



Corvair Chatter

Quick Facts

NEXT MEETING

April 25, 2018 at 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
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Firing Order

President	Bruce Leonard
Vice President	Carl Funk
Activities	Chris Medeiros
Secretary	Open
Membership	Harry Spence
Treasurer	Wes Nicholas
Editor	Jean Colegrove
Historian	Christy Barden

Finding Us

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

Message From the Club President

March Madness has come and gone and our taxes (I hope) are all done as we head into the 2018 Corvair Spring Fling in full force.

As of this writing, the entries for the Spring Fling have peaked to the highest in the last 2 years. Officially we have **35** Corvairs registered! We have also **SOLD OUT** our dinner tickets at Outback Steak House. I recently submitted the final dinner meal tally to Outback's management and they assured the club 2 dedicated servers, table bussers and hot meals. There will be refreshments provided by Outback to include; sodas, coffee, tea, and water. Any alcoholic drinks will be paid for by the individual member directly to the bar.

In addition, the Corvair chapters, Santa Clara, SF Bay Area, and Central CA are bringing raffle baskets to support CCRC's multiple raffle baskets. We also received a donation from Clark's Corvairs and a few private donations for the raffle table too.

The awards have arrived along with the dash plaques and T-shirts. We ran out of **XL** and **XXL**, so I ordered a few more for each. Hopefully they will arrive before the show's date. If not, the back-ordered shirts will be sent to the individuals who ordered them.

The management at Fry's Electronics will be attending the show and assured CCRC that the parking lot **WILL BE** closed on Friday, April 20th. So plan on being at the show to help set up the canopies, chairs, signage, and electrical PA system by 7am. Registration starts at 8am and show time is 9am.

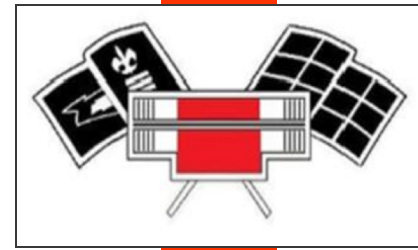
So please be early, be helpful in setting up, register and enjoy the show. Volunteers are always welcomed – even to relieve others who have donated their time to the show. Thank you.

Finally, Fry's Electronics will be hosting a car show on May 19th. I personally will be attending the show and request other club members to join me as a way to say "thank you" to Fry's for allowing us to hold the Spring Fling.

If you have any other ideas, suggestions or inquiries, please feel to contact me at; 916-600-4215 or email me at; my95vette@yahoo.com



Latest CCRC News



Car Shows for 2018

April April 21 - 2018 Corvair Spring Fling, Fry's Electronic, 180 N. Sunrise Blvd., Roseville, CA 95661. Dinner will be at Outback Steakhouse, across the street from Fry's Electronics.

April 28 – Spring Fever – Citrus Heights

May May 11 – Auburn Cruise Night – Auburn
May 12 – BerryFest – Roseville Fairgrounds 8am
May 19 – Townsman Show – Loomis
May 19 – Fry's Electronics Car Show – Roseville
May 20 – Cruisin for K9 – Roseville

June June 2 – Rods & Relics Show – Downtown Lincoln
June 8 – Auburn Cruise Night – Auburn
June 9 – Knights of Columbus – Jackson 9am
June 17 – Antique Treasure Trove – Roseville
June 23 – River City Classic Car Show – Sacramento
June 23 – CCC Vairfest 2018 Car Show – Grover Beach

July July 4 – Cru-Zin Car Show – Terra d' Oro Winery
July 13 – Auburn Cruise Night – Auburn
July 15 – Antique Treasure Trove - Roseville

Be sure to check: corvairmeetup.com for additional listings of events.

Meeting Minutes

By Bruce Leonard – Acting Secretary



The March meeting of Classic Corvairs of River City was called to order by Bruce Leonard, President, at 7:02pm.

Bruce Leonard suggested the majority of the meeting be dedicated to the Spring Fling items at hand.

But first, Carl Funk VP, informed the members of the 2018 CCRC Holiday Dinner location. The dinner will be held at Del Webb Sun City on December 1st and a deposit has been made to secure the banquet room. The meal selections will be announced later in the year along with the cost per meal. As always, the club will help subsidize the costs.

Wes Nicholas gave an brief overview of the club's finances and we are in good shape to finance the Spring Fling. In fact, the overall costs should be less since we are not paying for the use of the parking lot at Fry's Electronics nor the electricity used to power up the PA system.

It was also noted the vendor from SoCal the club used last year, has held their pricing to be the same for 2017.

