



# Corvair Chatter

## Quick Facts

### **NEXT MEETING**

July 24, 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 .....	Position open
Secretary .....	Tabitha Heiser
Membership .....	Harry Spence
Treasurer .....	Wes Nicholas
Editor .....	Jean Colegrove
Historian .....	Christy Barden

## Finding Us

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

## Message From the President

Happy belated 4<sup>th</sup> of July! I hope everyone had a great time enjoying parades, car shows, events, relaxing, visiting friends, family, watching fireworks and eating lots of food! Summer is in full swing and I had a chance to check out the Auburn Cruise Night, Roseville Vernon Street car show and the Folsom Cars and Coffee. WOW! What huge events with lots of cars and get to meet Corvair Club Members and get the word out about CCRC! I am encouraging other club members to bring out their Corvairs and attend these events including the Auburn Cruise Nights and the Roseville Tuesday Night on Vernon Street show. A great way of displaying our Corvairs!

I would like to welcome our new members, the Tates from Shingle Springs with a 1963 Corvair Convertible and welcome back Bob Chrisoulis with a recent acquisition of a white late model Corvair.

Again, just reminding Club members of the Club's assistance program to help get their Corvairs back on the road. Additional information on this assistance program is located in this newsletter.

**Just a reminder**, the club still has quite a few Spring Fling T-Shirts up for sale as well as dash plaques. So please purchase a T-Shirt and Dash Plaque!

**Cal Expo – State Fair: I am requesting Club support for this event on July 26<sup>th</sup>, 2019. Meet at the Theater Parking lot across from Cal Expo off Ethan Way at 8:00 a.m. Free entrance with parking pass for the day.**

Please provide articles, events or planned tours to this newsletter articles.

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

Joint tours, shows, events with the San Francisco Bay Area Corvair Club.

Corvair tech sessions.

Planning for a joint car club Spring Fling with the Sacramento Metro Club and Sacramento VW club.

Club Member Corvair assistance requests.



# 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 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.**

**Auburn Cruise Night -- August 9 and September 13**, Lincoln Way, Auburn, CA – 4 blocks between Elm and High Street, If using GPS to find the entry point for cars, please use the Gold Rush Museum, 601 Lincoln Way.

## *Car Shows:*

Hot August Nights – Reno: August 6th-11<sup>th</sup>, 2019.

**Cal Expo – State Fair: July 26<sup>th</sup>, 2018. Meet at the Theater Parking lot across from Cal Expo off Ethan Way at 8:00 a.m.**

July 23 to 27 -- CORSA International Convention , Pheasant Run Resort, St. Charles, Illinois.

August 10, 2019 – Hot August Bites. 9am to 2pm, Rusch Park, Citrus Heights.

## **Message from Vice President**

This message is intended for all those members who don't attend our monthly meetings.... Why not? Our meetings are a lot of what is going on in the car hobby. There are members with a lot of knowledge on how a Corvair works.

The club has a stockpile of parts that you might need to keep your car running or in top shape.

We talk about car shows and coming events. I really like going to car shows when we have at least 5 or 6 cars. The general population love to talk to Corvair owners. They all have their own story of when they had a Corvair or a friend or the family had one.

I really like the fellowship of getting to know our members at the meetings and car shows.

One of our big events coming up is what I call a triple-header. It's the State Fair. We get to park free, (savings of about \$10.), get in free (saving of about \$15 each), get to show our cars free. Some of the car shows have a charge.

We get to know what is going on at the State Fair and there's always free entertainment.

The highlight of the year will be our Christmas party. Dec 8, please put it on your calendar. It will be at the Sierra Pines again at Sun City like last year. We will have a great dinner, great fellowship and great entertainment.

# **Meeting Minutes**

By Tabitha Heiser, Secretary

## **June 2019- Meeting Minutes**

### ***Meeting Minutes***

By Tabitha Heiser, Secretary

## **June 2019- Meeting Minutes**

6:52 p.m. meeting started

13-15 members were in attendance

Spring Fling recap and discussion, with more decisions and votes for what to do. Scheduled Spring Fling meeting in July to start planning the next one. Location, date and time will be sent out in an email.

People volunteered for stations

Left over t-shirts and dash plaques are for sale!

