

Quick Facts

NEXT MEETING: October 27, 2021. 6:00 p.m. Denny's Restaurant. Meeting starts 7:00 p.m. 8841 Greenback Lane, Orangevale, CA 95662 (Corner of Greenback & Hazel) If you have a Corvair, come on out to the meeting!
Note: Next Club Meeting, November 17th.

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." For PayPal options, contact Wes Nicholas, CCRC Treasurer.

Features

1. Message From the Club
2. Latest CCRC News
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4. Upcoming Events
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Firing Order

President	John Heiser
Vice President	Carl Funk
Activities	Position Open
Secretary	Erin Sicard
Membership	Joseph Howard
Treasurer	Wes Nicholas
Editor	Ken Edwards
Historian	Christy Barden

Finding Us

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



Corvair Chatter

Message From the President:

Hello fellow Club Members: With sad news, Richard Eastburn's sister passed away last month right before the Ironstone event. Understanding loss, Richard, our sincere heart felt condolences and prayers go out to you and your Family. With respect, will wait for any information regarding services.

Just a quick September recap, the Club's participation and Ironstone Concours d' ELEGANCE. Eight Corvairs attended and best of Class Award to Wes Nicholus, Award of Merit's to Michael and Diane Slusher and Dave Oyler with Dee and Debbie Smirlis for their 73' AMC Hornet Sedan. A Major Congratulations to the winners and those that attended! Corvairs in attendance at the California Automobile Museum, Fulton Avenue Cruise Fest was Danny and Carol Rohde's 65' Monza, David Oyler's 65' Corsa Convertible and John Heiser's 65' Corsa. Bob Florence won a nice award for his Bel Air Convertible. Congratulations Bob! The Sterling Restoration open house in Fairfield was pretty successful! Quite a few very nice Corvairs showed up for an impromptu show. Got to meet Bruce Mooers with his latest Corvair going through a very nice restoration process. I met the owner, got to chat with the San Francisco Corsa Club members, Silicon Valley Corvair Club members, CCRC members and other Corvair owners. The owner of Sterling Restorations invited the Corvair Clubs to put on a Corvair Show. Planning has begun on this event. Thank you Gabe at Sterling Restorations and both Seth Emerson, Josh Deitcher and Bruce Mooers as well as the San Francisco Bay Area CORSA Club for hosting this event!

Club Work Parties: At the October Club meeting, will discuss the schedule for engine overhaul/rebuilds for both Ken Edwards and Larry Forman. If other Club members need assistance on their Corvairs, lets discuss at the next meeting. Also, at the October Club meeting, will have further discussions on the conceptual Club Logo and an update on the Christmas Party.

October 22-24, 2021: The Great Western Fan Belt Toss and Swap Meet -. Sunrise Park, Palm Springs. For more information: simcrestorations@sbcglobal.net

November Club Meeting, Due to Thanksgiving week, We will have our Club meeting on November 17th.

Latest CCRC News

Ongoing Events:

Sacramento Hollywood Park Auto Club -Classic Cars: Meets every 3rd Sunday 10:00a.m. Meet at Leonardo DaVinci School. CCRC Club Member has started this little gathering. Lets meet up and join this event.

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: 1st & 2nd Saturdays -Town Center, El Dorado Hills, 3rd & 4th and occasional 5th Saturdays, 430 Palladio Parkway in Folsom at the Palladio. 7:00 am – 9:30 am.

Car Shows:

October 22-24, 2021: The Great Western Fan Belt Toss and Swap Meet -. Sunrise Park, Palm Springs. For more information: simcrestorations@sbcglobal.net

Meeting Minutes

By Erin Sicard

September 22, 2021 – Club Meeting Minutes:

Meeting at 7:00 p.m. Twenty five (25) members were present. First order of business was finalizing the meet up plan to caravan to the Ironstone event. Other upcoming events are the Air Cooled Java Cruisers Taco Run to Auburn on October 1st. The CA Automobile Museum Fulton Avenue Cruise Fest is October 2nd from 3-7pm. Sterling Restorations in Fairfield is opening their shop for a tour and Q&A with owner Gabe. Plans are in progress for the next work party sometime in October. There are two member requests for assistance, Larry and Ken. The club 2022 calendar photo shoots are in progress. Club Calendar orders are now being accepted. President John presented a new logo concept design from member Brian M. It includes our chapter number (956) and members commented on possible revisions. John will be asking Brian for additional concept designs for review.

