



Corvair Chatter

Quick Facts

NEXT MEETING

May 24, 2017 at 6pm

Denny's Restaurant
6215 Sunrise Blvd.
Citrus Heights, CA 95610
(Corner of Greenback & Sunrise)

Features

1. Message From the President
2. Latest CCRC News
3. Meeting Minutes
4. Upcoming Events
5. Classified Section
6. CORSA Chapter Announcements
7. Corvair History Notes

Firing Order

President	Bruce Leonard
Vice President	Carl Funk
Activities	Open
Secretary	Geoff Haeger
Membership	Howard Joseph
Treasurer	Wes Nicholas
Editor	Jean Colegrove
Historian	Christy Barden

Finding Us

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

Message From the Club President

The Spring Fling was held in Sutter Creek, CA on April 21st through April 23rd with beautiful cool weather throughout the events. Friday was our spaghetti dinner and guest speakers; Seth Emerson and Greg Vargas.

On Saturday we had 30 cars registered and 28 were in place for display and judging. Along with the cars were 4 vendors selling parts, 2 representatives from MADD – our sponsor and our caterer. And we had over 100 raffle prizes, 2 custom quilts that were auctioned off and our 50/50 drawing.

That evening, we had our banquet at the Sutter Creek Community Center with entertainment from *Vairnac the Magnificent*. The following day was a wine tour to Bella Piazza for a free pasta buffet and discounted wine for those who wanted to purchase a bottle with lunch. During our lunch, the group noticed people stopping by to see our Corvairs, take pictures, and later, talk to the owners about their cars.

Now it's time to look forward to the summer's car shows for the club to participate in as a group. I've asked Carl Funk to take the lead in this task and he will be contacting you via telephone to ask for your individual support. In May, there is the Auburn Cruise Night on Friday, May 12th and the Strawberry Classic Car Cruise on May 13th. In June, there is the Rods & Relics car show on June 3rd and we were asked to attend by their president, who saw us at the Casa Robles High School show. The following week, June 9th is Auburn Cruise Night, and June 10th is the Knights of Columbus car show in Jackson, CA. VairFest 2017 in Arroyo Grande, CA on June 23rd thru June 25th. I'll be attending this one and would like to see a few more CCRC members join me. So take a look at the list of shows on Page 2 of the Corvair Chatter and when Carl calls, please let him know which ones you would like to attend. As a reminder, July 16th is our show at the California State Fair.

One last note. Geoff Haeger, our Secretary, has resigned his post to focus spending more time with his family. Therefore, I'm looking for a volunteer to take Geoff's place for the remainder of his term. Contact me if you are interested.



Latest CCRC News



Car Shows for 2017

May

- May 12th – Auburn Cruise Night. CCRC has attended this monthly Friday night event with Carl Funk leading the way.
- May 13th – Strawberry Classic Car Cruise. Fee is \$10 and includes a free breakfast. Parking is from 8am to 9am. Judging is 9am to noon and awards at 12:30pm. The show will be at; Placer County Fairgrounds, 800 All American City Blvd., Roseville, CA 95678

June

- June 3rd – Rod and Relics car club is holding there car show in Lincoln, CA. Classic Corvairs of River City received a special invitation from their club president at the Casa Robles HS show in March. If CCRC can provide enough cars, the Rods and Relics will block out an area for ALL the Corviars. Registration is \$20 before by May 15th or \$25 after May 15th plus \$15 for a T-shirt. The location is; Historic Downtown Lincoln, Lincoln, CA 95648. Registration starts at 7am – 9:30am and awards at 2:30pm.
- June 4th - Barn Party at Christy Barden's home. The pot luck event starts at 1pm with music starting at 2pm and ends at 5pm. The address is; 10141 Cedarsong Road, Nevada City, CA
- June 9th - Auburn Cruise Night. CCRC has attended this monthly Friday night event with Carl Funk leading the way.
- June 10th – Knights of Columbus car show in Jackson, CA. Registration is \$25 before the show and \$30 at the show. The location is; St. Katherine Drexel Parrish Center, 11361 Prospect Drive, Jackson, CA
- June 23rd – 24th Vairfest 2017 will be held in Arroyo Grande, Mike Thomas will be at the Spring Fling with flyers. I've signed up and will be towing my Corvair to the show and it would be great to have some CCRC members join me in Central CA.
- June 27th – July 1st – CORSA International Convention in Independence, MO at the Harry Truman Library.

