



# Corvair Chatter

## Quick Facts

### **NEXT MEETING**

September 25, 2019, 6pm – 8pm

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

## Firing Order

<b>President</b> .....	<b>John Heiser</b>
<b>Vice President</b> .....	<b>Carl Funk</b>
<b>Activities</b> .....	<b>Position Open</b>
<b>Secretary</b> .....	<b>Tabitha Heiser</b>
<b>Membership</b> .....	<b>Position Open</b>
<b>Treasurer</b> .....	<b>Wes Nicholas</b>
<b>Editor</b> .....	<b>Position Open</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 everyone! Just wanted to thank the club members who have placed their Corvairs on display at the California Auto Museum for the month, members that have been helping other members out and attending the various car shows and events this summer! I have been attending the Folsom Cars and Coffee with Wes and others and been having a wonderful time meeting folks, seeing exotic to extremely rare cars and of course, meeting other Corvair owners. I've been busy handing out club membership applications, the Clubs tri-fold and information on CORSA.

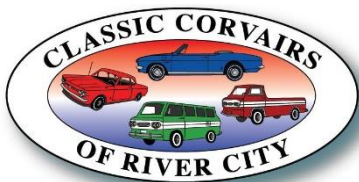
The Club's president attended Gary Hubbert's memorial service on August 10<sup>th</sup>. Gary was a very active member for years and served as the Club's President. Mr. Hubbert served in the military, was very involved with his Church, family and friends and helped out regarding community events and club events. Mr. Hubbert will be missed.

On another note: Please provide articles, events or planned tours to this newsletter.

The club is here to support! 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.

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

- Club Position Openings: Newsletter Editor, Membership, Activities.
- Corvair tech sessions.
- Events
- Membership
- 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.

**Folsom Cars and Coffee** at the Palladio, every Saturday morning 7 to 9.

***The second Air Cooled engine vehicle tour will be held on September 29, 2019. Meeting location, Dutch Brothers Coffee in Granite Bay at 8:15 a.m. Leave Dutch Bros Coffee at 9:00 a.m. Head towards Auburn, over to Georgetown, then back to Lotus to have Lunch at the Coloma Club.***

## **Car Shows:**

**Ironstone Concours d'Elegance:** Ironstone Vineyards 1894 6 Mile Road Murphys, CA 95247. Saturday September 28, 2019, 9:00 a.m. – 4:30 p.m. However, the entire event starts Friday thru Sunday.

**Entry deadline is September 1, 2019.** The show field will be available for car placement starting at 10:00 a.m. on Friday. To avoid the Saturday-morning rush, we prefer that entrants come early and place their vehicles on the field Friday afternoon. **All entered vehicles must be in their assigned spaces no later than 9:30 a.m. on Saturday.**

**California Automobile Museum:** Cruise Fest on Fulton Avenue. October 5, 2019, 3pm to 7:30 pm.  
**Registration:** \$25 for Museum Members and \$30 for non-members. **Car Club Members:** This year we are creating a "Car Club Corral" where pre-registered car clubs and their pre-registered members will have designated parking at Tognotti's parking lot. The Car Club Corral will have its own live music, and food and beer vendors. Like last year, the car club who brings out the most cars will win a free year of Car Club Membership at the museum.

**Kaiser – San Jose: September 28, 2019 Car Show Fund Raiser.** Kaiser's 3<sup>rd</sup> year of organizing a fund raiser from Kaiser Permanente San Jose Medical Center on behalf of American Heart Association. We are putting on a Car Show for the community, and we were hoping to elicit your organization's help with getting cars to register at our event.: [www.heart.org/kpcarshow](http://www.heart.org/kpcarshow)

**October 12, 2019: Sacramento Smaller Vintage Auto Show.** 3.0 Liter Engines or less, manufactured before 1973. Presented by the California Capital Mets at the California Auto Museum. Park between 9am - 10am. \$25 Pre registration fee includes 2 pancake breakfast served between 8 am and 10am. 2 tickets to tour the Auto Museum. Contact Larry Forman or Rosie Walker at (916) 421-2130, [calcapmets@gmail.com](mailto:calcapmets@gmail.com)

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

## **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.

# Meeting Minutes

By Tabitha Heiser

The meeting was called to order at 6:56 pm, by club president, John Heiser.

