



Corvair Chatter

Quick Facts

NEXT MEETING

To be determined

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 and Club Member Corner

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 all! Well, I'm just hoping that everyone is staying healthy during these current times with social distancing and reduced car shows to attend. As everyone is making adjustments, we plan on hosting a virtual club meeting via teleconference related platforms including software that will need to be downloaded to your computer or cell/mobile phone. Larry Foreman has suggested using "ZOOM" as the teleconference platform so folks can call in and participate.

We have also added new members to our rolls. Please welcome Dawn Ann and Mike Johnson with their very nice late model red convertible. These folks will be asking for help in the near future. So please welcome them and be prepared for a lot of questions from them.

The 2020 Corvair Spring Fling. Due to the current concerns over the Corona Virus, restaurants closed down etc, has been postponed to a later date. In the mean time would like to coordinate with the San Francisco Club to host a joint Corvair Show. So, lets start planning on a joint show!

CORSA is once again providing a great incentive for new members to join our club. If you have never been a member of CORSA before, this is for you. Between now and June 30, 2020, each new CORSA member will receive a free copy of Corvair Basics - a 190 page technical manual for anyone new to Corvairs or thinking about Corvair ownership. This book is a compendium of articles written by acknowledged experts and covering all aspects of Corvair repair, maintenance and restoration. This is an especially useful resource for anybody who is new to the Corvair hobby. Please allow four weeks for shipping.

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"

Items up for discussion at the next club meeting:

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

Events, 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. On hold until further notice.

Folsom Cars and Coffee at the Palladio, every Saturday morning 7 to 9:30. 430 Palladio Parkway. On hold until further notice.

Car Shows:

May 2020: Fun Event: Scheduled in May 2020 for a BBQ show and tell. Date and Time TBD. CarMichael Vintage Vehicles located of Mather Field Road, North of Highway 50. 10173 Croydon Way Suite 8, Sacramento. Michael Tatro is a car collector whose automotive enthusiasm has filled his garage with over 100 cars.

May 16, 2020: Maxwell High School, free car show and parade. Car Show registration begins at 10:30 a.m. Awards at 3:00 pm. 515 Oak Street, Maxwell, CA. Pre-Registration is encouraged!

BARN PARTY! Christy's famous Barn party, pot luck, free hotdogs and hamburgers, dancing and musical entertainment! Don't forget that this is also a car show! Bring a pot luck side dish or beverage to share. 1st weekend in June. 1-5 pm. 10141 Cedarsong Road, Nevada City, CA

2nd Saturday in June: Florin Historical Society's Annual Strawberry Festival. 7145 McComber Street, Florin, CA 95828. Once I receive the event flyer, I will email out to the club members.

2020 CORSA – National Convention: San Diego, July 6th – 11th. Has been postponed until 2021.

Meeting Minutes

By John Heiser

March 26, 2020- Meeting Minutes: Meeting cancelled due to COVID-19 related requests for social distancing.

Club Treasurer – Wes Nicholas:

As we all hunker down during the current COVID-19 stay at home orders, Leo Scopesi and I have kept busy buying and selling parts to support our upcoming events. We purchased an engine from a guy in Folsom. We purchased air conditioning parts from a guy in Cameron Park. We purchased parts from Larry Forman and an entire truck load from a realtor in Lake County.

After buying all these parts, I proceeded to sell a good portion over the internet. The good news is we have recovered all the money we spent buying these parts and as of now we have more than doubled what we spent.

Among the items we got from Lake County were five engines, one a complete 140. We are thinking of doing an evaluation on it and selling it as a running serviceable engine. This would require a club work party to get it up and running. We would do a compression test and verify that it is serviceable. The upside is we would profit more by selling an operational engine and someone, possibly a club member, would be able to upgrade or benefit from the sale.

We have a few more engines to evaluate and decide what we should do with them. So as soon as we get back to normal, or a new normal, we will get together and discuss where we go from here.

A big thank you to both Wes and Leo for parts acquisition and sales to support our club and club activities!

