp engine. Contact John for additional pictures, information or pricing.



Call John at: 916-631-9407 or email at: newjerseycrab54@aol.com

A BURR ON THE timing mark cut into crankshaft pulley has, in some cases, gradually whittled away at Monza fan belts. The factory says warranty records don't show the problem, but owners might do well to check it



There's more than meets the eye to soft-line styling →

He switched from a '62 Corvair to an Impala—and back again →

And here we thought the buckets were supposed to hold you in place during hard driving →

Since these curves became popular, we haven't checked a car whose owners didn't complain about them →

Detroit should appreciate a man who appreciates what compromises he's making and why →

Ours, unhappily, was a prime example of leaks →

But assembly and workmanship complaints have been more common on other makes →

"It's easy to clean snow off and easy to wash."—Massachusetts machinist.

"It's fun to drive and easy to operate in traffic."—California banker.

"It's small and easy for a woman to manage."—Massachusetts housewife.

"It has made driving an American automobile fun again."—Pennsylvania radio announcer.

"The bucket seats are comfortable with plenty of adjustment room."—Michigan speedometer repairman.

"Bucket seats position the driver well."—Ohio steelworker.

"The bucket seats are large for freedom of movement and are comfortable on long trips."—Minnesota market analyst.

Although some owners may believe the Corvair is a candidate, the please-everybody car has yet to be built. Here are samples illustrating the five most common complaints:

"Wind whistles when windows are closed tight. Dealer tells me this is due to curved windows and occurs in all GM cars this year, even Cadillacs."—Connecticut retired man.

"The wind whistles in the door windows. My car needs to have the windows aligned."—Oklahoma service advisor.

"Very annoying whistles when I travel over 40 mph."—Connecticut corporate officer.

"I don't like the narrow back seat. I have fat friends."—Minnesota teacher.

"Armrests are in the way; both doors have to be open to knock down the back seat."—New York housewife.

"There's limited rear legroom, but I'll sacrifice it for the small overall size."—Connecticut banker.

"I would like to see a corrugated or rubber surface added to the fold-down side of the rear seat; things wouldn't be so apt to slide."—California personnel analyst.

"I have never seen one yet that didn't leak in the front compartment."—Retired Illinoisan.

"The windows don't seal against the wind and rain."—Georgia naval officer.

"It leaks tremendously along the dashboard area."—Connecticut executive.

"It's hard to hold on the road in a cross wind."—Ohio utility executive.

"The workmanship is poor—there's loose door paneling and carpeting, a piece of inside trim fell off, and the wheels needed aligning."—Illinois teacher.

"The front end sways on windy days."—Ohio steelworker.

"Poor assembly at the plant. The windshield wipers won't work, upholstery around the rear windows fits sloppily, and the turn signals won't release."—Texas pharmacist.

"I would buy another Corvair if they correct the poor workmanship and cheap materials; otherwise, I'll buy another make."—Illinois accountant.

Let's switch back to the bright side for the second group of praises—from easy parking to thrifty operation:

"Easy to move in traffic or to park."—Arizona druggist.

"The Corvair is easy to slide into and out of tight spaces."—New Jersey steel salesman.

"Everything on the dash is within easy reach."—Michigan office supervisor.

"There's no floorboard heat from the engine to cause hot feet in the summer and the engine noise is left behind."—Georgia sailor.

"I don't have to bother with water or anti-freeze."—Ohio executive.

"I like Corvair's engine in the rear for traction."—Colorado engineer.

"I wanted a small car that would fit my garage."—California warehouseman.

"A good size for a woman to handle."—New Jersey homemaker.

"It's compact, yet there's room enough to transport my family."—Ohio manager.

"I can wash it without a ladder or a stool."—Iowa business machine instructor.

← This is the kind of pressure that gets results—if it's practiced widely enough

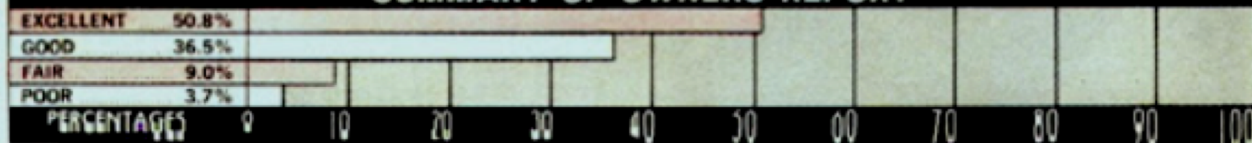
← There's little there to reach beyond an awkward Powerglide lever—and maybe a lighter

← Only 15¼ feet long, the Corvair can sneak into spaces that others can't

← Practically anybody can reach across the top with a chamois

(Please turn to page 212)

