



Corvair Chatter

Quick Facts

NEXT MEETING

January 22, 2020, 6:00 pm

Denny's Restaurant

8841 Greenback Lane
Orangevale, CA 95662
(916) 987-6119

(Corner of Greenback & Hazel)

Features

1. Message From the Club
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	Position Open
Secretary	Tabitha Heiser
Membership	Joseph Howard
Treasurer	Wes Nicholas
Editor	Position Open
Historian	Christy Barden

Finding Us

Website;

www.northern-california-covairs.com

Facebook; [Classic Corvairs of River City](#)

Message From the President:

Greetings! I hope everyone had a wonderful Christmas and New Year celebrations! Now its time to get into the Club events spirit and attend Club functions! Upcoming events include the annual Cal Expo- Autorama, Spring Fling and the 2020 CORSA National Convention! I have been coordinating with Josh Deitcher from the San Francisco Corvair Club soliciting interest in caravanning from a location in Northern California to join other clubs to drive to San Diego for the 2020 CORSA National Convention from July 6 – 11, 2020. I have already booked my room for this event and plan on volunteering my time to assist the Central Coast Corsa club members with the registration table. So, lets get our cars to the April Spring Fling event and the 2020 CORSA National Convention!

Membership Dues: Please pay your membership dues! \$20.00 for the year. Please send checks or cash to Wes Nicholas. Checks made out to: "CCRC"

A Big Thank You to Wes Nicholas for writing up the latest Tech Article on Dash bulb replacements with LED lights. The article is in PDF format and can be downloaded on the CCRC's webpage: www.northern-california-covairs.com

Please provide an update on your current email address if you would like to receive emails such as event information and newsletter.

The club is here to support! In order to get more cars on the road, the club leadership is offering assistance to members that have Corvairs that need help to get them running. This help will be in the form of technical expertise, mechanic labor and financial assistance.

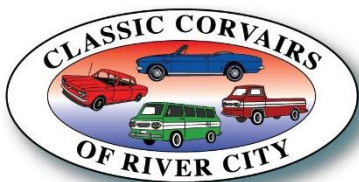
Items up for discussion at the next club meeting:

Club Elections: Newsletter Editor, Activities.
Corvair tech sessions.

Events, Autorama, Spring Fling, National Convention, Tours

Membership: Yearly Dues

Newsletter advertisement fees



Latest CCRC News

Ongoing Events:

Bel Air Second Saturday Cars and Coffee. 4320 Arden Way near the corner of Eastern. Time: 8 a.m. to 11 a.m. Coffee, donuts, pastries, fruit to be provided. No entrance fees.

Folsom Cars and Coffee at the Palladio, every Saturday morning 7 to 9:30. 430 Palladio Parkway.

Car Shows:

2020 Autorama: February 14-16, 2020, Cal Expo

2020 CORSA – National Convention: San Diego, July 6th – 11th. Please check out www.sandiego.com for registration information and location. The San Francisco club would like to caravan down to the National Convention.

Both San Francisco Corvair Club and CCRC are in the pre-planning stages to get a caravan down to the San Diego National Convention.

From Central Coast Corsa: Central Coast Corsa has volunteered to run the registration table. We have a number of our members who have stepped up and volunteered to put in some hours working registration. In order to not have a few people working the bulk of the time and not being able to participate in the convention, we are trying to find others to help. As the saying goes, many hands make light work. So, this message is a shout out for help. Can you please get the word to your membership that if they are planning on attending this rare California CORSA Convention, this first since 1999 (technically Lake Tahoe), would they consider volunteering some time staffing the registration table. Any time would be greatly appreciated. By the way, I was a member of CCRC in 1999.

If anyone in your chapter expresses interest, kindly give them my contact info so that we can link-up.

Thank you very much,

Jim

805-474-1316

almajim@att.net

Message from the Vice President:

We hope you all had the best Christmas season possible. Edie and I have a tradition of my family Christmas Eve at my daughter's house, then we have Edie's family at our house on Christmas Day. And now, Happy New Year to all....

Looking back, we have had a very successful year with CCRC! Many events, many car shows, great fundraisers, an a great Christmas party.

Now we all look forward to a great 2020....

We need input from all of our members to plan for next year. We have the air cooled vehicle cruise coming up. The mini convention, The State Fair show. The big National Corvair convention coming to California for the first time in 20 years. There is ground work planning on having all the California Corvair Clubs join in the caravan to San Diego for the event. Hope everyone will make an effort to attend all of our meetings to plan all these events. One suggestion I would like to make to our members, is to try to sit with someone you don't know very well, so you get to know new people. I hope someone will sit with me. See you January 22nd.

