



Corvair Chatter

Quick Facts

NEXT MEETING: April 28, 2021.
6:00 p.m. The Canyon Grill and Alehouse. 9580 Oak Avenue Parkway, Folsom, CA 95630

Membership Dues: Please pay your membership dues! \$20.00 for the year. If you don't receive emails or newsletters after this month, its because... Please send checks or cash to Wes Nicholas. Checks made out to: "CCRC"

Features

1. Message From the Club
2. Latest CCRC News
3. Meeting Minutes
4. Upcoming Events
5. Classified Section
6. CCRC Stories and Club Member Corner

Firing Order

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

Finding Us

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

Message From the President:

Hello fellow Club Members! Welcome to Spring! Welcome New Club Members! Thank you all for being members, volunteering on Club projects and hanging in their during the past year. Greatly appreciated! The Clubs current projects are coming near and end. Mr. Stones Early Model Corvair engine transplant was completed, all 3 Forward Control Corvairs from Ron Eversden's Estate have been sold and the only remaining club project is to finish up the 63' Spyder. The 63' Spyder will require a work party to remove the trim and bumpers in preparation for painting. Will discuss these projects, upcoming work party and budget requests at our next Meeting on April 28th, at the Canyon Grill and Alehouse in Folsom.

Car shows are starting to occur including the Sacramento Classic Car Parts Swap Meet located at the Yolo County fairgrounds on April 17, 2021. Speaking of Swap Meets, a few folks have inquired about if CCRC is planning a Spring Fling this Year, and if not, how about a Swap Meet in May. Lets discuss at our next Club meeting.

I would also like to mention, by showing up to the regional Cars and Coffee events on the weekends have been beneficial to the Club by promoting our cars and the Club to not only the attendees but, we get invited to other events. For example, I would like to congratulate Mr. Oyler for winning a very nice trophy for his Greenbrier Camper at the Air Cooled Java Cruisers event at Lembi Park in Folsom on March 21, 2021. For those interested, the next Air Cooled Java Cruisers tour and picnic will be on May 2, meeting location, Dutch Brothers Coffee, Granite Bay. Once I have more details, I will send out an email.

Also, I would like to discuss at our April 28th Club Meeting, budget proposal items that will assist the club in reaching out to other Corvair owners in the region as well as a donation to the Air Cooled Java Cruisers' organizer as an appreciation for assisting the Club in promotional efforts.

Remember, the next major Corvair event is being hosted by: **Central Coast Corsa: Vairfest 2021: June 25 - 27. Arroyo Grande, CA 93420.** For those interested in attending, perhaps driving down to this event in a caravan.

Thank you all for your continued help, volunteering and assistance!



Latest CCRC News

Ongoing Events:

Bel Air Second Saturday Cars and Coffee. 4320 Arden Way near the corner of Eastern. Time: 8 a.m. to 11 a.m. On hold until further notice.

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: Town Center, El Dorado Hills, every Saturday morning 7 am to 9:30 am.

Car Shows:

Air Cooled Java Cruisers: May 2, 2021, Tour and picnic. Time: 9:00 a.m. meet up at the Dutch Coffee parking lot in Granit Bay, corner of Douglas and Folsom-Auburn Road. Drive up to the Auburn area and end up at the local park for a picnic. Once I have further updates, will send out an email to club members.

Central Coast Corsa: Vairfest 2021: June 25-June 27. Arroyo Grande, CA 93420.

SPYMAN Classics & Memorabilia: Mean Machines Free Car Show. 1st Friday of the Month. 4907 Auburn Blvd., Sacramento, CA. 95841.

Kars For Kids: Dead Car Cruisin Car Show: April 24, (in case of rain), May 1st. El Tapatio in Auburn. For more Info: Call Mary Gromer (916) 335-8566.

South Coast Corvair Club: Ageless to Anarchy Corvair Cruise In. September 11, 2021. Automobile Driving Museum, El Segundo, CA.

The San Francisco Club would like to host a joint Corvair Show with CCRC. So, lets start planning on a joint show.

