



Corvair Chatter

Quick Facts

NEXT MEETING

Via "ZOOM"

Call in information and instructions to attend this virtual meeting will be emailed out prior to the June 24, 2020 Club Meeting.

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	Tabitha Heiser
Membership	Joseph Howard
Treasurer	Wes Nicholas
Editor	Position Open
Historian	Christy Barden

Finding Us

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

Message From the President:

Greetings all! How about a huge thank you for those that attended the Club's cruise up to Christy's Big Yellow Barn on June 7th! Nine Corvairs! Dee Smirlis was taking pictures of the Corvairs for an upcoming Calendar that will be for sale. Can't wait to buy one soon! Hope more club members attend the next Club Zoom meeting scheduled on June 24, 2020 at 6:00 p.m. Remember access to the ZOOM meeting can be from a land line phone, your cell/mobile phone, computer, i-pad or similar technology that can download the ZOOM program, and access the internet. Land line phones, just dial in to participate. Some things to consider in attending these virtual meetings from a computer. Make sure you have a video camera, microphone and speakers/headphones.

So, look for an upcoming email with instructions, call in numbers and password as well as a brief CCRC meeting agenda for the June CCRC Club meeting.

CORSA is once again providing a great incentive for new members to join our club. If you have never been a member of CORSA before, this is for you. Between now and June 30, 2020, each new CORSA member will receive a free copy of Corvair Basics - a 190 page technical manual for anyone new to Corvairs or thinking about Corvair ownership.

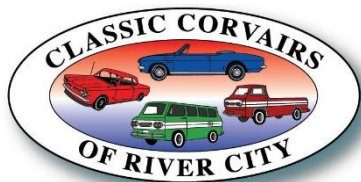
Website to join CORSA and receive a free copy of "Corvair Basics":
<https://www.corvair.org/index.php/corvair-society-of-america-2/corvair-newbies-a-giveaway-offer>

Upcoming events: Lets discuss at our June 24th Club Zoom Meeting.

Fun meet up for a show and tell. Date and Time TBD. CarMichael Vintage Vehicles.

Corvair Club showing at River City Brewing Company in Carmichael – Milagro Center.

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"



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.

Folsom Cars and Coffee at the Palladio, every Saturday morning 7 to 9:30. 430 Palladio Parkway. On hold until further notice.

Car Shows:

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

2020: Fun Event: Schedule a fun meet up for a BBQ show and tell. Date and Time TBD. CarMichael Vintage Vehicles located of Mather Field Road, North of Highway 50. 10173 Croydon Way Suite 8, Sacramento.

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

2020 Ironstone Concours d'Elegance: The Ironstone Concours Board of Directors has confirmed there **WILL BE** an event on **September 26, 2020** as scheduled. Our traditional gathering and concours format will not be possible due to COVID-19 distancing protocols and therefore the event will be converted to a one-day rally/tour format highlighted by a drive over the Ironstone stage to receive a ribbon and gift basket commemorating our day when "Every Car is a Winner". The event will be available for **REGISTERED ENTRIES ONLY**. Details and registration will be available in July. Please save the date for this unique and engaging automotive experience.

Meeting Minutes

By John Heiser

May 27, 2020- Meeting Minutes: the Clubs first Zoom meeting.

Wes provided an update on the treasury report, efforts in Corvair part acquisition and proceeds to the club from the sale of these parts. A huge thank you Wes and Leo!

Club discussion to have a club cruise to Christy's Big Yellow Barn on June 7th. A huge success with nine Corvairs. Thank you again Christy for being a wonderful host!

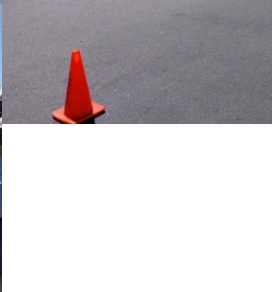
CCRC members that attended the cruise: Denis and Susan Schoen, Leo Scopesi, Brenda and Curt Tate, Jon and Erin Larson, Wes Nicholas, Carl Funk, Larry Forman, Rich and Linda Eastburn, John and Tabitha Heiser and Dee Smirlis!

Thank you Dee for taking pictures of our Corvairs for the upcoming 2021 Club Calendar! Dee will provide pricing to club members, so keep posted!

From the CCRC Club Cruise on June 7th: 2 Rampsides, 2 EM convertibles, 2 LM convertibles, 1 EM Coupe and 2 LM Coupe.

Lets get those Corvairs back on the road for another cruise!

June 7th 2020 CCRC Cruise Pictures



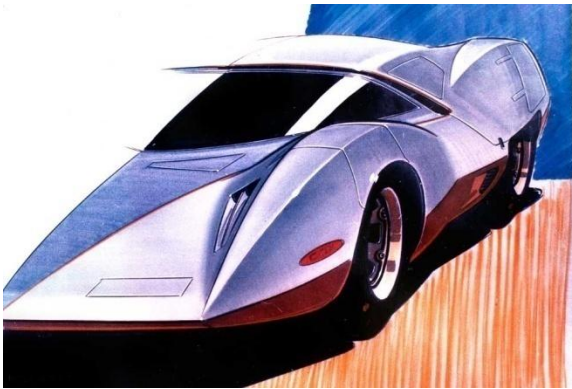
Corvair Resources (Online)

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

June 5: Susan Schoen
June 13: Travis Fowler
June 13: Jim Dal Bon
June 17: Jan Scopesi
June 27: Elaine Dal Bon
June 29: Joe Aquirre



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

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: 1968 Monza. 95-HP, automatic transmission, AM radio, shoulder-belt seatbelts, F41 front and rear special performance suspension. Chris Medeiros, cmedeiros@mac.com, 916-992-3198.

