



Quick Facts

NEXT MEETING:

**January 25, 2022 at Denny's
Dinner & Social starts at 6:00pm
Meeting starts at 7:00pm**

8841 Greenback Lane, Orangevale, CA
95662 (Corner of Greenback & Hazel)
If you have a Corvair, come on out to the
meeting.

***DUE TO the Christmas holiday,
there is no December 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 President
2. Latest CCRC News
3. Ongoing & Upcoming Events
4. Meeting Minutes
5. Classified Section
6. CCRC Stories and Club Member
Corner

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:
The Christmas party was excellent again. A special
thanks to Carl for all his work planning, to Wes for paying
the bills, Michael for the pictures, and Christy for running
the pirate gift exchange.

This is also the time of the year to get your 2023 dues
paid. Please send your \$20 membership dues to Wes,
and it needs to be done sooner rather than later.

For current news between newsletters, please see
John's flash bulletins regarding club news. They should
be arriving at your e-mail address.

The work party at Leo's place on November 12th was
well attended, and a lot was accomplished. It's amazing
how stubborn a car can be giving up the goods, but in the
end I think we won. I'm looking forward to the next one.

Please read the activities section for upcoming events. I
believe a Polar Bear run is in the works and John has the
details. There is no December meeting, so the next
meeting will be January 25, 2023 at Denny's in
Orangevale as usual.

Merry Christmas and Happy New Year to you all from the
Brown Family.

Til next newsletter,
Drive Life Safely!
Jim Brown



Latest CCRC News

Ongoing Events:

Sacramento Hollywood Park Auto Club -Classic Cars: Meets every 3rd Sunday 10:00 am at Leonardo DaVinci School. CCRC Club Member started this gathering, so let's join in.

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: 7:30am to 10:00am.

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: Monthly Sunday meet-up at a restaurant for breakfast/brunch then a tour or cruise.

Upcoming Events:

Polar Bear Drive: New Year's Day! January 01, 2023 8:00 am at Dutch Brothers Coffee parking lot in Granite Bay. For the start of 2023 enjoy a leisure drive through Auburn, Cool, Georgetown, Lotus then back to Folsom.

Red Bus Brewery: Air-cooled drive-in gathering at Red Bus Brewery on Reading Street in Folsom – 2nd Thursday of each month at 6pm. There will be specials on beverages and pizza.

Autorama- Butch Gardner Clubhouse- Cal Expo: Cal Expo Pavilion April 28-30, 2023. Applications are forthcoming and will be sent out via Club email. Let's get in early this year!

Meeting Minutes

By Erin Sicard

The 11/16/22 meeting was called to order at 7:01pm by President Jim Brown. There were thirteen members in attendance. Approval of the minutes from the October meeting as presented in the newsletter were approved with a motion by Wes and seconded by Michael with unanimous approval and no abstentions. The treasurer's report was presented by Wes with money on hand and sales/acquisitions. Everyone is reminded that we still need nominations for the treasurer position. Report approved with motion by John H., seconded by Erin with unanimous approval and no abstentions.

President gave a summary of November activities and work party with reminders to "winterize" your classics. Discussion about December newsletter and Kari/Danita agree to compose for all members, hopefully with pictures from our upcoming Christmas party. Kari and Danita always welcome submissions to the newsletter and request that these be submitted by 12/11/22 for the December edition. Carl is not present this evening to provide the Vice-President's report but wanted to remind everyone to attend the 12/4 event at Sierra Pines – Sun City in Roseville beginning with a 5pm social, 5:30 buffet dinner, 6:30 optional gift exchange and 7pm entertainment. We received a thank you letter from the club's donation to Gifts from the Heart, which provides holiday presents to seniors, families/children and dependent adults in need.

John H. gave the activities report. Four members attended the Great Western Fan Belt Toss October event in Palm Springs and a variety of people attended the 11/2 ice cream social at the Dairy Queen in Orangevale. Upcoming for 2023 is to have an air-cooled drive-in gathering at the Red Bus Brewery on Reading Street in Folsom the second Thursday of each month at 6pm. There will be specials on beverages and pizza. The club is reminded of the U-tube video of Tony Richards at the Fan Belt Toss in which he interviews Christy Barden about his Ultra Van #228. Meeting was adjourned at 7:38pm. The next meeting will be held January 25th, 2023 beginning with no-host dinner at 6pm at the Orangevale Denny's.