River City Brewing Company: Corvair Club showing in Carmichael – Milagro Center, Corner of Marconi and Fair Oaks Blvd. Date: Time:

Meeting Minutes

By John Heiser

March 24, 2021 – Club Meeting Minutes:

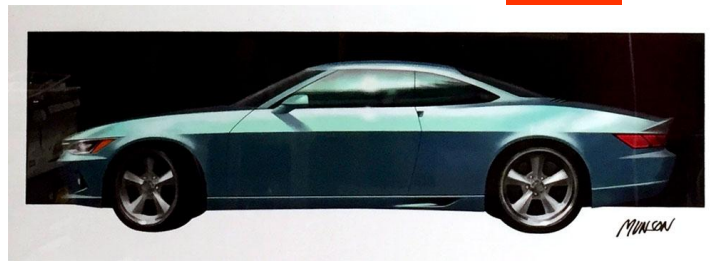
John opened up the Zoom Club meeting at 7:05 p.m.

Introductions made, Club President provided a brief update on current activities, Club projects, upcoming work parties and Vince Petrie from Central Coast Corsa, provided an update on the upcoming Vairfest in June. Wes Nicholas provided the treasury report, status of the Mr. Eversden's Corvairs, and an update on Club members seeking assistance or help on working on their Corvairs.

The Club's 140 hp engine was sold for \$2,250.00 to Mr. Stone who will be using it for his 1963 Corvair. A work party will be scheduled soon to remove the existing engine out of Mr. Stone's Corvair and install the 140 hp engine. More updates at the April club meeting.

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

April 1: John Heiser
April 6: Debbie Smirlis
April 7: Jeanne Aquirre
April 10: Nora Meadows
April 16: Casey Cockrell
April 20: Dominic Scopesi



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

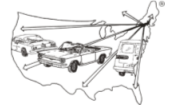
Club Activities - You may have some great ideas for club activities. We want to hear them! Better yet, we'd like you to participate in the planning of your activity idea. Email your ideas to Carl Funk at; edieboopboop@yahoo.com

Classified Section



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

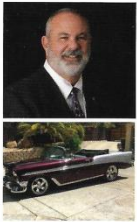
Mike's Corvair Parts



Oyler Insurance

David Oyler
Agency Principal

Classic Car & Hot Rod Insurance Specialist
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Office: 916-635-0444
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Fax: 916-635-0346
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Bob Hooker would like to trade his '64 daily-driver Spyder for a Greenbrier. Please contact Bob for details at roberth89@surewest.net, 916-772-6097.

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

Free: 2 front seat frames for a 1964 Corvair Convertible. Contact. Ken Basile in Penn Valley. (530) 432-9590

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.

8 carburetor terms you should know - Continued

[Kyle Smith](#), Hagerty Media Site

11 June 2020

Venturi



see how the throat of the carb narrows, which creates the drop in pressure that pulls the fuel into the engine. Photo by [Kyle Smith](#) | Hagerty Media Site

This is the word for the bottleneck in the throat of the carb that makes it all work. It is the Bernoulli Principle at play as the airflow is slightly restricted by narrowing the opening and then opening it back up again. That bottleneck speeds up airflow, which then creates a drop in pressure. That pressure drop is what pulls the raw fuel through the jet and into the airstream as it enters the engine.

Accelerator pump:

As engines progressed, the demand for fuel when quickly accelerating could not be immediately met by the fuel being pulled in by the venturi. The operator would press on the accelerator and the engine would initially bog due to the lack of vacuum before responding by pulling in the additional air and fuel the operator wanted to add.

The accelerator pump is a simple solution to that problem. A linkage attached to the accelerator engages when the operator makes quick changes to the throttle. This linkage would use a small pump to force a small amount of raw fuel into the airflow. This fuel prevents the bog of quick accelerations. If everything



This is the accelerator pump. The rubber cup at the bottom forces additional fuel into the engine when the accelerator is operated quickly. Photo by [Kyle Smith](#) | Hagerty Media Site

Throttle blade



The throttle plate in the closed position. Photo by [Kyle Smith](#) | Hagerty Media Site

Modern fuel-injected engines have spoiled drivers so much that even an automatic choke requires a reminder of how to operate it. The choke is similar to the throttle blade, but it sits above the venturi rather than below it as the throttle does. It creates a restriction so that as the engine cranks on startup there is less air in the air/fuel mixture.

That richer mixture ignites easier, giving the engine better starting manners when cold. Automatic chokes are often set by pressing the accelerator once before starting the engine, and as the throttle is used while driving the car it automatically disengages. Manual chokes require the driver to remember to disengage the choke as the engine warms up.