SUMMARY OF OWNERS REPORT



Best-liked features		Least-liked features		Other car considered, if any	
Overall styling	55.3%	Wind noise	13.4%	None	44.9%
Ease of handling	47.3	Rear seat	12.6	Mustang	17.4
Bucket seats	25.2	Water leaks	11.7	Volkswagen	5.7
Traction in snow	21.5	Wind sensitivity	11.7	Chevrolet	5.3
Power and performance	14.1	Workmanship, assembly	10.9	Tempst	4.0
Ease of parking	13.4	Rattles, squeaks	8.9	Chevlelle	3.6
Dashboard	13.0	Windows	8.9	Falcon	3.6
Rear, air-cooled engine	12.1	Gas mileage	8.1	Is Corvair family's only car?	
Size	10.9	Carburetor trouble	7.3	Yes	44.9
Economy of operation	10.5	Heating, defrosting system	7.3	No	55.1
Roominess	9.3	Noisy engine	6.9	Make of other car	
Upholstery	8.5	Dashboard	6.9	Chevrolet	18.2
Cornering ability	6.9	Suspension	6.1	Another Corvair	6.9
Instrument panel	6.5	Front end too light	6.1	Ford	6.1
Folding rear seat	6.1	Front styling	6.1	Pontiac	4.9
Ride	5.7	Gas fumes from heater	5.7	Oldsmobile	4.5
Comfort	5.7	Shift-lever location	5.3	Buick	3.2
Steering	4.9	Rear styling	5.3	Make of car traded in	
Front styling	4.9	Air leaks	4.9	Corvair	32.9
Gas mileage	3.6	Bumpers	4.5	Chevrolet	18.3
No hump in floor	3.6	Transmission trouble	4.0	Ford	4.5
Suspension	3.2	Lack of room	3.6	Chevy II	2.4
Interior	3.2	Rear fenders	3.6	Volkswagen	2.0
Easy cold starting	2.8	Bucket seats	3.6	Plymouth	2.0
Rear styling	2.8	Fuel economy		Dealer service	
Corvair decision based on		About as expected	46.2	Excellent	40.1
Styling	45.8	Better than expected	5.7	Average	38.9
Economy of operation	25.9	Not as good	44.9	Poor	19.0
Previous Corvair ownership	23.5	Buy another Corvair?		Would you buy from him again?	
Price	15.6	Yes	84.9	Yes	64.0
Size	16.2	No	15.1	No	21.1

Owner's Report—Corvair

(Continued from page 93)

"I get cheaper license plates."—New York teacher.

Every couple of bucks helps.

There are more unhappy owners to be heard from, this group talking about problems from noisy rattles to an inadequate heater. Here are examples from their reports:

"I've taken it back five times to see what could be done about the rattles. Finally got the results I wanted by doing it myself."—Oklahoma secretary.

She may have a secondary career going. Good mechanics are hard to find.

"The curved door glass has no edging. Several people have walked into glass and some were hurt."—Connecticut banker.

"Curved window glass is attractive, but allows occupant to be drenched when opening the window in rain or snow."—Virginia computer marketing man.

Here's a styling 'improvement' that owners are resisting, at least until development is perfected.

"I decided to buy a Corvair because of economy—which I'm not getting."—California mailman.

"Dual carburetors are hard to keep in adjustment."—California registered nurse.

"Heater must be used to demist; a pain in the neck on a warm, rainy day."—Florida association executive.

It's a little more complicated with an air-cooled engine since you can't open air passages, yet leave the water supply closed.

"Defroster doesn't do a good job on ice. Problem is the location of the ducts."—New Jersey chemical engineer.

But there's more to praise, too. Owners also like the interior room, upholstery, cornering ability, the instrument panel, and the folding rear seat:

"I like the comfort and legroom. I'm six feet one."—Florida production control man.

"It's as roomy a car as you can find on the market."—Tennessee farmer.

Oh? Because the Rolls back seat is so cluttered with the bar, desk, phones and the like?

"The upholstery is easy to clean."—Ohio housewife.

"Vinyl design and quality looks as good as on cars I've owned that cost much more."—Illinois police officer.

"It's unbelievably agile on mountain roads."—Washington fire control agent.

"With this individual wheel suspension, you can adjust camber on the rear wheels

as easily as on the front. There's little lean on curves and quick steering."—Georgia naval airman.

And the camber change throughout wheel travel is nearly halved with 1965's parallel arms.

"It hugs the road on corners, is easy to control in light skids."—Massachusetts teacher.

"I like the recessed instruments. I can't stand to have people watch the speedometer."—Pennsylvania teacher.

Particularly maiden aunts.

"I like the fold-down back seat and rich-looking appearance. It's easy for a salesman to carry samples and small children can easily play back there on long trips."—Illinois salesman.

Here are the representative owners' statements demonstrating the final group of complaints:

"The motor should idle more smoothly and quietly."—New York salesman.

Our test car's engine sounded frantically busy, but a three-speed transmission would avoid lots of engine-racing noise.

"The engine noise should be dampened by more sound-deadening material."—California banker.

"The dashboard is too high, giving you a feeling of sitting in a hole."—Ohio engineer.

Others might call that a 'continental feel'; it's common enough in many imports.

"The dash looks cheap and the instruments aren't reliable."—California engineer.

"Padded dash, ha! Where's the padding?"—Minnesota ad agency analyst.

It may not seem like much, but rubbery resilience isn't what's needed. Other materials soak up impact better without flinging you back.

"With four in the car, the shocks are very poor. Each little bump is felt violently."—Ohio oil worker.

"The front springs seem to be weaker than before. They will bottom occasionally, whereas the '60 model would not."—Illinois machine operator.

Although the car's heavier now, the wheel rates are softer. They have gone from 86 to 71 in front, 192 to 149 in rear since 1960.

"The car seems to want to wander."—Colorado accountant.

"I have two cement blocks in front, which helps a little."—New York teacher.

Mr. Accountant, say 'Hello' to the nice teacher.

And that's the report from owners after racking up nearly a million miles in their new Corvairs. ★ ★ ★