July

- July 4th - Cru-Zin Car Show presented by Terra d' Orro Winery. Pre-registration is \$25 and ends June 23rd. Day of the show registration is \$35. Last year CCRC had 8-10 cars on display and we parked as a group. The location; 20680 Shenandoah Drive, Plymouth, CA 95669.
- July 16th - Classic Corvairs of River City has been invited back to the California State Fair from 9am to 7pm. We will meet on Ethan Drive at the end of the cul-de-sac at 8am and be escorted into the parking area outside the main entrance to the racetrack. And.....the ponies will be running! So circle your calendar and be ready to attend another showing of our cars.

Meeting Minutes

By Geoff Haeger - Secretary



Meeting Minutes - April 26, 2017

The Meeting was called to order at 6:56 pm, by club president, Bruce Leonard.

Bruce introduced a returning member, John Walker. He has a 1963 Monza convertible, Red with a white top, 4 speed. He was welcomed aboard by all members present.

Treasurers Report: Wes is on vacation so the report was presented by Bruce. Bruce reported the costs, income and profit generated by the Spring Fling, the costs outstanding checks, income and the clubs bank balance for fiscal year 2016, and the status of the club's bank balance to date for 2017. Bruce also offered an amusing story about Carl and his "butt dialing". Christy asked Bruce to present accurate numbers and not round them off. Harry explained to Christy that he was older than Christy and had no trouble with rounded off numbers!!!

Old Business report: Bruce reported on the results of the Spring Fling. Wes has calculated a profit for the Spring Fling of just under \$700. That does not include some entry checks which may raise the profit a bit. The final tally will be presented next month.

As of 4/26/17, the club has 53 members. 2 new members were signed up at the car show: Greg Vargas from southern California and Mike (?) and his wife, Becky, who had the brown 1962 custom Spyder.

Bruce listed all the car show award winners. 6 winners were from outside the club and 6 winners were from inside the club. Bruce went on to stress how important this was in that the club didn't award all the trophies to its members and the ramification to recruiting cars from outside the club to participate in the show.

Bruce presented the results of the surveys which were handed out at the show. 25 people turned in the surveys. 5% rated the show as "poor". 41% rated it as "fair", 54% said the show was "good". All the comments were interesting and will be addressed in preparation for the next show. Next years Spring Fling committee meetings will commence in October.

There were 30 car entries in this years show and 28 showed up. There were 32 last year. There were 4 vendors. Wes collected another \$1200 from the sale of the estate items. The club nets half of that amount.

The decision by a few of the club members to make a last minute rule barring the previous years "Best of Show" winner from being eligible to win this year was brought up and discussed. A motion was presented to rescind the rule barring repeat winners was seconded and approved.

Upcoming Events

Birthdays

June 4	Mark Scott
June 4	Jim Van Nortwick
June 9	Susie Rodriguez
June 13	Jim Dal Bon
June 14	Gary Coats
June 17	Jan Scopesi
June 24	Ben Cousyn
June 24	Robert Moon
June 27	Elaine Dal Bon
June 27	Cody Hess



Corvair Resources (Online)

- Q&A - www.corvaircenter.com
www.corvairforum.com
- Parts - www.corvair.com (Clark's)
www.californiacorvairparts.com
www.corvairunderground.com
www.rockauto.com
- Sale - www.jaxed.com
- Fun - www.youtube.com/user/davemotohead1

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, my95vette@yahoo.com

Classified Section

Loran Polete has a number of Corvair parts and bodies available for parting out or buying outright. Please call or email to setup a time to see the items.