The following volunteers are assisting in setting up the Spring Fling in the parking lot, running the various booths, and locating the Vairs as they arrive;

Registration – Bonnie Howard & Tabitha Heiser
Coffee & Donuts – Bonnie Howard & Bruce Leonard
Parking & Security – Leo & Tony Scopesi, Howard Joseph
Master of Ceremonies – Bruce Leonard
Photographer – Mike Barnes
Electrical – Bruce Leonard & Wes Nicholas
Raffles Baskets – Leslie Beardsley (Raffle drum), Bruce Leonard
Car Awards Tally – Leo Scopesi & Andreas Pantis
Goodie Bags – Bruce Leonard
CCRC Raffle Baskets – Jean Colegrove
Back-up Volunteers – Andreas Pantis, Adam Boruff, Naveed Lorestany
Canopies – Bonnie Howard, Bruce Leonard, Paul Bender, John Heiser
Tables & Chairs – Bruce Leonard, Paul Bender, Leo Scopesi, Carl Funk

Set up starts at 7am and early registration starts at 8am. Show starts at 9am and ends at 4pm. Tear down and clean-up at 4pm, drive around Roseville Auto Mall about 5pm and return to Fry's parking lot before dinner starts at 6pm.

If any member has car parts to sell, CCRC will be selling items as a club in the Vendor Parking stalls along with: Seth Emerson and Corvair Mike.

The meeting was closed at 8:05pm.

The 2018 Spring Fling Committee needs volunteers. P-L-E-A-S-E remember, this is the club's only annual event and any help you can provide will be greatly appreciated.

Upcoming Events

May Birthdays

Paul Bender May 15

Ted Lechner May 16



Corvair Resources (Online)

Q&A - www.corvaircenter.com

www.corvairforum.com

Parts - www.corvair.com (Clark's)

www.californiacorvairparts.com

www.corvairunderground.com

www.mikescorvairparts.com

www.rockauto.com

Sale - www.jaxed.com

www.corvairtrader.com (Parts & Sales)

Fun - www.youtube.com/user/davemotohead1

Events – www.corvairmeetup.com (CAR SHOWS ANNOUNCEMENTS FOR 2018)

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

CORVAIR CHATTER Newsletter - I don't go to club meetings because _____.

Email your completed sentence to Jean, 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 Bruce Leonard at, my95vette@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

If you've sold your car or your car parts, please let us know so we can remove the ads from newsletter and website.

Leslie Beardsley is selling her lovely 1960 Corvair. More information to follow but if you want to be the first to See it and hear it run; better call her right away. This car is a show stopper and attention getter. Asking \$10k obo. You can see her car on; www.craigslist.com – Auto & Trucks – Corvair. Also available on Corvair Trader.com and Corvair Owners Group.com
Please call Leslie at; 916-989-8525

It is with deep sadness that the following classified is being placed on behalf of Tony Sica. He is selling off his his beautiful Corvair collection. This collection is worth seeing to understand the beauty and detail of his cars.

#1 1963 Corvair Spyder convertible (red/red/wht) w/ 4spd - \$13k obo

#2 1964 Corvair Rampside – red/cream – \$10k obo **SOLD**

#3 1964 Corvair Greenbier Camper (all original interior) cream/blue – \$15k obo **SOLD**

Please call Tony at; 530-621-1385

If you have any spare parts that you no longer need, want or care about, please let me know so I can post them in our Classified Section. The club has parts from Ritt Rittenhouse's estate plus donation parts from an 2 other source who restored Corvairs. These items are for sale to CCRC members and other CORSA Chapter members. Please contact Wes Nicholas, Leo Scopesi or Bruce Leonard for details.

If you're looking for a Corvair, check out Corvair Trader.com or Corvair Owners Group to join and get free notices in your email Inbox. You can also sell items on the site as well.

Corvair Owner's Stories



Last month we discussed the early models the Corvair. This month, it's the late models and the conclusion in 1969 of the 1,786,243 vehicles produced by Chevrolet.

Lower and wider, new exterior lines, and significant chassis refinements; the second-generation Corvair was improved inside and out. New options included AM/FM stereo radio, in-dash air conditioning, a better heater system, and a telescopically adjustable steering column. With the B-pillar removed on hardtop models, the 1965 Corvair was offered in three series: the base 500, Monza (mid-range), and top-of-the-line Corsa.

Needing to address safety issues of the 1960-1964 Corvairs, GM engineers re-designed the rear suspension for 1965. A new independent rear suspension replaced the original swing axle rear. This IRS setup was similar in design to the Corvette, with the Corvair getting coil springs at each wheel instead of the Corvette's single transverse leaf spring unit. The fully-articulated half-axles gave constant camber on the rear tires in all driving situations, and the redesigned suspension reduced the rear roll center to half its previous height.