Meeting Minutes

By John Heiser

The Christmas party meeting was called to order at 5:00 pm, by club president, John Heiser. Lots of members were in attendance! Food, drink, merriment, singing and dancing along with the annual gift exchange was the main topic! Thank you all for attending!

Thank you Mike Barnes for providing the cake! Thank you Carl for organizing the Christmas Party! Thank you to the caterers and the singers!

Thank you for the very nice Corvair parking only plaque!

Christy was the life of the Party joining the singers! Thank you Christy for being a wonderful crooner!

On going pre-planning and discussion regarding the 2020 Spring Fling. Date: April 25, 2020. Location: Lowes parking lot at Birdcage Mall in Citrus Heights. Spring Fling Committee is requesting donated items for themed gift baskets and raffle items as well as items for the goody bags. Thank you for volunteering! Leslie will be in charge of the raffle. Carl & Bill to help organize the car show and awards. Brenda and Tabitha to help run registration and donut sales. Still have assignments to help out at the Spring Fling for those that have volunteered.

Meeting Adjourned at ?

Corvair Resources (Online)

Q&A - www.corvaircenter.com
www.corvairforum.com
Parts - www.corvair.com (Clark's)
www.californiacorvairparts.com
www.mikescorvairparts.com
www.rockauto.com
Sale - www.jaxed.com
www.corvairtrader.com (Parts & Sales)
Resources –
<https://www.corvair.org/chapters/corvanatics>
Car Building – <http://autoexer.skiblack.com>
Fun - www.youtube.com/user/davemotohead1
www.deansgarage.com



Birthdays
January 25: Daniel Fierro



Mel Francis's 2011 tribute to the original 1963 Monza SS Concept Car

CCRC Club Member Assistance:

CLASSIC CORVAIRS of RIVER CITY CLUB MEMBERS

In the last year, our club has lost at least six members with cars that participated in club outings. It is getting more difficult to get a respectable number of cars at club-sanctioned events. Car shows, concours, the Autorama and State Fair participation require strong showings. We may not be invited back to the State Fair this year due to our poor showing last year.

In order to get more cars on the road, the club leadership is offering assistance to members that have Corvairs that need help to get them running. This help will be in the form of technical expertise, mechanic labor and financial assistance.

If you have a Corvair that is in need of work, contact John Heiser and give him the details on what you require in the way of help. A committee will review the requests and select those we think are the best candidates. Remember the goal is to get more Corvairs at our club events. Those chosen will be expected to participate and help the club increase the number of cars that we put on display.

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 John, Johnh1@thegrid.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.

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.

1968 Monza. 95-HP, automatic transmission, AM radio, shoulder-belt seatbelts, F41 front and rear special performance suspension. Chris Medeiros, cmedeiros@mac.com, 916-992-3198.

Wanted: In search of a 1966 Corsa Convertible turbo, 4 speed car, either a #2 or a 3 if its original, straight, complete and running. Chester Keeton: (832) 281-8009

For Sale: 1961 8 door Greenbrier: Contact: Mandie (916) 456-9607. Leave message on answering machine that you are interested in the Corvair Greenbrier. Late Model 95 hp engine, Powerglide. Has cruise control. Been garaged. \$3,900.00. CORSA Club members from Sacramento, CA.



For Sale: 2 Late Model Corvairs. 1966 Corsa and one converted to a mid V-8: Contact: Marc Lariz (408) 590-8804. Adrian's Storage. 3800 Narvaez Ave. San Jose, CA 95136.



For Sale: 1964 Corvair Convertible located in Elk Grove. Contact. James Koch: edselhusband@aol.com

Free: 2 front seat frames for a 1964 Corvair Convertible. Contact. Ken Basile in Penn Valley. (530) 432-9590

The Air-Cooled Iconoclast – 1965 Chevrolet Corvair Corsa vs. Porsche 911

By [Christopher Fussner](#) September 26, 2019 Category: [Automotive Spotlight](#), [Chevrolet](#), [Opinion](#), [Porsche](#) Tags: [Automotive Spotlight](#)



Infamous for their unforgiving handling characteristics when driven at the limit, the first Porsche 911 and the second-generation Chevrolet Corvair are more likely nemesis than either company intended or collectors may realize. Both offer six-cylinder air-cooled engines, placed distantly behind the rear seats. Both are lightweight grand touring 2+2 with a focus on sportiness, and both have a performance-oriented interior. In fact, they are so comparable in nature that it is a wonder as to why there is such a vast market price disparity. Current prices for one of these sixties Porsches have skyrocketed, while a Corvair acquisition commands a considerably more modest bank transaction. This disparity has led many enthusiasts eager to venture down the Porsche path to the 911's smaller sibling, the 912, which offers performance nearly akin to its stablemate. So that begets the question: is the Corvair a better way to attain 911 competitive performance than the 912?

