



Corvair Chatter

Quick Facts

NEXT MEETING

March 28, 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
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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

The winds of March are upon us as we prepare for an early Spring and the upcoming 2018 Corvair Spring Fling.

Autorama was a success for CCRC at CalExpo. CCRC had 10 club members attend this event and this year's theme was: Pirates. Congratulations to Paul Bender for taking the lead for CCRC pirates with adding a number of items donated from club members for the pirates' booty. And the club came home with \$100 booty money!

We have added 3 new members to our rolls. Please welcome Naveed Lorestany ('63 Monza cpe), Richard and Pat Hansen, and Richard and Sandra Cortez ('63 Monza) We look forward to seeing them soon at our meetings and other events..

The 2018 Corvair Spring Fling has officially started. I have placed orders for the flyers/registration forms, T-shirts, dash plaques, and awards. I've asked Central Valley Corvairs, Silicon Valley CORSA, and Bay Area CORSA to co-host, and each club will provide 4-5 raffle baskets. CCRC will be doing wine & beer baskets. For those who volunteered, please bring your items to the March 28th meeting so Jean can wrap up the baskets. Registration forms are on our website and hardcopies will be available at the March 28th meeting. I will ask Jean to send out an email blast with the flyer/registration form attached for your use.

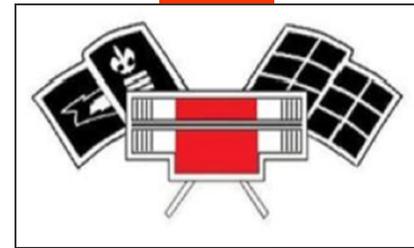
So please make it a point to attend this very important meeting.

Finally, as with any car show, it takes volunteers, donations, equipment, and good weather to make the show an eventful outing. I hope that some of the CCRC members will come forward and help with setting up and tear-down. Please bring a list of equipment: chairs, tables, canopies, and banners you can bring. Set-up will start at 7am at Fry's Electronics. Also, CCRC will be setting up a Vendor stall for Corvair parts in the parking lot. If you have any unwanted, good parts to sell, contact Wes Nicholas.

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

February - Feb.16 -18 Sacramento Autorama, CalExpo Fairgrounds

March

March 17 - Casa Roble High School Car Show, Orangevale

March 24 - Easter Egg Parade 9am – City of Galt

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 12 – BerryFest – Roseville Fairgrounds 8am

May 19 -- Townsmen Show – Loomis

May 20 – Cruisin for K9 – Roseville

June

June 2 – Rods & Relics Show – Downtown Lincoln

June 9 – Knights of Columbus – Jackson 9am

June 17 – Antique Treasure Trove – Roseville

June 23 – River City Classic Car Show

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

Meeting Minutes

By Bruce Leonard – Acting Secretary



The February meeting of Classic Corvairs of River City was called to order by Bruce Leonard, President, at 6:55pm.

Bruce Leonard introduced 3 new members in attendance: John Heiser, Larry Bernstein, and Naveed Lorestany. This brings our total members to 46. We are still below last year's membership total of 68 members.

The club had 10 members at Autorama this year and came home with a \$100 booty prize. Congratulations to those members who were in the show, the support from members who attended during the show, and especially to Paul Bender, who took the lead in setting up the CCRC display.

Bruce Leonard and Wes Nicholas have secured our Spring Fling at Fry's Electronics in Roseville. It's across the street from the Roseville Auto Mall. And dinner will be at Outback Steakhouse across from Fry's. The attending club members approved:

- Flyer/Registration Form
- Dash Plaque
- Car Show "sandwich board" Signs
- Spring Fling T-shirt
- Ballot Form
- Entrant's Badge (includes spouse)
- Car Awards
- Car Show Cake (Outback Steakhouse)
- Event Feedback Form

The following volunteers are assisting Jean Colegrove in preparing the beer/wine baskets:

- Mexican Theme – Andre Pantis, Adam Bonuff, Naveed Lorestany
- Bogle Pinot Noir – Christy Barden
- Vodka Sampler – Leo Scopesi
- Stout – Bruce Leonard
- Champagne – John Heiser

Wes Nicholas gave the Treasurer's report for February 2017. We have 46 members and added 3 new members. Bruce Leonard to prepare a budget estimate for the Spring Fling for Wes to track separately from the club's general funds.

Larry Foreman presented a possible location for this year's Christmas Dinner at Executive Airport, Aviator Restaurant. The Metro Club has held their holiday dinner there and found the ambiance, food, and service to be very nice. Bruce Leonard will call and make an appointment to visit the restaurant.

The meeting was closed at 8:15pm.

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

April Birthdays

Debbie Smirlis April 6
Nora Meadows April 10
George Augustine April 12
Dominic Scopesi April 20



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 ANNOUNCMENTS 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 your car or car parts have sold, please let us know so that the ad can be removed from the newsletter and the website. Thank you.