Loran Polete

530-312-8501

email; lpolete@sbcglobal.net



My name is Cody Hess - son of CCRC member Mike Hess - and, although I've relocated to Corvallis, Oregon, I thought I'd let you all know that my 1961 Greenbrier is up for sale. Since 2014, this Greenbrier has served as my daily driver and adventure mobile. From Reno, Nevada (in winter), to Bend, Oregon, it has run strong and dependably thanks to regular maintenance. After 2 years of fun, it's time for me to change things up. It has a 110hp, 1964 engine, a Powerglide transmission (was converted from 4-speed), and a year-old set of M+S Tires. Just recently I drove it from Corvallis to the Oregon Coast and back with no difficulty whatsoever. For photos and price, please click the listing or check the CCRC website. If you (or someone you know) are interested, and would like more information, please get in touch.

Cheers,
Cody



1964 Corvair Monza 900 convertible with 4 speed transmission. The car has 95,000 miles and was purchased new in 1963. The owner has 20 years of maintenance records and available for review. The car runs and handles great but needs accessories repairs; heater/defroster and the passenger window is stuck in the up position. The top, upholstery and body are in good condition and the car is rust free. It's a California car! The 110hp engine was rebuilt 10 years ago by Vair Mart in San Jose, CA. The braking system has dual master cylinder with proportional braking function. The car can be inspected in Menlo Park, CA and is listed on Corvair Trader at **\$9,000 OBO**. Contact Dr. Bernard Ross, 650-688-7200 or email; brross@exponent.com

WANTED:

66-69 Rear Grille - Looking for a nice, STRAIGHT rear grille for Charles. (Color doesn't matter.) I'm seeking only undented, unbent, uncut, not drilled, undamaged grilles. I already have a slightly tweaked one. Please contact Chris Medeiros @ 916-992-3198 or cmedeiros@mac.com. Thanks.

CORSA Chapters Announcements



JULY 16, 2017
9am - 7pm

Come join your fellow
CCRC members and
display the Corvairs
at the State Fair this
year.

Meet at 8:30am at the
end of the cut-de-sac
on Ethan Way alongside
the fairground's fence.

We will be joined by the
Nash Metro group and
other local car clubs.

The event is free and you
can tour the fair at no
cost. Also, free paid
parking for a second car is allowed.

Confirm your attendance by June 16th.

Lincoln Car Show Friday, June 2nd & Saturday, June 3, 2017
Friday, June 2, 2017, Rods & Relics & Thunder Valley Resort Sponsored
Show & Shine at Thunder Valley Casino Resort



Saturday, June 3, 2017, Rods & Relics & VFW Post 3010 host the
Historic Downtown Lincoln Classic Car Show

Friday, June 2nd.

- * Thunder Valley Casino Show & Shine, Registration 4 to 6 P.M. Awards 8 P.M.
- * Donation, cash, or canned non-perishable food, requested for area food bank.
- * Open to 1975 and older American made or powered vehicles.
- * Music, Awards, Food & Drink and lots of fun from 4 to 9 P.M.
- * Lodging: <http://www.placertourism.com/events/2017rodsandrelics>

Saturday, June 3rd.

- * Show open to 1975 and older American made or powered vehicles.
- * Registration 7 AM to 9:30 A.M. Awards at 2:30 P.M. 50+ Trophies & Plaques.
- * Dash Plaques and Goody Bags for the first 200 registered cars.
- * Great Raffle prizes, Music, Food & Vendors NSRA Safety Inspection available.
- * Boy Scout Troop 160 will host a Pancake Breakfast from 7 to 10 A.M. at VFW Hall.
- * Show to Benefit: The National Down Syndrome Coalition, Lincoln High School Model A Club, and Ride to Walk.