18 members were in attendance.

Discussion regarding the passing of club member and President Gary Hubbert and reaching out to Ms. Hubbert regarding Corvair parts, cars, motorcycles and tools. Howard Pilon reached out to Ms. Hubbert and scheduled a meeting on September 9, 2019 to inventory parts and make an offer for those parts, cars and tools including the Clubs parts and tools to acquire back.

Spring fling recap and discussion including the pre-planning meeting to be held on July 26, 2019 at the State Fair during the CCRC club showing.

Other topics included the California Automobile Museum schedule and request for five Corvairs to be on display during the month of September. The **Entry date is: Sunday September 1st - 9am.** The existing cars will be vacating the space between 8 - 8:30 - we will then need to sweep the floor and clean up any oil drips and should be ready for your club members by 9 am. Your Exit date will be Sunday, October 6th - 8 - 8:30 am.

Other items up for discussion included the Museums Cruise Fest and the Ironstone Concours d'Elegance. The Club will reimburse \$40.00 for the Saturday registration fee at the Ironstone event, so please consider attending this very nice event!

The treasures report was presented, including another mention regarding club assistance to get members Corvairs running and the Clubs recent acquisition of a 1962-63 145 cubic inch turbo charge engine that is up for sale. David Gray has already inspected the heads, no dropped seats indicated the head part numbers are correct and minimal wear on the cylinders. David Gray purchased the engine.

Discussion of the club attend a Drive In Movie soon with their Corvairs. The West Wind Cinema located off Highway 50 in Sacramento, 9616 Oats Drive. General Admission is \$8.00, Kids admission 5-11 years is \$1.75, 4 and under are free. Tuesday is family fun night. \$5.50 per person and \$1.75 per child ages 5-11 years with 4 and under free.

Cal Expo State Fair Corvair showing, pre-planning of next years Spring Fling. The club is in search of volunteers to help with this event. My conversations with the Corvair Community is when is the next Corvair event! It appears these folks would like to see more Corvair events! The only Corvair event is the Spring Fling. Without club volunteers, there may not be a spring fling next year. So, please consider volunteering to help out!

Meting Adjourned at 8:03 p.m.

## Birthdays

September 8 Gary Gloor

September 9 Adam Bonuff

September 17 Bill Moore

September 21 Howard Pilon

September 27 Dan Kramer



## 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](https://www.youtube.com/user/davemotohead1)  
[www.deansgarage.com](http://www.deansgarage.com)

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



Auburn Cruise Night.  
This was the last of the  
summer events in Old  
Town Auburn. Cars are  
left to right, Wes  
Nicholas, Bill Mc Donald,  
Carl Funk and John  
Heiser

Clubs display at the  
California Automobile  
Museum in  
Sacramento.  
Cars are owned by  
Wes Nicholas, George  
Morales and Bob  
Florence



Cars and Coffee in  
Folsom. Cars  
attending are owned  
by Wes Nicholas,  
John Heiser and  
Chris Medeiros

# 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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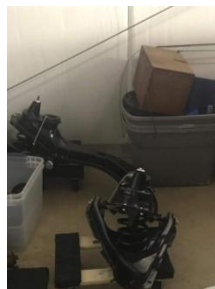
1965 Corvair Corsa in Petaluma. Car was running when it was parked to start restoration. It has new headliner, new paint. No other details are known. Dan, the executor of the car owner's estate, can answer questions you have regarding the car. Please contact Dan, 707-849-2240.

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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.

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1961 Rampside with rebuilt rear suspension and related parts for sale. Contact Anthony Martinez, 209-507-2544.



