



Quick Facts

NEXT MEETING: September 28, 2022. 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.

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
5. Classified Section
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Firing Order

President	Jim Brown
Vice President	Carl Funk
Activities	John Heiser
Secretary	Erin Sicard
Membership	Open Position
Treasurer	Wes Nicholas
Editor	Kari Emery-Cotner
Historian	Christy Barden

Finding Us

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

Corvair Chatter

Message From the President:

Hello Classic Corvair of River City Members:

My name is Jim Brown, and I am a fairly new member of the club (2022), and I am your new president. By way of introduction, I have owned and wrenched on classic cars most of my life. I am a die-hard Chevy guy. I have owned 4 Corvair pickups, and one 65 Monza convertible, and I still own a 63 Rampside 140hp. I also own 15 other classic/collectible cars.

I attended the Christmas party last year, and have been to work days and club meetings this year, as well as some of the Cars N Coffee events. I enjoy the willingness of club members coming together to work on engines and each other's cars. I personally enjoy working on cars way more than showing them.

I was a pharmacist for 46 years before retiring September 1st, 2019. My wife, Lee, retired from teaching in 2016, at which time we left Santa Rosa, Ca and moved to Herald, Ca (Galt). We look forward to meeting all of you and getting to know you.

My cell phone is 707-481-0068 and my e-mail is jimborx@sbcglobal.net.

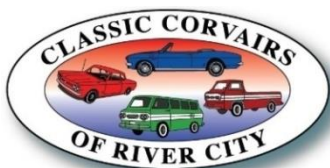
As to club news, John Heiser has agreed to take on the activities chairman job. We are still in need of a treasurer, as the person who was going to take over the position is unable to, and Wes is looking forward to some relief. Anyone willing?

Kari Emery-Cotner has agreed to take over the newsletter, which will be published monthly. Thank you for stepping up.

The picnic held at our ranch was a great success. Thank all of you who came, and hopefully more can attend next time.

The Ironstone Concourse d'Elegance is September 23 and 24. Look for information elsewhere in this newsletter, and keep a lookout for John's e-mails for timely notices of club events and other information.

Til next newsletter,
Drive Life Safely
Jim Brown



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.

In Planning stages is to have a monthly Sunday meet-up and a restaurant for breakfast or Brunch then select a tour or cruise.

Car Shows:

Ironstone Concours d'Elegance: September 23 & 24, 2022- This event is an antique & classic car show that takes place every year at Ironstone Vineyards, 1894 Six Mile Road, Murphys, CA 95247. [Ironstone Concours d'Elegance – Driven to Support Youth in Agriculture](#)

Meeting Minutes

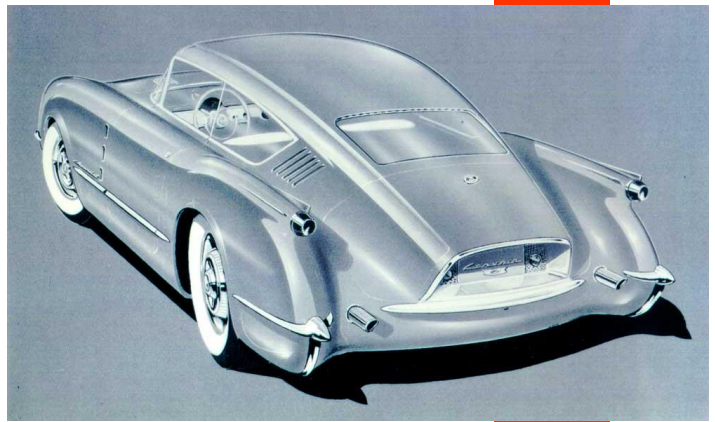
By Erin Sicard

Club Meeting Minutes:

