



Corvair Chatter

Quick Facts

NEXT MEETING: February 13, 2021, 10:00 a.m.

Leo Scopesi's Place: 2980 Allan Ave. West Sacramento, CA. Club providing Coffee and Donuts!

Membership Dues: Please pay your membership dues! \$20.00 for the year.

Features

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

Firing Order

President	John Heiser
Vice President	Carl Funk
Activities	Position Open
Secretary	Position Open
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 and happy Valentine's Day! Quite a bit of activity has been occurring on the Club's project car in which will be discussed at the February 13th, 2021 club meeting. A recent email was sent out to club members on the work and part acquisition efforts to date. I hope the members have had a chance to read the updated report, because this is a club effort! A Summary of the progress is located on Page 8. Thank you all for your time, volunteering and rebuilding efforts on the Club's Project Car! Just Grateful!

Autorama this year has been cancelled due to Covid protocols. The CORSA Convention in San Diego is still being planned, but Covid-19 protocols may change the scheduled dates. The Folsom Air Cooled Java Cruisers are hosting another social event at Lembi Park in Folsom on March 21, 2021 starting at 10:00 a.m. Come on out with your Corvair! Awards will be handed out as well.

For Club Members working on their Corvair(s) either restoring, rebuilding, upgrading, interchanging parts, please send me updates so they can be added to the newsletter.

For example, my daughters 1965 Corvair Monza is slowly moving along. From replacing the entire brake system, brake lines, fuel lines, fuel tank and having a local machine shop rebuild the rear wheel hubs for safety reasons. Not to mention rebuilding the 4 carburetors, alternator and distributor, Now, finally getting really close to firing up the rebuilt 140 hp engine.

On a side note, if you can, please attend the local cars and coffee events. Believe it or not, attending these events help promote the club, club members Corvairs and to provide resources to those inquiring about where to get parts, who can work on my corvair etc... I also like the socializing aspect by talking to other car owner's about their car(s) that they brought and upcoming events worth noting.

Thank you all for your continued help, volunteering and assistance!

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"



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. On hold until further notice.

Carmichael Bel Air Sunday Cars and Coffee. 4005 Manzanita Avenue at the intersection of Fair Oaks Blvd and Manzanita Avenue near the corner of Cypress. Time: 7:30 a.m. to 10:00 a.m.

Folsom Cars and Coffee: Town Center, El Dorado Hills, every Saturday morning 7 to 9:30.

Car Shows:

Air Cooled Java Cruisers: Lembi Community Park, Folsom, CA. Sunday, March 21, 2021 at 10 AM – 1 PM. Come on out and enjoy some good friends and cool air cooled cars. Bring some food if you like, socialize responsibly, trophies provided and of course it's free. This is at the east end of the park near Timson Dr. There is grass and trees for shade, bring a chair.

The San Francisco Club would like to host a joint Corvair Show with CCRC. So, lets start planning on a joint show.

River City Brewing Company: Corvair Club showing in Carmichael – Milagro Center, Corner of Marconi and Fair Oaks Blvd. Date: Time:

Meeting Minutes

By John Heiser

January 16, 2020 – Club Meeting Minutes:

John opened up the meeting at 10:15 a.m.

Introductions made, Club President briefly explained the Club's purpose to new members and those checking out the club.

Event updates discussed with Autorama cancelled this year and discussions regarding the CORSA Convention in San Diego this July. CORSA is encouraging those that attend, to make your reservations with the host hotel.

We provided an update on the treasury, recent purchases of corvair parts for sale and a status update on the Club's project car.

Guests Jami and Roger Crum checked out the club and were seeking club assistance to work on Roger's recently purchased 1969 Corvair Monza Convertible. The requested clutch work is being done by David Gray.

The Club's 140 hp engine was sold for \$2,250.00 to Mr. Stone who will be using it for his 1963 Corvair. A work party will be scheduled soon to remove the existing engine out of Mr. Stone's Corvair and install the 140 hp engine. More updates at the February club meeting.

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

February 2: Tabitha Heiser
February 2: Kathy Hooker
February 5: Leo Scopesi
February 10: Dawn Ann Johnson
February 11: Mary Lechner
February 18: Denis Schoen
February 21: Jon Larson



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. May need engine parts, has a ding near left tail light, and upholstery needs replacement. Asking \$1500. Contact Jim at 209-969-2069.

For Sale, Rampside, Greenbrier, corvair engines, transaxles, parts etc. Contact Larry Forman at (916) 216-9801

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

If you would like to submit a Corvair or Corvair's including related items to the classified section of the newsletter; please send me electronic pictures of the item, pictures of the Corvair(s), including engine, interior, description, such as the year, mileage, manual or automatic transmission, if possible, asking price and contact information. If you are placing a classified regarding "In Search Of" related to Corvairs, please email the information to me. Please provide these items prior to the next months publication. Which is about the first week of the month. If the car or item has sold, please let me know. My email: Johnh1@thegrid.net. Thank you.