## Corvair History – “Poor Man’s Porsche” Part 1.

Was the Chevy Corvair doomed by an unrealistic nickname, or can it measure up? Was the Porsche 912 just a poor substitute for those who couldn't afford a 911? We put them head to head to find out.

*...[The] Corvair has superior handling qualities and readability over any U.S. car.... I compare its readability to the best of the German sports car—the Porsche. —Floyd Clymer, Automobile Topics, September 1960*

*We drove a Monza Corvair that would undoubtedly out-handle a Porsche Super 90! To those with Corvair experience this may sound like an incredible statement, but, so help us, it's true. —Jerry Titus, Sports Car Graphic, December 1961*

*Corvair Monza Spyder: Poor Man's Porsche adds a "Super" to the top of the line —Road test headline, Car and Driver, May 1963*

Within a week in October, 1959, the big story for the 1960 model year dropped: General Motors, Ford, and Chrysler each unveiled their first domestic compact car lines. The Corvair, Falcon, and Valiant (respectively) were intended to appeal to the same target markets of women, seniors, and second-car buyers, but GM made one fatal miscalculation: it made the Corvair interesting.



While the Falcon and Valiant were utterly conventional, essentially shrunken versions of their full-size counterparts, the Corvair married Chevrolet General Manager Ed Cole's longstanding fascination with air-cooled powerplants with the rear-engine formula of the then-best-selling compact import, the Volkswagen. Designers' demands for a low silhouette necessitated a low profile, horizontally opposed engine layout; early prototypes of the new, aluminum-intensive flat six were tested in a Porsche 356 body, and as soon as Chevrolet introduced the notionally sportier Corvair Monza coupe in January, 1960, it seemed that the comparisons were inevitable.

The problem was that, while the Corvair's layout, engine configuration, and seemingly exotic handling characteristics—typical of rear-engined cars, but foreign enough to the average domestic car buyer to get GM into serious trouble down the line—seemed to invite the comparison, it had been engineered with frugality, not performance, in mind. The introduction of the turbocharged Monza Spyder in 1962 only confused matters more, as Chevrolet neglected to reengineer the suspension to handle the additional power. The second generation Corvair, introduced in 1965, is a different beast. A true poor man's Porsche? We'll see. So what of the poor man's actual Porsche? These days, it seems the only one left is the 1980s 924, but for many years it was possible to get a Corvair contemporary for just a hair more than Corvair money.

~ Stay tuned for Part 2.....



## **1962 Monza GT Concept Car:** GM Heritage Center documents.

Under the direction of [Bill Mitchell](#), the 1962 Chevrolet Corvair Monza GT concept coupe was designed by [Larry Shinoda](#) and [Tony Lapine](#) and made its debut at the 1962 New York Auto Show.

For servicing the entire rear section of the fiberglass body hinged upward to allow access to the air-cooled, six cylinder-opposed powerplant. Twin carburetors drew fuel from a 12-gallon tank in the nose of the Monza GT. Engine cooling air flowed through intakes at the rear side panels.

Twin exhaust outlets were behind each rear wheel opening. The rear-mounted transmission was a four-speed manual. The GT was equipped with four-wheel disc brakes and magnesium wheels. The wraparound canopy opened forward on hinges for full access to the passenger compartment.

The canopy including the roof portion covered passengers with panoramic windshield and both side doors. On the back deck was a panel of adjustable louvers controlled from the cockpit for rearward vision and ventilation. The passenger compartment featured reclined contoured seating. Foot pedals were adjustable fore and aft, with the seats stationary.

The dash panel had reflection-free crackle finish, and all gauges to the right of the driver were angled toward him for maximum legibility.

The shortened platform had a 92-inch wheelbase, 16-inches shorter than the production Corvair. The overall dimensions were similarly reduced with a length of 165-inches, and a height of only 42-inches. The smooth aerodynamic lines of the Corvair Monza GT were the result of a program of wind tunnel testing conducted by General Motors Design.