Continued discussion from last meeting regarding the Spring Fling. Member Leo volunteered to begin researching the logistics of holding this event at the Sacramento Railroad Museum. Member Larry warns all members that when purchasing a car/van that has a lapsed registration, there can be significant fees and/or penalties. He recommends a service which can lessen the cost; All Vehicle Registration Services, owner Kerrie Stouffer at 916-739-8808. Her fee is \$75 but generally can reduce fees/penalties by several hundred dollars.

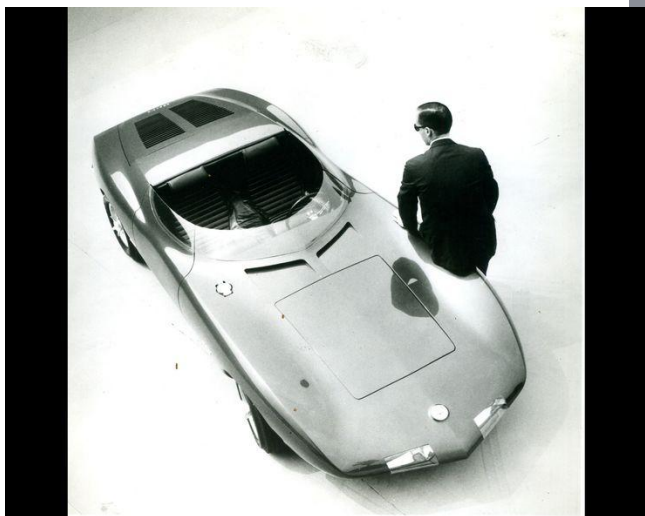
Discussion about ordering permanent name tag plates for members to wear at meetings and events. Member Rosie has a connection for ordering magnetic or safety pin name plates and she has volunteered to facilitate orders for existing members and new members as they are added. Motion was made for the club treasury to purchase these for all current members and new members as they join. Motion seconded and 24 voted aye, 0 nay and 1 abstention. Motion carried.

The treasurer's report reflected a \$30,002.99 balance. Rich and Linda were given a round of applause for their donation of the Spyder to the club. Treasurer Wes was lead on this project and acknowledged members Leo, Dee, Curt, Howard, Denis, Dave, John, Michael N., Larry, Brian M. and Alan for their significant contributions. Also recognized was Jim's Upholstery in Folsom for their significantly discounted work on the Spyder. Treasurer Wes would like suggestions on how to spend some of the profits from the project, to include possible donations to the Corvair Preservation Foundation or another worthy cause.

Secretary Erin announced that the National Corsa organization has a special discount on virtual memberships for \$25/year until 12/31/21. Also, the national is asking for local chapters to share their newsletters and it was recommended that we share ours. Erin reminded members that the November meeting date as scheduled was the Wednesday before Thanksgiving and it was decided that the November meeting would be held the week prior on Wednesday 11/17. Meeting adjourned at 8:15pm. Next meeting will be held at the Orangevale Denny's on Wednesday, 10/27/21.

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 2: David Gray
October 4: Carl Funk
October 8: Bob Florence
October 11: Howard Joseph
October 14: Wes Nicholas
October 15: Michael Nyberg
October 18: Melissa Spruell
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



Mike's Corvair Parts



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

1961 Corvair 95 Rampside pickup for sale. \$15,000 (916) 644-1965
Runs Great. New Clutch Differential, Pressure plate, flywheel, Disc, throw out bearings, and fork. New gas tank, New 2 tone vinyl and cloth seat with thick foam. New Alternator and battery. New automatic dual chokes. New tires. The owner has receipts for all of this and more over the last 6 months. I have put on about 300 miles since the above work was completed. It cruises at 70 MPH with no problem. Surface rust in spots one dent driver side. Body and "frame" are straight. It does need body work an a great paint job.



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Classic car insurance offers some key benefits compared to daily driver or "regular" insurance



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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: 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

If you would like to submit a Corvair or Corvair's including related items to the classified section of the newsletter. Please send me electronic pictures of the item, pictures of the Corvair(s), including engine, interior, description, such as the year, mileage, manual or automatic transmission, if possible, asking price and contact information. If you are placing a classified regarding "In Search Of" related to Corvairs, please email the information to me. Please provide these items prior to the next months publication. Which is about the first week of the month. If the car or item has sold, please let me know. My email:

Johnh1@thegrid.net. Thank you.