Automotive History: How The 1960 Corvair Started A Global Design Revolution - Part 7.

By: [Paul Niedermeyer](#)
– January 23, 2019

BMW adopted these design principals wholesale, and made them their own. When BMW speaks of their design DNA, it's the Corvair they're referring to.



And since BMW's horizontal accent line became such an indelible part of almost every subsequent BMW, it was with us through 2003 (if in ever less prominent form), until Chris Bangle finally flamed it away.

Let's not forget the cute little Peugeot 204, also designed by Pininfarina.



It appeared in 1965, and its rear end is its most faithful aspect.



Since the USSR was always a bit late to design parties, its almost surprising that the ZAZ 966 appeared in only 1966. Vladimir Putin's beloved little rear-engined sedan carries an air-cooled V4. I suppose they may have more likely bought an NSU to actually crib, but the end result is the same, and very faithful indeed.

This last one may be a bit controversial, but it can not be denied that the Tatra 613 of 1974 (designed by Michelotti) is still paying homage to the Corvair, to some degree or another. Ironic too, that the granddaddy of (semi-modern) rear-engined cars would acknowledge its latest member to the club. The circle is completed.



I was going to leave it at that, but is it too much of a stretch to say that the increasingly ubiquitous face of modern cars that predominated the next few decades can all trace their roots back to the Corvair?

The Audi 100 represents typical exponent of the school: a simple horizontal face, with lights planted at each end.





The Ford Taurus of 1986 takes it even further back to the Corvair, lacking a grille altogether. The aero look soon became predominant and overplayed, and soon burnt itself out. It was the same problem the Corvair had in the US back in 1960:

Americans generally prefer a good strong face on their cars and trucks.



Europeans are more willing to still indulge the Corvair's lasting influence. What was true fifty years ago still has some relevance today.



Postscript: And what did GM adopt for the front of its Corvair successor, the 1971 Vega? The classic 1950's Pininfarina front end, right down to the egg crate grille. The Corvair's face was just too...European.

Related: [Pininfarina's Revolutionary Florida: The Most Influential Design Since 1955](#)

CCRC Club project car, 1963 Spyder Convertible

Status Report

The Car was donated to the club by Rich and Linda Eastburn.

The club approved \$1,000 to see if the car was worthy of further restoration. The gas tank leaked badly and the engine had not run in 20 plus years. Before we could evaluate the car, we had to get it in road worthy condition.

First the brakes were nonexistent. The brake pedal was rusted and frozen. The master and all wheel cylinders were replaced. Curt bled the brakes, freed up the pedal and they are now functional.

The engine was started and was determined that both the turbo and carburetor needed to be rebuilt. The installation of the correct sized oil cooler, seals, replaced fuel pump, correct shrouds and new spark plugs including an engine tune up, we were ready to drive the car. The club provided the replacement parts with Joseph Howard rebuilding both the Turbo and Carburetor. With a huge thank you to Leo, Tony, Denis, the Eastburn's, Joseph, Wes, Curt and Brenda volunteering their time working on the project Corvair!

With the brakes rebuilt, the steering check out and the leaky gas tank replaced, thanks to John Heiser, the car was ready to drive. After the turbo and rebuilt carburetor were installed along with a good fuel pump and an engine tune up, we were ready to drive the car.

Driving around Curt's house out in the country allowed us to check out the transmission, clutch, brakes and steering. The following was observed: steering, brakes, transmission and engine worked. The car drove well and with a new set of tires could be driven on the highway.

During the drive we discovered the clutch throw out bearing is squealing some of the time. There is oil leaking onto the exhaust manifolds causing smoke to come out of the air exhaust ducts. The engine did not seem to have any exhaust smoke. The engine did not stall or show any signs trouble. Howard thinks installing a Pertronix ignition would improve the idle.

We have demonstrated that the car is in good enough running condition to go on to the next step.

The \$1,000 spent so far has fixed the deficiencies that prevented the car from running and driving. A few dollars were spent to recondition the interior door panels dash pad and rear armrests. We suggest the next phase cleans up the few engine problems, refurbishes the interior with new seat covers and carpet. We will clean up the trunk, buy new tires and do the DMV transfer. This will cost us about \$1,500. We will have a total of \$2,500 in the car at this point.

The final phase will paint the exterior and put a new convertible top on the car. This final phase is estimated to cost \$1,800 for paint and \$1,500 for the convertible top.

The project total should come in at about \$5,800. The car at this point should bring between \$10,000 and \$15,000 as a #3 Spyder convertible. Hagerty says a 1963 Spyder convertible in #2 condition "Excellent" sells for an average of \$21,500 and a condition #3 car "Good" sells for \$15,000. I know we can get to condition #3 and with a little effort maybe condition #2. Condition #1 is "Concourse" quality.