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

December 02 ... Mike Johnson
December 03 ... Maria Gaygon
December 06 ... Julie Von Kahle
December 06 ... Richard Wasserman
December 07 ... Danny Rohde
December 11 ... Linda Eastburn
December 14 ... Alan Almeida
December 14 ... Dorothy McKenzie
December 19 ... Rich Eastburn
December 27 ... Adrienne Navarro
December 29 ... Dave Oyler

CCRC Club Member Assistance:

CLASSIC CORVAIRS of RIVER CITY CLUB MEMBERS

In the last couple of years, our club has lost several 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.

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 at Johnheiser6@gmail.com & Kari and Danita at 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

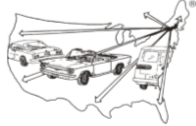


Mike's Corvair Parts



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

FOR SALE:

Contact Josh Deitcher at: vondeitch@gmail.com for Corvair and all parts listed below.

1965 Corvair Monza. \$1,500 with engine. AC components have all been removed with exception of the dryer in the trunk and the center vent on the dash. Koni shocks on the front and GM HD shocks on the back. 4 speed trans with quick shift kit-positi. Josh can provide pictures.

1966 turbo engine and bell housing. Has Flywheel. Has most sheet metal. Missing turbo, turbo exhaust distributor and alternator. I do have the crossover and the chrome air cleaner. It also has an atlas brand finned oil pan. Internals complete but condition unknown.

1964 95hp engine. This was the engine that was on my 64. It dropped a valve seat so I replaced the 110 heads with 95 heads. It will probably need a ring job, but the distributor, carbs and harmonic balancer were all replaced in early 2021 and have maybe 200 miles on them. Clutch on this engine is complete and has less than 1500 miles on it. Engine ran strong before the valve seat drop. Comes with blue chip upper cylinder head nuts.

1964 yz split block. Was given to me by a SFBA member who was getting out of Corvairs. Block was split and cleaned. Missing one stud, but I might have that around here.

1965 turbo block mated to a PG bell. I have no history on this. PG bell has a torque converter on it. Teeth look good.

Block is dirty and stripped down. Block in good shape. Missing one stud. Everything pulled but still has turbo cam and crankshaft.

Continued on next page...

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WANTED:

#1: 1966 Corsa Convertible turbo, 4 speed car, either a #2 or a 3 if its original, straight, complete and running. Chester Keeton: (832) 281-8009

#2: Corvair engines in any condition. 102 hp, 110 hp, 140 hp and turbos. Contact Wes Nicholas at 916-202-8762.

Continued- FOR SALE

Three sets of non smog 140 heads. Two sets in incredible condition. No time sets, everything complete. If they pass a leak down, they could probably be run as is. 3rd set of 140 heads had valve drop at one time and the heads had been repaired. Along with the repair, they appear to have had the step milled out so they might get higher compression now. Looks to have a time cert in one head, but work all looks very professional. Can provide pics.

17 piston jugs in usable condition. I can give the stamp numbers if needed. Some may be missing a fin or a little dirty but prime candidates to clean and use or honed.

four starters with good nose cones in working or rebuildable condition. I know for sure that two of them can be put into cars right now. Have new replacement solenoids in boxes for them.

62-64 turbo assembly. Completely rebuilt (some time ago) by Steve Lovejoy (former Corvair racer out of Modesto). Everything moves freely and has not been used since I acquired it from Steve in 2019.

I didn't get a complete count, but I think I have ten Rochester carbs. A couple were pulled in running condition, but all should probably be gone through. One is a set of performance carbs redone in the 70s with bored throats, milled choke plates and crossed vent tubes. I can send pics if you need. I also have a handful of carb kits from Clarks and Raffee Corvair that I can throw in with these. Most carbs are rebuildable. A couple may need to be just for parts.

Center mount carb for 4bbl. Has a Carter AFB but that thing will need to be cleaned and completely gone through. I may have two Carters to go with this, but one for sure.

Two Isky cams bought from Raffee Corvair before he closed shop. Don't appear to be re-ground, but not 100% sure. Never used by me. Still in boxes.

Two crankshafts for long block engines. Not turbo but should work for 95-140. Could use a polish, but in good condition.

Clarks Trombone exhaust for 80-110 engine. Less than 200 miles. Glasspacks not broken in yet.

Two FC transmissions. One 3 speed. One 4 speed. Complete but condition unknown.

