



Corvair Chatter

Quick Facts

NEXT MEETING

**Leo Scopesi's Place: 2980 Allan Ave. West Sacramento, CA
October 17, 2020 at 10:00 a.m.
Club providing Coffee and Donuts!**

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! Happy Halloween! We have added a few new members in the past several month and would like to say Welcome! For those that attended the CCRC September meeting and work party at Leo's, a major thank you! The club had plenty of donuts and coffee! Dee Smirlis delivered the very nicely done Club calendar to those that already paid for them. Dee will have extra's for sale for those interested. After the meeting, members worked on the Club's 140 hp engine and got it running after a very long hiatus. Thank you Wes for providing a nice summary of the status of the engine which is provided on page 5 of this newsletter. Lots of club members had the chance to check out the club's parts inventory and were able to reach out to club members to assist them in getting their Corvairs back on the road. A major thank you to the Tate's for organizing and hosting the Lotus Park Picnic and for those helping out other club members! Other discussions included a tour in mid October up to Apple Hill. That will be a fun one!

Thank you for attending the Carmichael Bel Air Sunday morning Cars and Coffee! David Oyler, showed up in a 1961 Gold colored Rampside and has reached out to the club in assisting him with parts needed. Another Air Cooled Java Cruisers tour is being planned on October 18, 2020 with details listed on page 2.

The next Club meeting and work party will be at Leos' place on October 17, 2020 at 10:00 a.m. to wrap up the clubs 140 hp engine and to start addressing the surface rust and paint on the Club's storage container. Please attend and enjoy the coffee, donuts and camaraderie!

Upcoming events: Lets discuss at our October 17th Club Meeting.

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 10:00 a.m.

Folsom Cars and Coffee: Town Center, El Dorado Hills, every Saturday morning 7 to 9:30.

October 18, 2020: Air Cooled Java Cruisers - Air Cooled vehicle scenic tour to Meadow Vista, Lake of the Pines and end up at a park in Auburn for a picnic. Bring chairs and pack a lunch. Meet at Dutch Brothers at 8663 Auburn Folsom Road about 9:00 a.m. Leave around 9:30 a.m.

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

September 19, 2020- Meeting Minutes:

John opened up the meeting at 10:05 a.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; thanked Brenda and Curt Tate for organizing the picnic at the Lotus Henningsen Park held on September 2, 2020. Discussions on the Air Cooled Java Cruisers Lembi Park informal get together was pretty well received and enjoyed by those that attended.

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!

Glad to see that we had a great turn out for the meeting and the work party! Folks came in from Nevada City, Grass Valley, Lincoln, Roseville, Sutter Creek, Folsom and Sacramento and Yolo Counties.

Dee Smirlis handed out the Corvair Club Calendar and am glad others placed orders for another calendar run! Thank you Dee for taking the pictures, organizing and getting these calendars printed up!

The club engine work party was a success in that the engine ran, issues were discovered, solutions and repairs were carried out with another work party planned in October to wrap up the engine and prepare the engine to sell it. The second work party will be conducting maintenance and painting the club's Corvair Part's shipping container.

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

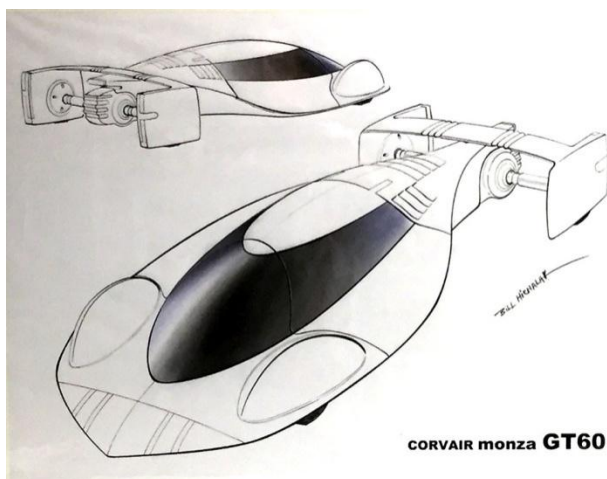
Corvair Resources (Online)

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

October 4: Carl Funk
October 8: Bob Florence
October 11: Mark Dandeneau
October 11: Howard Joseph
October 14: Wes Nicholas
October 21: Christy Barden
October 22: Mike Barnes



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: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 Work Party

Update CCRC 140 engine work party. September 19, 2020

- Thanks for everyone's help, I hope we all learned something useful.
 - Work started on the club's 140 engine by filling it with fresh oil, installed the flywheel and starter and running a compression test. The results of the test were favorable and we went on installing: carburetors, fuel pump, fuel lines, throttle shaft, spark plugs and distributor.
 - The goal was to get the engine running to assess its condition. With some fuel we got the engine running but only on the right bank. Further investigation found a clogged fuel line from the pump to the left bank of carbs. With the line cleared it ran on all six cylinders.
 - With the engine running we observed white smoke coming from the right bank. Another compression test showed number 1 and 5 cylinders had a problem. We proceeded to pull the right bank head off and discovered number 1 had a scored barrel and number 5 had a broken ring.
 - We pulled spare pistons from club parts and one cylinder to replace #5. We honed the two good cylinders and got everything ready to go back together. This is where we stopped.
 - All in all a great day. The engine is in good enough shape to go back together and become serviceable. We noticed areas of concern to be investigated before putting the engine back together.
- 1 The rod bearings did not appear to be torqued properly.
 - 2 The "o" rings were the old neoprene and need to be replaced with Viton.
 - 3 The rear main seal needs replacing.
 - 4 The top cover needs new gaskets.
 - 5 The Harmonic balancer needs to be replaced.
 - 6 The rodent nest needs to be cleaned out and air passages need clearing.
 - 7 Change the vacuum port on the right head to the other end

On the next work party, we need to:

- 1 Reassemble and install the right head
- 2 Re torque the rods
- 3 Correct the items listed above.
- 4 Clean and reinstall the shrouds.
- 5 Install Viton seals in the left head.
- 6 Install the lower shrouds with thermostats.
- 7 Install alternator and idler pulley.
- 8 Install a fan belt
- 9 Run the engine for at least 30 min.
- 10 Perform a tune up.



Automotive History: How The 1960 Corvair Started A Global Design Revolution - Part 3.

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

To fully grasp the extent of its impact, let's quickly revisit the major historical design/stylistic themes up to that time.



Prior to the thirties' aerodynamic revolution, almost all cars had their headlights in a prominent location on both side of the central radiator, the "classic" arrangement.



Prior The streamlined and rear-engined Tatra 77 of 1934 helped usher in a new kind of face, one which the VW Beetle soon made the world's most recognized.



Its influence would soon spread, even if not in original form, as most American cars by 1941 adopted the wide-set headlights in a modern interpretation of the traditional front end.



During WWII, GM design studios considered many approaches to future post-war cars, including rear-engined cars with radically new front end styling that would have deviated dramatically from the traditional classic approach.



Pininfarina's 1946 Cisitalia 202 GT resolved the two major design influences, in a harmonious and balanced package that still featured the basic aspects of the classic face happily married with smooth pontoon/aerodynamic styling.



In the end, GM's new 1948 and 1949 cars came to a very similar resolution, acknowledging how iconic and powerful the classic front end was, especially on a long hood.

Stay Tuned for Part IV.