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

April 1: John Heiser
April 4: Suzy Chrisoulis
April 6: Debbie Smirlis
April 7: Jeanne Aguirre
April 10: Nora Meadows
April 12: George Augustine
April 12: Ramona Morales
April 20: Dominic Scopesi
April 23: Laurie Daniels

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, 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

For Sale: 1963 Corvair Convertible. \$3,500.00. Contact. John Walker : (208) 720-0120



Look out world, 1965–69 Chevy Corvairs are rising fast says Hagerty



“It’s hard to tell what Ralph Nader thinks about the second-generation 1965–69 Chevrolet Corvair. (We know what buyers have been thinking lately, but we’ll get to that in a bit.) We’re guessing that if Chevy had rolled out the ’65 Corvair first, Nader wouldn’t have devoted an entire chapter to the first-generation rear-engine compact car in his best-selling book, *Unsafe at Any Speed: The Designed-In Dangers of the American Automobile*.

Alas, the second generation naturally follows the first generation, and the first-gen Corvair drew Nader’s ire. Contending that the car possessed a rear-suspension design flaw that made it prone to flipping if forced to make a severe, sudden turn, Nader called the Corvair “the one-car accident.” Oh, sure, in 1971 the National Highway Safety Transportation Board declared that the Corvair was as safe as any car of its era (and our own Larry Webster tried his best to flip one in 2017), but the model was long dead by then.

Ironically, the second-gen Corvair had already received a fully independent rear suspension for 1965—prior to the release of *Unsafe at Any Speed* in late ’65. *Similar to the one in the Chevy Corvette, the Corvair’s suspension had been redesigned to reduce the rear roll center to half its previous height, and the suspension was equipped with fully articulated half-axles that provided constant camber on the rear tires.*

Bye, bye, handling problems. Bye, bye, “one-car accident.” Although the Corvair had a solid 10-year run (1,839,439 were sold), many automotive enthusiasts today consider it tainted by the Nader situation and a bit of a cult car. Although both panned and praised, the Corvair certainly has a stout and loyal following. Proving the point, second-gen models are heating up in the marketplace, and Hagerty associate editor Kyle Smith offers a few reasons why.



“The second generation seems to have a good mix of the quirky aspects and the overall Chevrolet aesthetic of the late 1960s,” says Smith, owner of a 1965 Corvair that he endlessly dotes on. “The early model is more polarizing, mostly due to Nader’s take on it, but the second-gen Corvair—with its revised rear suspension and stylish looks—is a great car for those people who want to be different from all the Mustang or Camaro owners at the local car show.”



Originally designed to compete with the Volkswagen Beetle, the Corvair actually followed the Bug by ditching its radiator and installing an air-cooled, horizontally-opposed flat-six engine in back. The 1965–69 versions carried a 2.7-liter powerplant that produced 90–140 horsepower, mated to a three-speed or four-speed manual transmission or Powerglide automatic.

“It has a reputation as ‘the American Porsche,’ but that’s likely a bit inflated,” Smith says. “The top trim levels certainly pack the power to give a 911 a run for its money, but Chevrolet’s original intention was to build an engaging and economical car for the everyman. The flat-six engine is reliable and sturdy, and any handling complaints from the past can typically be ironed out with correct tire pressures front and rear.”

Smith isn’t alone in his appreciation of the 1965–69 Chevrolet Corvair. After the car’s Hagerty Vehicle Rating hit an all-time low of 15 in July 2018 and was sitting at a sickly 27 in January 2019, it began a steady rise to its current 81.

The Hagerty Value Rating, based on a 0–100 scale, combines insurance quoting activity and the number of new insurance policies, along with sales data, auction activity, and other metrics to rank vehicles compared to the overall collector car market. A vehicle with a score of 50 is keeping pace with the collector market. More popular vehicles score above 50; vehicles with a sub-50-point rating are lagging behind the rest of the market. The HVR is not an indicator of future collectability, but it says a lot about what’s trending hot and what’s not.



Stay tuned for part 2.....