Hopefully this quick list clears up some of the terms you might have heard in conversation, or maybe gives you a better understanding of the complicated processes that are happening under the hood. Is there a term or process with vintage cars you find especially confusing? Leave a comment in the Hagerty Community below and we'll see if we can clear it up for you.

The throttle blade is a simple valve that controls the airflow into the engine. At idle, the throttle blade allows a very small amount of air into the engine, and at full throttle, the throttle blade is parallel with the throttle bore to allow as much airflow as possible.

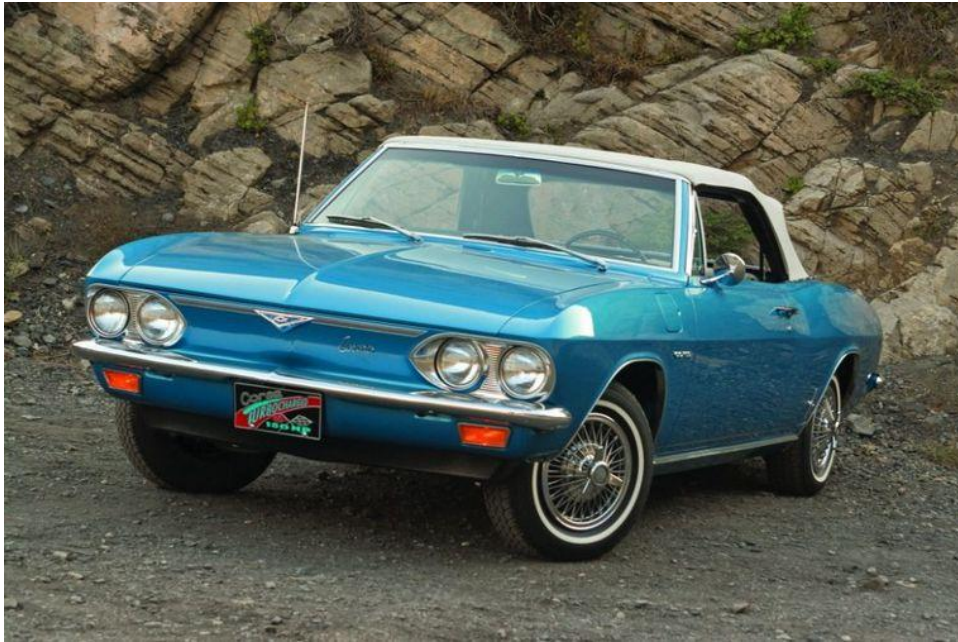
Choke



Here is the choke plate in the closed position, where it serves to restrict air from entering the engine, causing a richer air/fuel mixture. Photo by [Kyle Smith](#) | Hagerty Media Site

An affordable classic: Chevrolet's second-generation Corvair

By [Kurt Ernst](#) on Aug 30th, 2019 at 8:59 am



1966 Chevrolet Corvair Corsa convertible. Photo by Jeff Koch.

Category: [Collector car values](#)

