



# Corvair Chatter

## Quick Facts

### **NEXT MEETING**

May 22, 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
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## Firing Order

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

## Finding Us

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

## Message From the President

Greetings all! Thank you all for attending and volunteering at the Spring Fling held on April 27, 2019. A great turnout with folks from Northern California, Bay Area, Central Valley, Central Coast to name a few. I apologize if I missed locations. Quite a few "Vairy" nice Corvairs and Ultravans at the show that made judging awards very difficult! A big Congratulations for those who won! I hope others as well as I, enjoyed having wonderful conversations with club members, those that showed up out of curiosity, those that spent the day checking out the Corvairs, hearing stories, the camaraderie, catching up with friends, meeting new folks. A big thank you for those who helped with set-up, registration, and raffles – Bonnie and Howard Joseph, Tabitha Heiser, Wes Nicholas, Jean Colegrove, Leslie Beardsley, Ramona Morales, Leo and Dominic Scopesi Kudos to Mr. Morales for uploading live on Facebook with commentary! If I forgot to mention your name, I apologize and you do not go unnoticed for your help! And of course, the Cake! Hats off to Mr. Barnes! To the vendors that showed up, a Big Thank you! Mike's Corvair Parts, Seth Emerson, and John Walker. A big thank you for the host, Fry's Electronics to allow this event to take place. The Club still has quite a few Spring Fling T-Shirts up for sale as well as dash plaques.

The Club's Corvair was at the show with a lot of interest. Vance Piper from the Bay Area knew the former owner. From Mr. Piper's contact information, I reached out to the owner's son to indicate that it was up for sale. Mr. Slausen would love to have this car, but thanked me and the club for letting him know about the car. The Club sold the 1964 Corvair Monza to a Mr. Chris Chew from Southern California on May 4, 2019. Wes picked up Mr. Chew at the airport, drove him to Leo's place. Mr. Chew was looking for such a car, agreed upon the transaction and ownership, in which Mr. Chew drove the car back to Southern California. **A big thank you for the volunteers that worked on this car to get it ready!**

### **Items up for discussion at the next club meeting:**

- A celebration dinner to be discussed for those who helped out on the Raffle Car and Spring Fling.
- Joint tours, shows, events with the San Francisco Bay Area Corvair Club.
- Corvair tech sessions.
- Planning for a joint car club show with Sacramento Metro and VW Clubs.
- Club Member Corvair assistance requests.



# Latest CCRC News

## Spring Fling winners:

	<b>First Place</b>	<b>Second Place</b>
Early Closed	Vance Piper	Richard Eastburn
Early Open	Ken Lawyer	Daniel Ferro
Late Closed	Wes Nicholas	Robert Wilcox
Late Open	Paul Klein	Bob Florence
Forward Control	Harold Rupert	Ron Eversden
Specialty	Howard Joseph	
Best of Show	Ken Lawyer	

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***This will be your last newsletter if you've not paid your dues. 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***

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## *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 World Market – Palladio, every Saturday morning 7 to 9.

Rods & Mods – every Wednesday, 5pm to 8, April 3 through August 28. Grand Oaks shopping center, Auburn Blvd, Citrus Heights

Antique Trove, Roseville, Car Show series: Sunday, June 16; Sunday, July 21; Sunday, August 12; Sunday, September 15.

Squeeze Inn Burger, Roseville, first Thursday of the month until October 3. 5 to 8pm.

Downtown Roseville Tuesday Nights, June 4 to July 30. **No parking on Vernon St before 3pm.**

## *Car Shows:*

June 1, 2019 — Rods n Relics, Downtown Lincoln Car Show. 7 am - 3 pm. Boy Scout Troop 160 will host a Pancake Breakfast. Registration by May 15, 2019: \$20. After: \$30.00.