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

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

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 2 other sources 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

2018 Autorama



1959 Paris Auto Show



Covair Owner's Group Stories



America was going through an economic recession in the late 1950s. As an answer to the growing popularity of small imported cars, Chevrolet introduced the Corvair for the 1960 model year. It would compete head-to-head with the Rambler American, Ford Falcon, and Chrysler's new Valiant. However, unlike its competitors, the Corvair sported a rear-mounted, air-cooled, six-cylinder alloy motor.

History of the Chevy Corvair starts in the early fifties, as a fastback show car in 1954. Design for the production car began in 1956 by Ed Cole, Chevrolet's chief engineer at the time. Wheelbase was set at 108", with an overall length of 180". Vehicle weight was 2,300 pounds. The first models rolled off the assembly line in late 1959.

The Corvair was powered by an air-cooled six-cylinder engine, referred to as a flat six, as the cylinders were horizontally opposed. It was also mounted in the rear of the car, like Volkswagen Beetles and Porsches. In order to use an existing manual transmission, engine rotation was reversed.

Air-cooled engines do not have water pumps, thermostats, hoses, or a radiator. Water-cooled engines can have trouble with air pockets in the cooling system as well as leaks. The dry weight of an air-cooled engine is lighter than a comparable water-cooled engine.

Less powerful than other cars in its class, the Corvair's engine generated 80-95 horsepower, sufficient for the fairly light car. All Corvair engines had forged cranks and connecting rods, torsional vibration dampeners, hydraulic lifters and oil coolers, and have aluminum heads and engine cases. All of these components made for a very durable motor. With the engine in the rear, the interior floor was flat, offering more room for passengers. The front trunk housed the spare tire. All Corvair models had all-wheel independent suspension, GM's first. Unibody construction with welded front fenders was another first for GM.

Arriving in the fall of 1959 was the four-door sedan in the 500 series and the higher trim level 700 series. A floor shift (unsynchronized) three-speed manual transmission was standard, with a two-speed Powerglide automatic optional. Two-door 500 and 700 coupes followed in January 1960, with fold-down rear seating adding storage capacity. The Monza 900 coupe with 4-speed on the floor debuted several months later.

Despite the relatively expensive and unique power train, the car sold for around \$1,500 for a base model 500. Total production for first-year Corvairs was 250,007 units. The Chevy Corvair was awarded Motor Trend magazine's Car of the Year for 1960.

The 1961 Corvairs were offered in eight body styles. Total production for 1961 was 329,632. The sporty Monza coupe was the best-selling model. The passenger compartment was heated by a gasoline-powered heater, which was mounted in the front trunk. While it offered immediate hot air, customers complained of decreased gas mileage on cold days and long winters. Gas mileage could be as high at 26 mpg, but when the gas heater was fired up, it dropped to under 10 mpg. Chevrolet redesigned the heating system for the 1961 model year, but left it up to customers to choose the gas heater until the end of the 1964 model year.

The 1962 Corvair, in an effort to increase engine power and enhance its sporty image, Chevrolet applied turbocharging to Corvairs starting in 1962. Differences from other Corvair engines included lower compression heads, more durable valves and guides, and chrome engine accents.

The top-of-the-line Monza coupe, (900 series) included a 120 speedometer and tachometer, offered with two single-barrel carburetors, or the optional turbocharger producing 150 horsepower. The entry-level 500 was dropped. Advertised as "America's budget sports car, total Corvair production for 1962 was 328,500.

Covair Owner's Group Stories



The 1963 Corvair had minor changes in trim and interior but for the most part the car was identical to the 1962. The station wagon was discontinued. Total production was 281,539.

Tire Pressure Critical for the 1960 - 1963 Corvairs had a swing-axle independent rear suspension, where the Falcon, Valiant, and American had conventional, solid-axle rear suspensions. Some Corvair owners encountered oversteer (tail-wag) when they drove the car too hard and had incorrect tire pressures, which were specified to be lower up front, higher in the rear where most of the car's weight was concentrated.

The Corvair relied on an unusually high front to rear pressure differential (15psi front, 26psi rear when cold, 18 psi and 30psi when hot). If the tires were inflated equally, as was standard practice for all other cars at the time, the result was a dangerous oversteer. Gas station attendants, who routinely filled what they considered under-inflated tires in the 1960s, put the same pressure in all Corvair tires, which adversely affected handling.

The 1964 Corvair solved earlier handling problems with a redesigned rear suspension. A single, transverse leaf rear spring was added, attached at the left rear lower suspension, right rear lower suspension, and the bottom of the differential in the middle.

Engines received an increased displacement from 145ci to 164ci. Horsepower was increased as well, with three options; 95 horsepower, 110 horsepower, and turbocharged 150 horsepower. The model lineup was down to three body styles; coupe, sedan, and convertible, with the Monza Spyder becoming an actual model instead of an option. Total production decreased to 207,114 units.

Next month will be the late model Corvair review.