



Corvair Chatter

Quick Facts

NEXT MEETING

Via "ZOOM"

Call in information and instructions to attend this virtual meeting will be emailed out prior to the August 26, 2020 Club Meeting.

Features

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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! Hope everyone is having an awesome August! Some of the club members have been attending the Carmichael Bel Air Sunday morning Cars and Coffee. This event is getting quite large with quit a few Corvair Club members and non-club members. Bruce Bradley, the organizer for the Folsom Cars and Coffee as well as the Air Cooled Vehicle tours - has started up another group for Air Cooled Vehicles on facebook called "Air Cooled Java Cruisers" (ACJC). ACJC is hosting a low key air cooled vehicle event scheduled on September 6, 2020 at Lembi Park in Folsom. Information and other events are listed on page 2. The next Club get together will also be in Folsom with other get together in the various parks in the Sacramento region. The next Club Zoom meeting scheduled on August 26, 2020 at 7:00 p.m. Remember access to the ZOOM meeting can be from a land line phone, your cell/mobile phone, computer, i-pad or similar technology that can download the ZOOM program, and access the internet. Land line phones, just dial in to participate. Some things to consider in attending these virtual meetings from a computer. Make sure you have a video camera, microphone and speakers/headphones.

So, look for an upcoming email with instructions, call in numbers and password as well as a brief CCRC meeting agenda for the August CCRC Club meeting.

Upcoming events: Lets discuss at our August 26th Club Zoom Meeting.

Corvair Club showing at River City Brewing Company in Carmichael – Milagro Center.

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 a.m.

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

Air Cooled Java Cruisers: Sunday, September 6th, Folsom, Lembi Park. 9:00 a.m. to noon. East end of the park, there is a big parking lot, lots of shade! Please bring snacks, coffee, tea, soda, water, picnic lunch...

Plan a week day picnic ride to Lotus Henningsen Park: on 9/2/2020 or alternate date with a meet up in Folsom with a small leisurely ride up to lotus for lunch, Time and meeting place in Folsom TBD. Cost for parking is \$5.00 per car that the club would reimburse.

Route 40 Classic Cars: has offered to host our club meetings! Lets show up with our Corvairs, park outside along Auburn Blvd and have a great time! 6008 Auburn Blvd. Citrus Heights, CA 95621, between Manzanita Avenue and Greenback Lane. (Tim Newey and his brother Rich own this business).

Car Shows:

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

July 22, 2020- Meeting Minutes: the Clubs Third Zoom meeting.

John opened up the meeting at 7:00 p.m. and inquired on how every one is doing these days. Club members are pretty much staying healthy and safe during the COVID -19 social distancing protocols. I then went through the agenda, discussed upcoming events; with Brenda and Curt Tate suggesting a tour in El Dorado County with a picnic at a location to be determined. Hopefully an update at the next Zoom meeting.

Wes provided an update on the treasury report, efforts in Corvair part acquisition and proceeds to the club from the sale of these parts. A huge thank you Wes and Leo!

CCRC work party at Leo's. Date and times still being worked on. The first work party will be working on the clubs Corvair Engine to get it ready to be sold. The second work party will be conducting maintenance and painting the club's Corvair Part's shipping container.

Dee Smirlis is still working on the upcoming 2021 Club Calendar! Dee will provide pricing to club members, so keep posted!

Lets get those Corvairs back on the road for another cruise!

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

August 2: Rosie Walker
August 4: Brian Barry
August 7: Ginger Hess
August 9: Bob Hooker
August 9: Curt Tate
August 21: Donna Oppelt
August 21: Susan Fierro
August 31: Frank Dotson



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: 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.

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, 1969 Corvair, no engine or transaxle. \$500. Contact David Gray at (916) 531-0905



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



CCRC 2021 Club Calendar

NOW Accepting orders for CCRC 2021 Club Calendar

Classic Corvairs of River City:

Dee Smirlis is in the process of preparing a 2021 CCRC calendar featuring club members cars from the recent past. The calendar will be 8 1/2 x 11, on 80# stock, four color, and is spiral bound.

Pricing of calendars is as follows:

1 Calendar - \$20.00

2 Calendars - \$35.00

3 Calendars – \$50.00

Each calendar beyond 3 are \$15.00 Each.

If you are interested, the pricing is detailed above, postage paid. Since this deal is *prepayment* only, make your check payable to me: **Dee Smirlis, 3015 Cinsant Drive, Cameron Park, CA 95682.**

I will submit the order for production on September 15th, 2020. As soon as they arrive (probably around Oct 10th), they will be mailed out poste haste to the address of your choice. Note: If we have the Xmas Party in December then I'll hand deliver the calendars to those who opt for that distribution method.



Automotive History: How The 1960 Corvair Started A Global Design Revolution - Part 1.

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



(first posted 8/5/2011. Updated and expanded 1/22/2019).

The Corvair was a revolutionary car, but in quite different ways on each side of the Atlantic (or Pacific). In the US, the Corvair was unprecedented for its rear-engine, the first American mass-production car to adopt a configuration common in Europe since the 1930s and even earlier. But its stylistic design didn't exactly set Americans agog; the "flying wing" roof had been seen across the 1959 GM line, and the rest of it was perhaps a bit too bland and aseptic for so many Americans weaned on chrome, fins, and long front ends with bold grilles. Its very low height suggested a sporty car, even though the initial 1960 sedan had no real sporting aspirations; that would come a bit later, in the Monza coupe. And undoubtedly, its clean lines were attractive to many American import car buyers, which explains why it sold so well to that contingent.

The Corvair had no real lasting influence on American car styling. Meanwhile, the 1964 Mustang, Ford's response to the Monza, was largely the design antithesis of the Corvair, and we all know how Americans reacted to that. And its influence on the pony cars and sporty coupes was huge. But the reaction in Europe was almost the polar opposite: the Corvair instigated the biggest design revolution of the modern era, one whose effects are still with us today.



Let's briefly consider what made the Corvair's design and styling so unique and influential. Clearly, the key stylistic goal for GM was to absolutely avoid this. Ok; this Austin A30 is a somewhat extreme example, but the problem with small cars was always that as the length was reduced, the proportions became increasingly less attractive.



That wasn't the case with the VW, which was designed well before long three-box sedans had become the norm. Although its shape was a shorter version of the classic streamliners of the early '30s like the Tatra, its proportions were balanced. But of course, the VW was seen as completely anachronistic in Detroit.



Chevrolet's solution was to make the proportions of the Corvair as close as possible to that of its full-sized cars. And they succeeded to an extent no one else ever has. The whole "greenhouse" and side windows are extremely close to those of the larger car, as seen here when we enlarge the Corvair to make it as long as the big Chevy. This was a very deliberate optical effect. No one to my knowledge had ever shrunk a large car so successfully and completely.



And of course, something had to give to make that happen since the Corvair was only 180" long compared to 211" for the Impala. That something was height: the Corvair was a mere 51.3" inches tall; that's exactly the same as the Toyota 86, a modern sports car. It looks even lower in modern traffic.



There was of course a price to pay for that low height: a very low seating position. The seats in the Corvair were mounted very low to the floor, which necessitated a driving position very much like a genuine sports car. That wasn't exactly space efficient, and the Corvair scored relatively poorly in that regard compared to its main competition. But of course, it was precisely what led to it becoming such a successful sporty car in the guise of the Monza; the first of its kind and a direct predecessor to the Mustang and so many other sporty cars to come.

Stay Tuned for Part II....