CCRC September 25, 2021 Ironstone Concours d' ELEGANCE - Highlights



1967 Astro I Concept Car

www.deansgarage.com



Chevrolet introduced a concept car for the 1967 show season that was clearly Corvair-derived, though it was not promoted as such. It was the radical Astro I, and nearly 40 years later, it still remains one of the most innovative Dream Cars ever to come from General Motors.

The Astro I was designed under the direction of GM Vice President of Design, [Bill Mitchell](#), with the actual work being led by [Larry Shinoda](#). The first thing that showgoers noticed about the red and black two-seater was how low to the ground it was, with an overall height of just 35.5 inches.

Up front, the nose design of the bright red Astro was quite similar to the [Mako Shark show car](#), and also predicted the 1968 production Corvette, though on a smaller scale. Twin rectangular grilles were set in a V'd nose section, while hidden pop-up headlamps were located on the leading edge of the hood section, just above the grilles. A small hatch was located on the hood surface to facilitate access to the master cylinder, windshield washer tank and the battery. A three-element periscope was used in lieu of a rear view mirror. It gave the driver a wider field of view and compensated for the lack of rear glass.

The rear of the Astro I actually resembled a design one might find on a Can-Am of the era. Pop-up panels provided air braking when needed and air extractors on the rear deck vented engine compartment heat. A recessed license plate housing was trimmed in chrome and set in the middle of the tail panel. A large lip that merged the quarter panels and deck framed the tail panel itself. Simulated vents, located on the tail panel directly behind the wheels hid the small, slotted tail lamps

The Astro I also sported a complete four-wheel independent suspension system. Custom control arms were used at all four corners, as were disc brakes and custom magnesium eight bolt wheels, which featured removable outer rims available in a variety of widths. The two-seater was fitted with 5.5-inch wide wheels in the front and 7-inch wide wheels in the rear. Prototype Goodyear redline tires were used.



Due to its very low profile, a conventional V8 engine could not be used, so a Corvair powerplant ended up in the one-off machine. Chevy engineers came up with a very special variant of the air-cooled, horizontally-opposed six-cylinder. New cylinder heads were designed for the larger engine. They featured a belt driven, SOHC valve train, hemispherical combustion chambers and inclined valves. The carburetion came from a pair of prototype GM three-barrel, inline carburetors that used Weber internals. The castings were designed to place the carburetor barrels right over the ports, giving the air-fuel mixture a straight shot at the valves.

First I want to congratulate you on the excellent article about the evolution of Astro 1 Concept. Overall, it is fairly accurate. However, several points of correction:

The Astro-1 Show car was not designed by Larry Shinoda. It originated from a sketch that I did for Mitchell, while I was in Hank Hagga's Chevy-2 studio. Mitchell selected the sketch and sent me to develop the concept into a running vehicle, and I was sent to Larry's offsite studio called the Warehouse (across the street from the Tech Center). I was given Larry's studio, several modelers, and an engineer to develop the car. Larry's task was to make sure that this young designer got the car completed in time with Mitchell's approval. This was one of the rare instances that one designer's vision of a concept went to a running car with no changes.

You might be interested to learn that the reason the car was developed off-site, was because we all thought it was going to be raced at Le Mans with a high horsepower Corvair motor...Being a race car under development during a period that officially racing was banned by GM brass, we were sent off site and away from scrutiny. If I recall, the car went from first sketch to running prototype in five weeks (although the engine had already been developed). It was only after the racing program had been cancelled for this car, did it become resurrected as a show car. At that time, I was promoted to become Head of Studio-X (Mitchell's basement studio).

During the period that I was at GM (1964-68), I had the fortune to work with a small group of very talented designers responsible for the performance and show cars for Chevrolet (including Corvettes, Corvairs, Camaros, Firebirds, and SS El Caminos and Novas). More interestingly, we were also involved with all of the Corvette show cars and future mid-engine cars through the 4-rotor. Not just one person, but all were responsible for the design of these exciting cars...it was just the way the studio worked and the teamwork between the designers. All were motorheads and wanted a more modern car in production.

I mention all of this because I have not seen an accurate depiction of the creation of these cars. In reality, Mitchell was the driving force, Jordan the executive in charge, Hagga the studio Leader to get the job completed, 10 modelers, several engineers (we called them technical designers at that time), and a team of designers which included David Stollery, Dean Clark, Jim Ferran, Dave McIntosh, Dave McDonald, Ira Gilford, Grahm Bell, myself, and several other designers whose names I have forgotten. Depending on workload or if the project was racing involved, Chevy-3 (Shinoda) or Studio-X (Bob Larson) would get involved.