While preferences toward exterior design remain among the most hotly-controversial topics of automotive conversations, they are ultimately subjective. Nevertheless, the 911 and the Corvair each offer their own unique sixties sports car styling in the form of chrome accents and sweeping body lines. Furthermore, either manufacturer guaranteed a wide selection of color options especially varied to ensure at least one catches your fancy.



a bit of visual exception.



The forward fascia is steeply raked back, creating a sharp prow at its convergence with the scalloped cowl. Inside, four headlights are paired together into two chrome clusters separated by a wide, angular and grille-less area filled only by an outstretched Corvair emblem. An integrated full-width chrome bumper tapers off slightly before the fore-end fenders begin to flare outward around the wheel well – accented by a thin chrome trim on the Corsa. Atop, the front fender sheet metal rises above the hood line, proceeds to crease rearward, and then softly progresses upward to form the subtly arched fenders. Outback, the waistline concludes into a crescent-shaped, Corsa-specific silver painted tail filled with four chrome-trimmed red taillights. The design is unmistakably American but effectively engenders styling traits all it's own.

By an equally comparative measure, the 911 is to the Corvair like most other European autos were to their American counterparts – smaller and lighter. Twenty inches shorter in length, six inches smaller by width, and in a weight class approximately 175 lbs less, the 911 embraces its compact dimensions through curvy charisma. Rounded headlight pods extend to the edge of the bumper and seem mountainous to the steep downgradient hood. The hips of the 911 softly roll from wheel well to roofline as one continuously flowing wave – no hard angles to be seen. To enhance the aesthetic appeal of bodyline breaks, Porsche uses delicate chrome strips surrounding the windows, lighting equipment, and to gussy up the bumper protection.

While the Corvair is far from gaudy, the 911's conservative use of chrome and badging is elegantly superior. Only a small colored Porsche crest resides on the trunk lid; keeping all of the details balanced. Meanwhile, badging on the decklid is comprised of the company's name, spaced apart from an adjacent, upturned 911 badge, both plated for a soft gold appearance.



Comparatively, the 911's centrally-located tachometer is racier while the Corvair Corsa's six-dial cluster is more comfortable to view since they all fit neatly between the steering wheel circumference. Wood dashboard inlays inside the black vinyl dash add flavor and warmth, especially when paired with the optional wood-rimmed steering wheel. Corvair owners could also elect for a wood-rimmed steering wheel to substitute the standard Bakelite unit, but it appears out-of-place given the lack of wood elsewhere.

Seating surfaces in the 911 are leather while vinyl chairs must placate the Corvair's crew. Either of which is available in several different colors that also alter the carpeting and door paneling. In the 911, bucket seats are standard while only Corsa Corvair's get buckets with tiny bolstering. Plainly put, the rear seats are more accessible in the Corvair, but their real use in either car is as a lowered parcel shelf. In Corsa trim, standard interior lighting, door-mounted armrests, and chrome gearshift boot aid to depreciate the amenity divide. In all, the arrangements and accouterments are nearly identical; going so far as to note that even the glove compartment doors prominently display model badges at the same location.

Given that these cars were not marketed against each other or designed as rivals, their competitive performance metrics are tight. Of course, any conversation about Corvair performance comes with many caveats and the complete furor of Ralph Nader's safety literature. While the cautionary tales have never subsided, the reality is that by the second attempt, Corvair engineers had remedied those early troubles by supplanting the rear swing axle for a fully independent suspension with coil springs at all four corners.

Plus, the Corvair now had a larger anti-sway bar with control arms up front and a rear anti-sway bar. The suspension revisions lessened the necessity for adequately maintaining uneven tire pressures, an essential obligation on the first generation. Corsa models, in particular, received more massive brake drums, a sportier suspension, and quicker steering. Plus, there was also an optional Z17 Handling Package endowing Corvairs with even sportier steering and suspension equipment.



Stay tuned for Part 2.....