8/24/22 Meeting called to order at 6:48pm by President Jim. 16 members and 1 guest were present. Approval of minutes from July was motioned by Michael, seconded by Carl and approved unanimously. President Jim gave the president's report, welcomed guests and introductions of all present were given. The new newsletter editor is Kari Emery-Cotner and it will be sent out once per month. The Cal Expo car show was small in number of Corvairs but a good time was had by all. The position of treasurer is still open and nominations/volunteers are needed. Ken Edwards has been nominated and may consider after the holidays due to family commitments until then. The November meeting will be held one week early due to the Thanksgiving holidays. Carl gave the vice-president's report and reminded everyone of the annual Christmas party to be held 12/4/22. Treasurer's report was presented by Wes, paid memberships, new memberships and balances/expenditures were presented. Wes has finalized the movement of the club's account to River City Bank and the closure of the account at Wells Fargo. Wes noted that the Wells Fargo account had been opened in 2004. Michael motioned to approve, seconded by Ken and approved unanimously. Members were reminded that our bylaws will need to be amended to authorize additional officers to open/close accounts when the treasurer is not available. John gave the activities report and Auburn Cruise Nights are held the second Fridays of the month from 5-9 and September 9th is the next date. The Vairs at the Vault/Bruce Mooer's Corvairs per SF Bay Corsa Club will be held on 8/27. Ironstone Concours in Sept. 23/24 in Murphys and registrations must be submitted by 8/30/22. It is believed we will have enough entries for our own class. The Great Western Fan Belt Toss in Palm Springs will be 10/28-30 and pre-registration has begun. Also in October is a cruise in for cars/motorcycles on 10/1 at Folsom Harley Davidson and there is no registration fee. The CA Auto Museum Cruise Fest will be 10/8. John presented a tech demonstration for a fuel pump safety switch which runs off the tachometer. It runs about \$80. Special activities of members were mentioned; Wes attended his Navy reunion in Pensacola and Leo attended the Central Coast Vair Fest in Atascadero. As new business, members were reminded that interest for a club calendar featuring new and different Corvairs than in past calendars needs to be ascertained soon in order to plan and photos to be taken. Next meeting is 9/28 at 6:30ish at the Orangevale Denny's. Upon no other business brought forth, President Jim adjourned the meeting at 7:34pm.

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

September 27 Dan Kramer
September 17 Bill Moore
September 21 Howard Pilon
September Gary Gloor

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, concourses, 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, JohnHeiser6@gmail.com & Kari, 4484.Business@gmail.com

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 & John, JohnHeiser6@gmail.com.

Classified Section

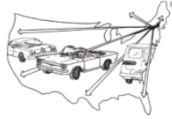


Mike's Corvair Parts



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(413)625-9776 www.corvair.com email: clarks@corvair.com

For Sale: (See Photos Below per this information) **Lakewood #2** is a twin to #1. I picked it to be a donor to #1. Lakewood #2 is a twin to #1. **Lakewood #1** For Sale - 2-1961 Corvair Lakewood Station Wagons - **\$5,000 package deal** Lakewood #1 • Engine block T1212ZB • Automatic transmission • Non-op California registration. • Yellow on black California plate: 02COOL6 • Interior stripped. I have both bench seats and a carpet kit. • Floor pans are rotted. New Clark's floor pans included. • All glass is there and in good condition. New weather stripping for front and rear glass is included. • Plastic rear door hinge cover - no perfect, but better than most. • Front passenger door damaged. It can be repaired or replaced. Roof rack included. Lakewood #2 - Basically the same condition, give or take, but never tried to start the engine. Rear passenger door crushed. **Respond to: Rodney Spooner corvairaffair@gmail.com**



For Sale: 1964 Monza: 110 hp, powerglide. \$3,000.00 Respond to: Rodney Spooner corvairaffair@gmail.com



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Classified Section Continued

For Sale: 1964 Monza Convertible for Sale. 110 hp, 4 Spd. Asking \$24,000 or Best Offer. Call for additional information. Call Marc Cooper (916) 862-3699



For Sale: 1966 Corsa 140 Convert For Sale, moving out of state. 1966 Corsa 140 Convert New Clark's interior PLUS Kilmat sound insulation. New Clark's convertible top and interior professionally installed by Ricardo Hernando at Soft Tops. Fresh engine with Wolf carburetors, powder coated sheetmetal. Solid floor pans, fully undercoated. New tires and powder coated stock wheels. Additional photos upon request. Asking \$15k Respond to: Rodney Spooner corvairaffair@gmail.com



For Sale: 1967 Corvair Monza, 110hp, 4 speed for sale. \$1,000.00 Contact Phone: (916) 622-6172. **Please text messages for additional information to Travis Fowler**, CCRC Club member. Travis is assisting the owner of this Corvair. The engine was rebuilt and runs. Location: Carmichael, CA



September Featured Article...



Poor Man's Porsche 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.



September Featured Article

While the Falcon and Valiant were utterly conventional, essentially shrunken versions of their fullsize 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.

If the Corvair in the early '60s could be semi-plausibly seen as a budget alternative to the Porsche 356, it was perhaps only because the 356, dating in its most basic form to the late 1940s, had been around long enough to seem a little quaint in spite of its performance credentials. Just as there was a radically improved Corvair for 1965, however, there was a new breed of Porsche hitting the streets that year: the now-legendary 911. Porsche worried that the jump in price from the four cylinder 356 to the new flat six 911.