The 1968 was not the first production Shark Corvette...actually, there was a more radical version slated for 1967. Even though tooled for production, the new chairman cancelled the program, and the result was the quickly developed 67 Stingray...The 68 became a watered down version of the cancelled '67. The Manta Ray show car was later developed from the cancelled 67 car.

Finally, the only time that I saw Duntov during the four years, was driving his Lotus F-1 around the Tech Center grounds. Mitchell hated him (because he felt that Duntov was getting all of the praise for the Corvette)...consequently, Mitchell never allowed Duntov into the Styling Center.

Roy Lonberger

A car as unusual as the Astro I should have an equally unusual engine. Due to its very low profile, a conventional V-8 engine was not going to work. The Corvair powerplant ended up being a much better choice to package in the one-off machine. Chevy engineers whipped up a very special variant of the air-cooled, horizontally-opposed six-cylinder. This updated version represents the zenith of development for that particular engine family. The bore was enlarged from the stock 3.43 inches to 3.56 inches. Combined with the stock 2.94-inch stroke, the displacement grew to 176 cubic inches or 2,885cc.

New cylinder heads were designed for the larger engine and represented a quantum leap in performance and sophistication. They featured a belt-driven, SOHC valvetrain, hemispherical combustion chambers and inclined valves, which allowed for more breathing and rev potential than the production pushrod-operated units ever could.

The carburetion came from a pair of prototype GM three-barrel, inline carburetors that used Weber internals. The carbs were actually developed by Chevrolet in the early 1960s for use on various experimental Corvair engines. At the time, Weber had not yet introduced its own three-barrel carb, so by using the Weber internals in their own castings, GM engineers were able to accomplish their design objectives. The castings were designed to place the carburetor barrels right over the ports, giving the air-fuel mixture a straight shot at the valves.

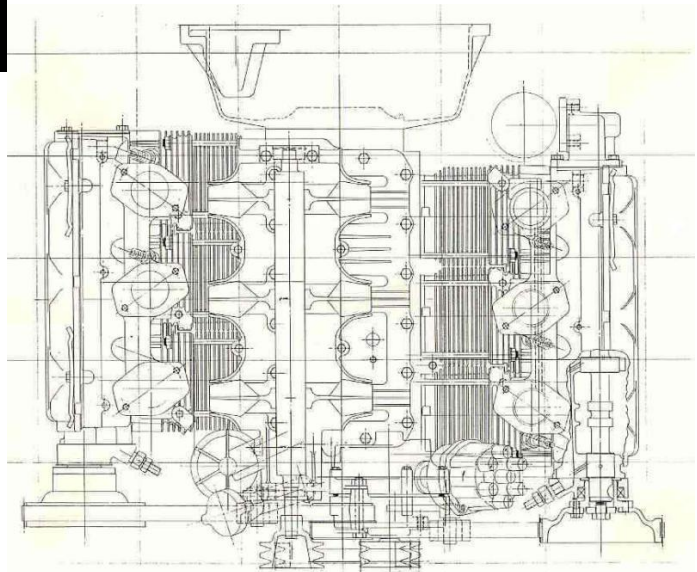
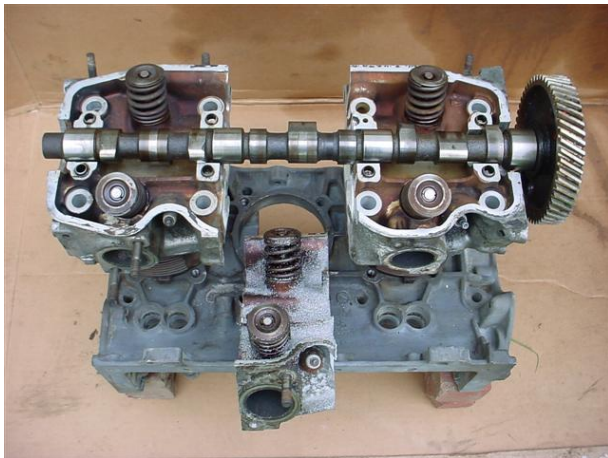
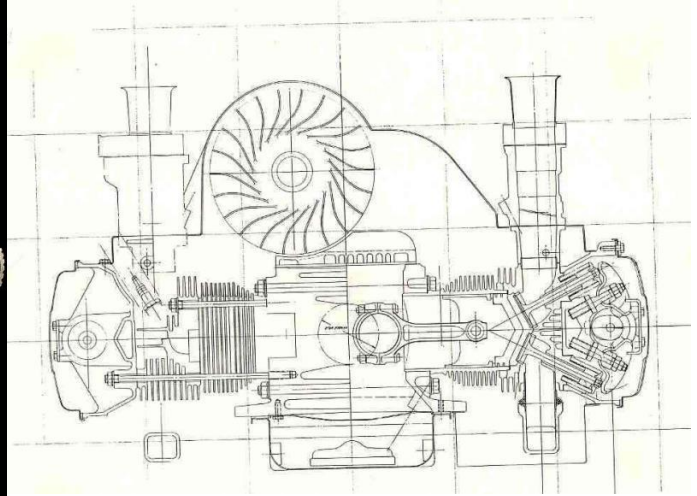
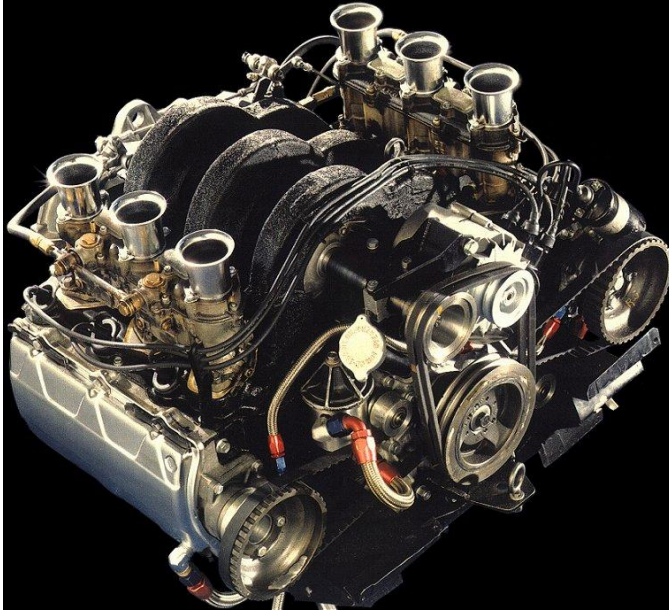
The stock horizontal cooling fan was replaced with a trio of vertical fans, all mounted on a single shaft. This arrangement allowed for more air to cool the larger and more powerful six-cylinder powertrain.