There are some various pieces that I will throw in. Tins, little parts, oil pans, a couple of harmonic balancers, etc. Above is the meat and potatoes of what I am selling-

Contact Josh Deitcher at: vondeitch@gmail.com for Corvair and parts above.

Why the Chevrolet Corvair Corsa Is Collectable

By [Yoav Gilad](#) May 14, 2014

Photography by Josh Clason for Petrolicious



The Collector is a weekly series produced in association with [Gear Patrol](#), where we discuss the car, and Gear Patrol discusses the essential gear inspired by the car.

It seems you can't mention the Chevrolet Corvair without mentioning Mr. Ralph Nader. Yes, his consumer safety campaign effectively killed the car and yes, there was nothing fundamentally wrong with the car. So, now that we've mentioned him, let's move on and discuss the Corvair. Simply put, it was revolutionary for an American car in that era.

Detroit effectively had one kind of car in the early sixties, the kind that was so massive it generated its own gravitational field. But the Corvair was conceived to compete with the silly, little imports that some confused Americans were intent on buying. Not only that, but the engine was rear-mounted allowing a completely flat floor pan and an improved interior package. Introduced in 1960 to an eager public, the Corvair soldiered on through 1969 facing stiff competition from all of GM's rivals as well as some of General Motors own products (such as the Camaro). And none of those cars had any negative press surrounding them.

December Featured Article

But whether you believe that the criticism was warranted or that people simply didn't know how to safely operate a rear-engined car with a swing-axle suspension there was one special edition particularly worth noting: the Corvair Corsa. It debuted as a special edition when the second generation Corvair bowed, in 1965. The base Corvair had a 95hp powerplant and there was an optional 110hp engine too. But the Corsa was fitted with a 140hp engine (with four single barrel carbs). If this *still* wasn't enough, Chevy offered an optional 180hp (!) turbocharged mill. And there was also an optional four-speed manual transmission available. As an aside, the Corvair has more in common with the Porsche 911 than many people know. Besides sharing a basic rear-engine, rear-wheel drive architecture, they were both powered by a flat-six engine and had a swing-axle suspension in the rear (the Corvair eventually shifted to an independent rear). In fact, the Corvair was frequently marketed and reviewed as the 'Poor-man's Porsche' (despite initially having two extra cylinders).

Not only could the Corsa pack 180hp, but it also included larger brakes borrowed from the Chevelle, a stronger differential ring gear, a Delcotron alternator (replacing the generator), and significant chassis refinements were made. In addition, a Special Purpose Chassis Equipment ("Z17") handling package, consisting of a special performance suspension and quick ratio steering box, was an interesting new option for 1965. Sadly, the Corsa was short-lived, remaining in production for only two years. But a relatively short production run coupled with the most powerful engine for the model means that it is the most collectable model and will easily remain so.

Thank you to owner Mike Fiscus for allowing us to photograph his 1965 Corvair.

December Special Member Article

My Corvair Love Story

By Erin Sicard

On a brisk fall day in 1968, a newly graduated nurse is walking her dog in the Alexandria, Virginia suburbs. The frisky pup manages to wrap her leash around the legs of a gentleman also out for a stroll and nearly trips him as the young woman profusely apologizes and tries to disentangle them. They talk for a while, find that they both reside nearby and the gentleman speaks about a party he is having soon. A modest blush tinges the lady, as she hopes that the handsome gentleman will extend her an invitation. As he does, she is filled with happiness, as she is new to the area and had been trying to meet people. Happiness turns to chagrin though as through the continued conversation, the man tells her he has a wonderful friend also coming to the party who he would like her to meet, since he and his girlfriend are hosting.

Thankfully, our heroine decides to take a chance and accepts the invitation, figuring she would like to continue to meet new people her age. The blind date is set and as the saying goes, the rest is history. The couple were my parents; Wayne, a United Airlines flight engineer soon to be co-pilot and Diana, a pediatric nurse. The matchmaker was my 1965 Corvair Corsa 140 convertible's original owner, Mark Provost, who later became a founding member of the San Francisco Bay Area Corvair chapter. A few months after meeting, my parents were married and this picture features a photo from December of 1968 and one that was re-created last Christmas in Modesto. Mark is still one of their best friends and I grew up knowing him like an uncle and his Corvair gave me the love of classic automobiles. I was beyond blessed to 'pre-inherit' my Corvair from him and have continued making improvements that he had planned. She won Best in Class at the September Concours d'Elegance in Murphys and I am looking forward to future exhibitions.



Christmas '68

1968



2022