Upcoming events were mentioned:

4<sup>th</sup> of July-Plymoth Car Show, Tera Del Oro Car and Wine Show



## **Birthdays**

<b>August 2</b>	<b>Rosie Walker</b>
<b>August 4</b>	<b>Garry Montieth</b>
<b>August 4</b>	<b>Brian Barry</b>
<b>August 7</b>	<b>Ginger Hess</b>
<b>August 9</b>	<b>Bob Hooker</b>
<b>August 13</b>	<b>Larry Forman</b>
<b>August 15</b>	<b>Curt Tate</b>
<b>August 21</b>	<b>Susan Fierro</b>
<b>August 21</b>	<b>Donna Oppelt</b>

## **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)

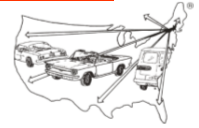
Club Activities - You may have some great ideas for club activities. We want to hear them! Better yet, we'd like you to participate in the planning of your activity idea. Email your ideas to Carl Funk at; [edieboopboop@yahoo.com](mailto:edieboopboop@yahoo.com)

# 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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1965 Corvair Corsa in Petaluma. Car was running when it was parked to start restoration. It has new headliner, new paint. No other details are known. Dan, the executor of the car owner's estate, can answer questions you have regarding the car.

Please contact Dan, 707-849-2240.

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

Unusually, for what was seen as an economy-car engine, Chevrolet fitted each cylinder bank with its own carburetor. Designer of its crankcase ventilation Bob Benzinger said that this was done “to place the carburetors as close as possible to the inlet ports, achieving good response and maintaining high volumetric efficiency.” This decision showed greater influence by Porsche than by Volkswagen, which made do with a single central carburetor. A penalty was convoluted induction with a choke fitted to the central air cleaner. From 1962, each carburetor had its own air cleaner.

For engine cooling Chevrolet adopted the Porsche and VW solution by choosing a Sirocco-type forward curved centrifugal fan. Instead of mounting it vertically as in those German examples, however, it placed the blower flat above the engine’s center, following the Continental’s example. This best suited the car’s design, which required a low rear deck.

Even if Porsche had practically engineered the internals of the Corvair, there was no doubting the American origins of its shape and style. This was created at the end of the influence of Harley Earl, who left the office of GM Vice President of Styling Staff in December of 1958. It bore the Earl trademark of lowness calculated to emphasize length. But its styling was the work of Ned F. Nickles, working under the direction of William L. Mitchell, Earl’s successor as Styling VP. The result was a uniquely elegant and appealing small car.

As the Corvair took shape under its “Holden 25” code name, its engine was ready for road testing before the first prototype cars. Waiting to accept it was none other than the same 1957 Porsche 356 whose engine was used for cooling experiments. At Chevy’s freshly minted Engineering Center at Warren, Michigan, the first Corvair drivetrain was installed in the Porsche. Complete with Chevy’s manual transmission, effectively creating the first flat-six-powered Porsche ever. The Corvair six fitted it surprisingly well. Eager as a kid, Ed Cole hopped in and belted away.



Cole vividly remembered that first encounter with the Corvair-powered Porsche: “Perhaps the greatest thrill for me personally was the first concrete evidence that the Corvair really came up to our hopes and expectations,” he recalled. “This came when I test-drove a modified Porsche which contained the new Corvair engine while we were waiting for our first pre-test prototypes of the Corvair to be completed. I drove this car at the GM Technical Center and Milford Proving Grounds in late 1957 and at Pikes Peak, Colorado in early 1958. She ran beautifully. I knew that we had a winner.”

#### A Source of Inspiration

Ferry Porsche was, of course, interested in the Corvair. Through Huschke von Hanstein, his director of PR and motorsports, he arranged to buy one of the first ones made. It would be invidious to suggest that Chevrolet’s effort influenced Porsche, but it cannot be overlooked that Leonard Jäntsche’s first prototype engine for the future 911, the Type 745 of 1961, had a four-bearing crankshaft just like the Corvair’s. For its final design, though, Porsche adopted seven main bearings instead. It was a decision that secured the long life of Porsche’s flat six.

**Ferry Porsche’s Corvair wasn’t the only one running around the streets of Stuttgart. Dan Gurney, one of Porsche’s Formula One drivers in 1961-1962, brought one over to show what the New World could accomplish in car design. Porsche later used some Corvair Lakewoods to test its first flat sixes.**

The many travails of the Corvair as released for the 1960 model year are well known. Mistakes were leaving off the front anti-roll bar to save money and allowing the proportion of weight on the rear wheels to rise too high, something that Ferdinand Porsche controlled rigorously in his designs. Steering response was too slow, deliberately so people would not excite it too much—not a good decision. The requirement for sharply differing tire pressures front and rear did not accord with American ideas of car maintenance.

However, a road test in Stuttgart-based magazine *auto motor und sport* declared the Corvair “Europe’s lost opportunity.” They understood what Chevy had achieved in such a radical departure from the American norm. And when the 1965 model appeared, with its superb styling and Corvette-inspired rear suspension, the Corvair achieved its potential. Disappointingly, however, GM’s management decided to let it fade away instead of exploiting one of the most charming and distinctive American cars ever made.

### **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.