The 2.9-liter flat-six was rated at 240hp at 7,200 rpm and was mated to a production Corvair Powerglide transaxle.

According to Corvair Preservation Foundation historian Dave Newell, though the concept car was in fact a real car, that is, not a wood- and-fiberglass mockup, it never ran. "It doesn't look like it had ever been developed enough to be a functional, driveable machine," Newell said in a recent phone interview. "None of the controls are functional and all the gauges are cardboard dummies.

It does have an engine, though it's not the overhead-cam engine. It has a stock Corvair 140hp, four-carb flat-six engine in it, and that was the only engine that it ever had as the Astro I. The chassis had run with the OHC engine at Chevy R&D, but the Astro was never a runner."

So what happened to the "cammer?" Newell said that there was a mechanical prototype, a "mule car," that was tested by Chevrolet with the OHC engine seen in the press photos. This mule car chassis was the basis of the Astro I and it had the cammer engine in it at the time it was received by GM Styling. Styling pulled the OHC when they got hold of the chassis and dolled it up to display separately from the Astro. They immediately installed the Corvair engine, before they had even finished adapting the chassis for their Astro I body. Newell and fellow Corvair enthusiast Larry Claypool mentioned separately that there really isn't any evidence the experimental six-cylinder ever resided in the Astro I's engine bay.





CORVAIR Christmas Party

2021

Sunday, December 5th @ 5:00 PM

5:00 PM Social • 5:30 Buffet Dinner
6:30 Optional Gift Exchange • 7:00 - 8:00 Entertainment with Sister Swing



An evening with Sister Swing will take you back in time to an era of glamour, romance and innocence. Leigh Hannah, Valerie Marston and Paula Chafey-Merrill, genuinely have a good time on stage and that transcends to their audience.

Your Name _____

\$20 each x _____ Guest(s) = \$_____ Total amount attached

Bring this portion, with your payment to the next CCRC meeting -OR- make a check payable to CCRC and mail it with this portion to:

Corvaire Christmas Party
132 Southcreek Drive
Folsom, CA 95630