***June 8, 2019 – Florin Historical Society's Annual Strawberry Festival, from 9:30 am to 4:00 pm. 7145 McComber Street, Florin, CA 95828. For cars not entered to be judged for awards, no fee. For a 10x10 booth space. No fee. Club has already made commitments to attend this event.***

***June 21-22, 2019 -- Central Coast Corvair Club's "Vairfest" in Arroyo Grande, CA.. If your car was at Spring Fling you should have a reg. form (left in your car).***

June 22, 2019 -- Burgiemmen Car Club. 20th Annual River City Classic. 8 am - 2 pm. Entry fee: \$35.00

***SAVE THE DATE! Yes, it's early, but save the date, Sunday, December 8<sup>th</sup>, for CCRC's Xmas Party!***

# **Meeting Minutes**

By Tabitha Heiser, Secretary

## **April 2019- Meeting Minutes**

6:35 meeting started

20 members were in attendance

Spring Fling talk, more decisions and votes for what to do.  
People volunteered for stations.  
The t-shirts finally arrived with the correct car on them.

Some upcoming events were mentioned:  
June 8th is the strawberry parade

7:23 the meeting closed

# Upcoming Events

## Birthdays

June 13	Jim Dal Bon
June 13	Travis Fowler
June 17	Jan Scopesi
June 27	Elaine Dal Bon
June 29	Joe Aguirre



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](http://www.corvaircenter.com)  
[www.corvairforum.com](http://www.corvairforum.com)
- Parts - [www.corvair.com](http://www.corvair.com) (Clark's)  
[www.californiacorvairparts.com](http://www.californiacorvairparts.com)  
[www.corvairunderground.com](http://www.corvairunderground.com)  
[www.mikescorvairparts.com](http://www.mikescorvairparts.com)  
[www.rockauto.com](http://www.rockauto.com)
- Sale - [www.jaxed.com](http://www.jaxed.com)  
[www.corvairtrader.com](http://www.corvairtrader.com) (Parts & Sales)
- Fun - [www.youtube.com/user/davemotohead1](http://www.youtube.com/user/davemotohead1)

## 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](mailto: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](mailto:edieboopboop@yahoo.com)

# Christy's Barn Party!

An Invitation to a.....:

## Barn Party

Sunday, June 2nd 2019 1-5 PM

Christy Barden  
10141 Cedarsong  
Rd. Nevada City,  
CA. (530) 263-1001



## Here is the Band



## Here is the Barn



Bring a pot luck dish. Free hot dogs and Hamburgers to the first 150 guests. Sprung dance floor.

Hwy 49 to Nevada City, continue on 49 by making a left turn at the first opportunity after passing Nevada City. Continue for about 4.5 miles and turn right on Cedarsong Road. Turn right into the first driveway after the two speed bumps. **Park as Directed.** No RSVP needed

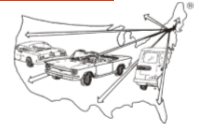
Special parking for classic and special interest cars.

# 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](http://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](http://www.corvair.com) email: [clarks@corvair.com](mailto:clarks@corvair.com)

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

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Call John at 916-631-9407. '66 COVAIR MONZA--NICE PAINT, CLEAN INTERIOR NO RIPS, RUNS AND DRIVES REAL GOOD--- \$8,400. See the email blast of 3/6/19 for photos.

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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.

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'65 Monza coupe with 140. Body, paint, and interior in good shape. Engine has complete rebuild: new rods, pistons, rings, complete valve job; full race cam. Includes box of manuals, box of parts. \$7000 OBO. Jean, 916-338-1660.

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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](mailto:newjerseycrab54@aol.com)

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'62 Rampside. A solid body with almost no rust repair. The ramp opens/closes and the latches work. Price range \$1600 - 1800. Seth Emerson (408) 247-2237. See email blast of 4/12/19 for photos.