Saturday Car Show Participant Registration

Name _____ Address _____
 City/State/Zip _____ Phone _____
 E-mail _____ Vehicle: 19 _____ Year _____ Make _____ Model _____
 Confirmation will be sent by email Registration by May 15--\$20.
 Club Affiliation _____ Registration after May 15--\$25.
 T-Shirts: S M L XL \$15.00 Add \$3 for XXL (Circle Size) Quantity _____ x \$15.00/\$18.00
 Check if handicapped parking is needed _____ Total enclosed _____
 I plan to attend the Thunder Valley Casino Show & Shine June 2nd. Yes _____ No _____
 As a Participant in this event, I agree to release the Rods and Relics Car Club of Lincoln Hills, the Veterans of Foreign Wars to include VFW Post 3010, the City of Lincoln, and any other sponsors of this event, jointly and severally and each organization's members, officers, officials, directors and chairpersons, jointly and severally from any and all liability arising out of this event.
 Signature (required) _____ Date _____
 Send checks payable to the Rods & Relics and this form to Rods & Relics, PO Box 93, Lincoln, CA 95648
 Addl. Information at www.rodsandrelics.net or call Kent Parsell at (916) 434-6648 or Craig Fraser 916-462-7843



Knight Riders Car Show



KNIGHTS OF COLUMBUS Council #1849
Present: 1st Annual Fundraiser Car Show
Saturday - June 10, 2017 9AM - 3PM

St Katharine Drexel Parish Center
11361 Prospect Drive - Jackson, CA

2017 Registration Form - Vehicle Registration \$25 by June 1, 2017
Late (After June 1st) and Day-of-Show Registration \$30
Checks: payable and mailed along with this completed form to:

K of C Council #1849 Car Show
PO Box 1436 - Sutter Creek, CA 95682

Name _____ T-shirt Size _____ Phone () _____
 Email Address _____ Hometown _____
 Exhibit Car Info: Yr _____ Make _____ Model _____ Car Club _____

- > Gift Bags, T-shirts, Dash Plaques, Music, Beer Garden, and Great Food!
- > Setup available on Friday June 9th from 4-7PM
- > Gates open at 7AM for setup on the 10th. Cars must be in place by 8:30AM
- > Cars 1975 and Older - Show parking organized by arrival time so **arrive together to park together!**

Liability Release:
 In consideration of the right to participate, entrants, participants, and operators by execution of this registration form, release and discharge St. Katharine Drexel Church, Council #1849 Knights of Columbus, Sponsors, and their officers, clergy, directors, board members, vendors, and anyone else connected with the management and/or presentation of the Knight Riders Car Show from any and all losses and unknown damages whatsoever that may be suffered by any entrant or their guest to his or her person or property. Furthermore, such entrant expressly agrees to indemnify all of the foregoing entities, persons, and bodies of and from any and all liability occasioned or resulting from the conduct of entrants, participants, or vendors assisting or cooperating with entrants and under the direct control of the entrant.

Signature of Entrant: _____ Date: ____/____/____

Lodging: National Hotel (209) 223-0500 - Holiday Inn Express (209) 257-4500 - Best Western Inn (888) 662-5046
 RV Park: Rancheria RV Resort (209) 223-8358

Call Tim 209-283-4676 for details
 join our page: www.facebook.com/knightriderscarshow/



Corvair History Notes



In the 47 years since the last one rolled off the line, the Chevrolet Corvair still has a reputation. Even the most casual gearhead knows about it: the air-cool, rear-engine, weird Chevy. The big failure, the black-eye for America's favorite brand, the deathtrap! Unsafe at Any Speed! The car that was so dangerous, so horrible, it single-handedly launched Ralph Nader's crusade against the entire industry, and brought the wrath of the federal government crashing down upon the American automobile. "Sure," you might be thinking, "I know all about the Corvair."

But chances are, you don't. Because the Corvair myth is largely that: a myth. In reality, it was the right car at the wrong time: a groundbreaking model that could've set Detroit on a completely different path had it caught on, which it almost did. Besides, at the end of the day, it wasn't Nader that did it in, it was something much closer to home. Half a century on, the Corvair is still the biggest gamble General Motors ever took on a single car, and for that alone, it deserves its due.