New for 1965 was the Corvair Corsa, with a distinctive instrument panel featuring a 140 mph speedometer, a 6,000-rpm tachometer, cylinder-head temperature gauge, analog clock with a sweeping second hand, and manifold vacuum/pressure gauge.

The rear-mounted, air-cooled, aluminum alloy six-cylinder engine was offered in the base 95-horsepower or optional 110-horsepower version. For the driver wanting additional power, a 140-horsepower engine was optional on the 500 and Monza models with either manual or Powerglide transmissions. The previous 150-hp Spyder engine was replaced by the normally aspirated 140-hp engine, featuring larger valves and four one-barrel carburetors. Cars so equipped came with dual-exhaust.

The 180-hp turbocharged engine was optional on 1965 and 1966 production Corsa engines, with either the standard three-speed or optional four-speed manual transmission. Cars so equipped required premium gas and used more of it, particularly under boost.

With a 16:1 quick-ratio steering box and special steering arms, the Z-17 handling package made the Corvair handle remarkably well. Available on all models, special shock absorbers and springs were also part of the package. Total Corvair production for 1965 was 247,092 units.

The 1966 lineup remained essentially unchanged from 1965. Minor improvements this year included a two-piece steering column with universal joint, lessening the danger of intrusion during a front end collision. A plastic air dam was installed below the front valence panel to decrease cross-wind sensitivity. The four-speed manual transmission was upgraded as well. Air-conditioned cars received a new condenser that was mounted in front of the engine. This eliminated the bulky old-style condenser which sat atop the engine, requiring removal for most under hood servicing. Production for the model year was down, at 103,743 units.

The big news coming from Chevrolet in 1966 was their entry into the new pony-car market, the [Camaro](#). Slated to debut for the 1967 model year, it was to be a direct competitor for the [Ford Mustang](#).

Covair Owner's Group Stories



With the lower-priced Monza Sport Coupe outselling the Corsa five-to-one, the latter was dropped after just two years. The 1967 Corvair line was trimmed down to two series and five models, the 500 and Monza Hardtop Coupes and Hardtop Sedans, and the Monza Convertible.

Three engines were offered in 1967: the standard 95-horsepower, and optional 110 and 140 engines. Minor improvements included a collapsible steering column, dual circuit master cylinder with warning light, and steel (instead of aluminum) door hinges. Sales fell sharply to 30,000 units.

The four-door hardtop was discontinued, leaving three Corvair models for 1968, the 500, Monza Hardtop Coupe, and Monza Convertible. Additional safety features, including side marker lights, and shoulder belts for closed models, were fitted per the federal government's requirements. Because of the increased engine load due to a mandatory Air Injection Reactor (AIR pump), air-conditioning was dropped as an option. The GM multiplex stereo system was also discontinued when new units changed wiring adapters; the Corvair's 9-pin connector would no longer fit into the new units. Production for the 1968 model year was 15,399 units.

Early in 1968, GM's XP-892 project was shown as a full-size model, slated to be the third-generation Corvair. Although proposed for production in 1970, further development of the Corvair was discontinued.

The last-year Corvair was available in only two models with just two engine choices, the 500 and the Monza (coupe or convertible), available with either the standard 95-horsepower, or optional 110-horsepower engine. New, wider bucket seats had head restraints.

In the last few months of production, Corvairs were hand-built on a special off-line area of the GM's Willow Run plant. Including 521 Monza convertibles, a total of 6,000 units were produced.

After a ten-year model run, the Corvair was discontinued in May 1969.

Yenko Stinger

After being unsuccessful in racing his Corvettes against Ford-powered Shelby, race car driver/entrepreneur Don Yenko decided to try his luck with racing sports cars. He had been impressed with the Corvair's handling, but the SCCA (Sports Car Club of America) categorized the Corvair as a sedan, not a sports car. Yenko proceeded order 100 Corvair Corsas, removed the back seats, and modified the engine, brakes and suspension to meet the SCCA's rulings.

The 100 Ermine White Corsas came with heavy duty suspension, four-speed transmissions, quick-steering ratio, and limited-slip differentials. He and his crew were able to coax 200-plus horsepower from the stock Corvair engine. An external oil cooler was mounted on the rear body section above the left wheel. A set of tri-stripes in blue were added, along with Stinger decals.

After Chevrolet dropped the Corsa model from the Corvair line in 1967, Yenko ordered Monzas instead. A total of 185 Yenko Stinger Corvairs are believed to have been built from 1965 through 1968.

The [Corvair Society of America](#) (CORSAs) is a worldwide organization with over 40,000 members and 125 local chapters across the globe. Their monthly magazine is called CORSA Communique.