# Didn't Porsche Design the Corvair?

Just how did the Corvair come to be? Of course, said many, it was designed by Porsche. Numerous influences, including a powerful tank engine, shaped Chevy's rear-engine compact. And Porsche was involved--in an unusual way



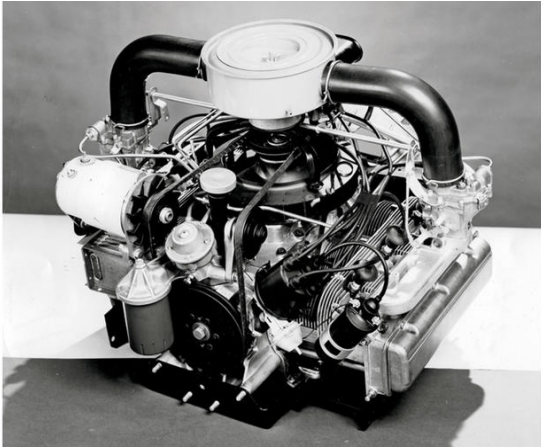
STORY BY KARL LUDVIGSEN  
PHOTOS FROM THE FILES OF KARL LUDVIGSEN  
346  
DECEMBER 10, 2015

It's an idea that refused to die. When Chevrolet introduced its Corvair in the autumn of 1959, rumors were rife. Porsche designed the Volkswagen, didn't it? And wasn't the Corvair a grown-up Volkswagen? And what did Chevrolet know about designing air-cooled rear-engine cars anyway? Thus it was obvious: Porsche must have designed the Corvair!

The idea had some legs because it would not have been the first time that Porsche designed an American car. Between 1952 and 1954 it engineered and built prototypes of its Type 542, a four-door sedan for Studebaker with 120-degree V6 engines, air- or water-cooled to choose. This was a front-engine car in the conventional style, albeit with unibody construction and independent suspension at all four wheels.

Anticipating that such a full-sized auto might not be the answer to Studebaker's prayers, Ferry Porsche, the head of Porsche AG, also suggested a smaller car, his Type 633. His proposal showed a notchback two-door sedan with a Porsche-like front deck and a 2.0-liter flat-four engine behind the rear wheels. Air-cooled, it had hemispherical cylinder heads. Torsion-bar springs and 13-inch wheels were suggested for an admirably practical 14-foot-long car.

Ferry Porsche later pointed out with a knowing smile that many of the Type 633's features and dimensions foreshadowed those of the Corvair. Its wheelbase was shorter at 102.4 versus 108.0 inches, but its track and width were similar. Although it was shorter, its seating would have been adequate with a height of 55.1 inches against the Corvair's 51.5. At just over 80 horsepower its engine output was to be similar with a top speed much the same at 90 mph. Porsche posited a weight of 2,112 pounds against the Corvair's 2,420.



Similarities notwithstanding, the Type 633 was not a Corvair precursor. Edward N. Cole, who headed Chevrolet Engineering when the project got under way, confirmed this. "I didn't talk to anyone at Porsche," said Cole, "but I did speak to some of the people at Volkswagen. I had known (VW's managing director from 1948-1968) Heinz Nordhoff quite well when he was at GM." A senior executive at Opel in Germany in the 1930s, Nordhoff had liaised frequently with his American counterparts. He had no reason to withhold information from Cole, who would be competing in an altogether different segment.

Planes, Tanks & Cars

With Porsche locked into a consulting contract with Volkswagen after the war, Nordhoff may well have told Ferry Porsche about his conversations with Cole. Although its agreement with VW prohibited Porsche from working for any rivals in the Beetle's engine-size category, this wouldn't have barred it from designing a larger-engined car for GM, just as it had for Studebaker. But it didn't. A comprehensive list of Porsche project numbers show none that could even remotely have been attributable to the Corvair project.

Porsche, however, did ultimately figure in the Corvair's gestation. Here were Ed Cole's thoughts on its engine: "Because of its placement the Corvair engine required a low profile, although it was not necessary that it be opposed. Then the question was: should it be a four or a six?" At that time the flat six was more typically an aircraft engine with Franklins, Continentals and Lycoming's common in this style.

"In 1950 I logged about 300 hours in a Continental powered C Bonanza," Cole recalled for L. Scott Bailey, "flying many times on instruments under unpleasant conditions, and I certainly got to know the great reliability this engine had and still has for that matter."