Until the mid-'60s, the mantra for automotive safety began and ended with this: Don't crash your car. Bullet-shaped steering hubs, knife-edged steering fins, and temperamental bias-ply tires weren't a problem as long as you were a good driver that kept up with maintenance, checked your tire pressure, kept alert on the road, and felt confident that you could get the thing home after a few drinks. Detroit made cars for good drivers; bad drivers were the ones who got into crashes, and adding "safety features" to a car implied that you may be the one in a crash. Why would you need those? You aren't a bad driver, are you?

So while Detroit's general idea of safety hadn't changed much since Ford decided to add rear brakes to the Model A (the Blue Oval even had the gall to try pushing seat belts on their '55 models — customers hated them), the Big Three had become aware of a new phenomenon creeping into the market: imports. They seemed to be seeping in from the top and bottom of the market: funny looking rear-engined offerings from companies called Renault and Volkswagen were wooing budget-minded buyers at the low end, and the country club set was beginning to pay attention to cars from Mercedes-Benz and Jaguar. World War II was over, hundreds of thousands of Americans had been overseas, and jet travel had suddenly made the world feel a lot smaller.

By the mid '50s, it said something to be "Continental," and have a bit of old-world flair. Studebaker sold its Raymond Loewy-designed cars on their "long, low, European lines," the Chevy Corvette and Ford Thunderbird were designed to take on luxury grand tourers from England, and Lincoln even named its Rolls-Royce-fighting coupe the Continental. It may have been decades before the Big Three really felt the pressure from foreign makes, but the smart guys in Detroit — and General Motors brass in particular — were shrewd enough to realize these Europeans were onto something. They just thought they could do it better.

Corvair History Notes



In 1956, Ed Cole had been promoted to chief engineer of the Chevrolet division, largely because of his spearheading the development of the Corvette and the wildly successful “Tri-Five” Chevys. Cole could see that these rear-engine, air-cooled compacts from Europe were onto something, and the economic recession of 1957-'58 showed the beginnings of a demand for affordable, compact cars. As demand for them stayed strong, overall auto sales dropped nearly 50%.

Cole had been interested in an air-cooled rear-engine, rear-wheel drive compact car since at least 1955, but the old guard at General Motors had long been resistant to a compact, and would likely blanch at something so revolutionary. After taking the reins at Chevy, Cole continued to work on the project covertly, working with engineers from GM's European Opel and Australian Holden divisions as cover. The recession changed some important minds at GM however, and by 1958, Cole's running prototype (badged as a Holden) got the green light for production as a 1960 model.

Dubbed the Corvair (a name taken from a 1954 Corvette fastback show car), Chevy's revolutionary compact was released to positive press on October 2, 1959. Starting at just over \$2,000 (around \$16K today), it was the cheapest Chevy available, and radically different from the competition's new for '60 subcompact offerings: the Ford Falcon and Chrysler's Valiant sub-brand. With an open, airy cabin, frontal trunk and fold-down rear seat (standard on coupes, optional on sedans), great handling for the era, great fuel economy (and estimated 20–25 miles per gallon), and an industry first air-cooled flat-six engine (beating Porsche by several years), the Corvair was a lot more car than Volkswagen and Renault could offer.

But buyer response wasn't as expected; Americans were flocking to the more traditional, slightly cheaper Falcon over the radical Chevy. As a response, Cole ordered a crash program to field a more conventional compact (it would become the 1962 Chevy II Nova), and scrambled to reposition the Corvair in the Chevy lineup. Just three months into production, the Corvair was in trouble. Even in Chevy's moment of panic, the Corvair wasn't exactly a failure. It won Motor Trend's 1960 Car of the Year award, first year sales were a respectable 250,000 cars, and by February 1960, Chevy had introduced the model that would redeem the Corvair: the Monza. Available at dealerships in May, the Monza featured bucket seats, a four speed manual transmission, a tuned engine putting out 95 horsepower, and a long options list allowing buyers to personalize their cars. By 1961, over 50% of Corvairs were sold with the \$189 Monza package, and Chevrolet was selling over 330,000 of its rear-engine cars in '61 and '62.

TO BE CONTINUED IN JUNE 2017