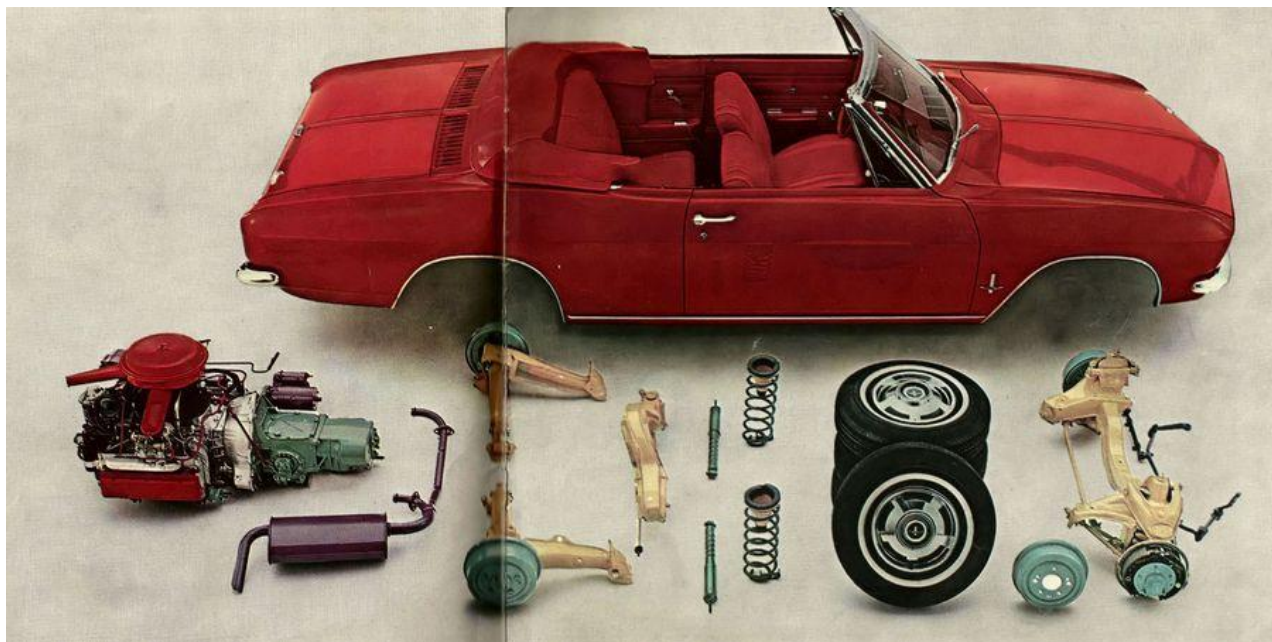
Chevrolet's redesigned-for-1965 Corvair debuted to high praise from the automotive press, with *Car and Driver's* David E. Davis, Jr. declaring it "the most beautiful car to appear in this country since before World War II." American consumers agreed, buying 23-percent more '65 Corvairs than they did the year before. Trouble, in the form of the Ford Mustang, was brewing, and Corvair sales began a slide in 1966 from which they'd never recover. Today, the second-generation Corvairs, model years 1965-'69, represent a relatively affordable point of entry into the classic car hobby. Is the time right to shop for one?

The 1965 Corvair differed from its predecessor in more than just bodywork. Underneath, a new articulated-link rear suspension replaced the swing-axle setup used on first-generation models, while softer front springs improved ride quality. Four engine choices were available, all based upon the 164-cu.in. air-cooled flat six, with outputs of 95 hp, 110 hp, 140 hp and 180 hp (in the range-topping turbocharged variant, available in 1965-'66 only). Depending upon the engine selected, buyers could opt for three- or four-speed manual transmissions (available with all engines) or the two-speed Powerglide automatic (with all but the turbocharged six).



1965 Chevrolet Corvair Monza convertible. Brochure images courtesy of [The Old Car Manual Project](#).

Chevrolet shuffled the model lineup for 1965 as well. Base models now carried the Corvair 500 name, while midrange models were the Corvair Monza and high-end models the Corvair Corsa (discontinued after 1966). The Corvair 500 was available as a coupe or sedan, but not as a convertible, while the Monza models could be ordered as a coupe, sedan or convertible. Corsa models, with their sporting intentions, came as coupes or convertibles only.



The 1965 Corvair brochure highlighted the differences between the second-generation cars and their predecessors.

Though second-generation Corvairs shared their 108-inch wheelbase with earlier models, they were larger overall, gaining 3.3 inches in length and 2.7 inches in width. The stunning redesign hid this well, with both coupe and sedan models boasting hardtop styling with narrow A-pillars and slim C-pillars. Advertising emphasized the new Corvair's "international flavor," "longer, lower" silhouette, and "body-length streamline" as highlights, hinting that Chevrolet was attempting to broaden the model's appeal. Further proof of this came in the restyled interior, which used higher-quality materials on Monza and Corsa trims.

For 1965, Chevrolet sold a total of 235,528 Corvairs to U.S. buyers (excluding the Greenbriar van, which carried over into 1965 largely unchanged and was discontinued for 1966), making the model a success. At the same time, Ford's new sporty car, the Mustang, doubled these numbers (and then some), forcing Chevrolet to take a step back and rethink the Corvair. Its air-cooled, rear-engine design was too different for some, and in its most powerful form, the Corvair produced 180 horsepower. By comparison, a 1965 Mustang could be ordered with a 200 hp 289-cu.in. V-8, or for those willing to spend a bit more money, with the K-code 289 V-8, rated at 271 hp.

Stay Tuned for Part III!