CORVAIR CYLINDER HEADS SOFTEN IN USE

By Bob Helt

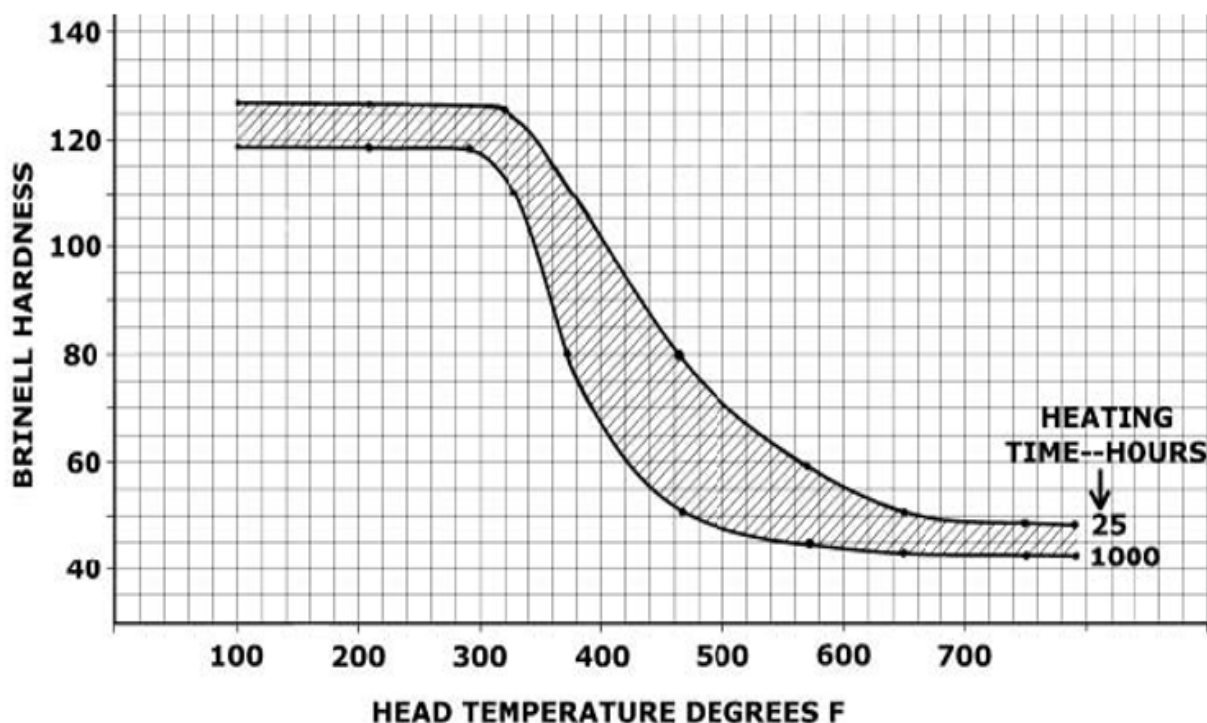
Corvaire cylinder heads were molded from an aluminum alloy known as A365 and hardened to an industry specification called "T6". This hardening was done by a series of heat treatments annealing the aluminum head after molding. First the casting is heated to a temperature of 1000° F (5400° C) and allowed to soak for four hours, after which it is cold-water quenched. This is followed by an "aging" treatment at 320 degrees for six hours, after which it is naturally cooled. The casting now achieves a Brinell hardness of around 120 and about 75 Rockwell B.

The critical temperature is the aging temperature of 320° F. As long as operating temperatures never exceed this critical temperature (320° F) the aluminum will retain its initial hard-

ness.

But exposure to elevated temperatures and duration at these elevated temperatures induce a softening of the aluminum. You will note in the following diagram adapted from Mackerle* that exposure to subsequent high temperatures tends to reduce this initial hardness and soften the aluminum.

Head temperatures in the 465 degree range continued for a cumulative duration of only 25 hours will reduce this hardness to around 80 Brinell (a 30% reduction). Longer exposure or higher temperatures will exacerbate the softening problem. The 1960 SAE report, 140C, showed Corvaire head temperatures exceeding 450° F WOT at 60 mph in 100° ambient temperature. And these temperatures ran even higher for the higher horse-



power, air conditioned, smog, and turbo engines.

Well, what's wrong with having these heads soften with use? It is bad news. The softer the head material is, the more valve seat retention becomes questionable and loss of valve seats becomes more likely. In addition, temperature variation extremes will likely cause cracks in the heads and other fatigue failures such as bolts and studs pulling out of the head.

Air-cooled aircraft aluminum heads have the same problems and are even more critical in operation. Thus, complete replacement of these heads is frequently recommended during engine overhauls. Automotive applications using liquid-cooled

aluminum heads would operate at much lower temperatures (~230° F max) and never see the critical 320 degree point, and thus will avoid many of these problems.

* *Air-cooled Automotive Engines* by Julius Mackerle, 1961

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