Porsche worried that the jump in price from the four cylinder 356 to the new flat six 911—an increase of nearly 42% from the 356SC coupe to the 911—would be too great, and as an interim measure until its consumer base could adjust to the new regime, or a suitable entry-level model could be developed, the 356's 1600cc flat four was transplanted into the new body to create the 912.



September Featured Article

Between 1965 and 1969, when it was replaced by the 914, Porsche built more than 32,000 of the 102HP 912s in coupe and Targa form. While skyrocketing prices for early 911s have recently pushed 912 values up significantly, for years the 912 was itself a kind of poor man's Porsche. So does the Corvair truly belong in Porsche's shadow? Is the 912 a poor cousin to the 911? Or can we finally declare that each of these cars is worthy to stand on its own? Short answer: neither of these cars deserves to remain in the shadows.

The Corvair is, of course, a significantly larger car than the 912, casting a shadow some 20 inches longer than the Porsche, and weighing nearly 400 pounds more. While the 912 could be had with a removable Targa roof, the Corvair was available in coupe, convertible, and sedan body styles with a choice of four engines, three transmissions, and three levels of trim. Our featured Corvair, Jamie Torres's '66 Corsa coupe—the replacement for the Monza Spyder at the top of the range—makes up for the added girth with a quad-carbureted version of the flat six, rated by the factory at 140 (gross) horsepower, equivalent to an early 911. Even more thrust was available with the optional, 180-horse turbocharged engine, predating Porsche's first street-legal turbo by a decade. The 912 you see here, Roger Emmett's '69, is the last of the line, but while the 911 benefitted from a program of constant improvement, the 912 was largely left unchanged from year to year. A five speed manual was the sole option, with a more tactile linkage than the Corvair's somewhat vague four speed, although neither is the model of precision that drivers of front-engine performance cars might expect.



Not that they are entirely dissimilar. While neither the Corvair nor the 912 are fire-breathing performance cars, both are pleasantly quick and smooth with exceptionally docile handling—in the Corvair's case, significantly better than the 1960-64 models, and in the 912's case, more so than the temperamental early 911. Their horizontally opposed engines emit a characteristic rumble, the Corvair's six with a hint more sewing machine smoothness, while the Porsche's four has traces of the trademark fruity blat of a Volkswagen.

September Featured Article

Styling is, of course, purely subjective. Fortunately, the Corvair and 912 are distinct enough that each can be appreciated on its own merits, without drawing direct comparison. The 912 is a member of a family that has demonstrated remarkably long stylistic legs; its influence is clearly visible in the 911 you can buy from your Porsche dealer today. The integral body-color bumpers were a particularly unique feature in 1965 that helps the car look fresh to modern eyes. If the Corvair is more clearly of its time, it represents perhaps the cleanest, most elegant design, especially in coupe form, to emerge from Bill Mitchell's GM Design studio, an era already known for crisp, elegant shapes. The Porsche presents as a pure sports car, while the Corvair Corsa looks more like a sophisticated grand tourer.

In character, they are perhaps a bit closer, hewing more to the touring side. Both are extremely satisfying cars to use in real-world conditions; how much driving do you actually do at 10/10ths? Poor man or no, the Corvair can clearly hold its own in this company. As for the 912, well, this is very fine company, indeed; who cares about the 911? Leave that one to the deep-pocketed purists and enjoy the balance and sweetness that makes the 912 special in its own right.

Special thanks to Roger Emmett for sharing his amazing 1969 Porsche 912 and Jamie Torres for sharing his stunning 1966 Chevrolet Corsa.

How Much?

Corvair Corsa: \$2,519 Original price in 1966 dollars

Corvair Corsa: \$19,090 Original price adjusted to 2016 dollars

Porsche 912: \$5,095 Original price in 1969 dollars

Porsche 912: \$34,170 Original price adjusted to 2016 dollars

Balance is the key characteristic of both cars. The 912 benefits from, less weight hanging off the rear end than the 911, for more favorable weight distribution. The Corvair's sophisticated, fully independent rear suspension entirely cured the ills of its swing axle forebear.

The Corvair's added size means more interior space, especially for rear seat passengers—the Porsche's rear jump seats are a cruel joke for anyone over the age of five—but it's telling that the prototype for the Corvair's bucket seats was made by cutting a bench seat in half; there's no lateral support, and the cushions are broad, flat, and marshmallow-squishy. Seat belts are a must in even low speed cornering maneuvers. The Porsche, true to its mission, has a much sportier driving position and far more supportive seats, at least for the front passengers. Those rear jump seats do fold down to create a generous parcel shelf—but, surprisingly, so does the Corvair's rear bench. So, it wins on space and practicality, if not comfort.