For Sale: 1961 8 door Greenbrier: Contact: Mandie (916) 456-9607. Leave message on answering machine that you are interested in the Corvair Greenbrier. Late Model 95 hp engine, Powerglide. Has cruise control. Been garaged. \$3,900.00. CORSA Club members from Sacramento, CA.



For Sale, Rampside, Greenbrier, corvair engines, transaxles, parts etc. Contact Larry Forman at (916) 216-9801

For Sale, 1969 Corvair, no engine or transaxle. \$500. Contact David Gray at (916) 531-0905



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

For Sale: 1963 Corvair Convertible. \$3,500.00. Contact. John Walker : (208) 720-0120



Unappreciated at Any Speed (reprint)

Seventy Bay Area enthusiasts -- and thousands more across the nation -- don't care what Ralph Nader says. They want their Corvairs. by [SF Weekly Staff](#) • 08/20/1997 4:00 am

The first thing a visitor sees upon entering Dave Newell's apartment in El Sobrante is the red-and-white vinyl front bench seat from a 1964 truck. But this is no ordinary seat, Newell explains earnestly. It's a talking seat from one of the Chevy auto shows. When what Chevy designers dubbed the "a-point" of someone in need of rest hits the seat, a recorded message is activated. The message extols the comfort and styling of Chevy seats.

The seat goes perfectly with the decor of Newell's apartment — decor that might be described as "all-Corvair." Corvair mementos cover the apartment walls; there are neon dealer signs, performance trophies, and an award that Corvair television ads won in 1962.

A display case opposite the seat contains promotional items that Chevy dealers would give to prospective Corvair buyers — tiny crown-shaped bottles of Prince Matchabelli perfume in pouches imprinted with the Chevrolet logo, potholders bearing the Corvair insignia, even a Chevrolet fly swatter.

Another cabinet holds more — a tie bar shaped like the tail end of a Corvair Monza and a musical lighter that plays Chevy's jingle "See the U.S.A. in Your Chevrolet" when you flip the top open.

A self-described Corvair historian, Newell began collecting Corvair items in 1967, when he was 15. He makes his living selling Chevrolet memorabilia — the shelves of boxes and binders that stand floor to ceiling on the other side of the apartment — but his true passion is the Corvair.

Among other things, Newell owns what looks like an overgrown green-and-white bumblebee (it is actually a fishing lure made in the approximate likeness of a Corvair Greenbrier van) and the watch that Chevy engineer Al Kolbe was wearing when he designed the first Corvair engine. Lining the walls of the library are filing cabinets and shelves full of carefully ordered Corvair documents — everything from photos and blueprints of Corvair prototypes to the training kits Chevy would send to every dealership. And there is more than memorabilia.

In the 1970s, Newell would sometimes come across Corvairs that had died on the roadside. With the help of a friend in the Highway Patrol he would contact the owners. In most cases, they would give him the cars, or sell them for a meager price. Occasionally, he smiles, one would be good enough to drive.

He owns only one Corvair now, a 1961 Lakewood station wagon that he drives occasionally and stores at his parents' house in Hayward. But over the years, he has owned at least 25 of these, the most reviled autos in history, the initial vehicular victims of Ralph Nader — Chevrolet Corvairs. "They come and go like lost children," he says affectionately. In the last days of September 1959, Chevrolet dealers prepared for the automotive event of the decade — the unveiling of the brand-new, rear-engine Corvair, the first of a new generation of American compact cars.

Dealership windows were quickly opaqued with multiple coats of Glasswax. Up went signs: "Coming, FRIDAY, OCT 2." All the major newspapers ran bold-face ads: "You've got a thrill coming! Corvair, new compact car by Chevrolet."

Unappreciated at Any Speed - *Continued* (reprint)

It was a time when annual model changes were exciting news. New cars arrived at dealerships cloaked in canvas, shrouded in mystique. Dealers heralded the introduction of the latest models with searchlights and streamers. Families would pack showrooms during “announcement week,” eager to see what Detroit had come up with now.

Information about the Corvair — they took the name from a 1954 experimental Corvette — had been carefully leaked to the public for over a year. The new car had been hyped in the automobile trade publications; Motor Trend even went so far as to speculate what the Corvair would look like.

So on Oct. 2, 1959, a Friday, crowds flooded dealerships everywhere, eager to lay eyes on Chevy's new compact. They made their way past the familiar models, past the conservative Bel Air and the flashy Impala. Even the Corvette, usually a guaranteed attention-getter, seemed like old hat.

And then — there it was. Low, smooth, and relatively small, the Corvair was ... surprisingly plain. It hardly looked like the news of the year.

But the Corvair certainly was different. It was an engineering marvel — the first mass-produced American car with an air-cooled rear engine. Almost everything about it was new, from the lightweight aluminum engine and unit-body construction (the Corvair body was welded in one piece, not mounted on a separate chassis, as was the case with other American cars) to the independently suspended rear axles.

The Corvair was lighter and smaller than its predecessors, yet it was much roomier than the popular VW and other European compacts. Because of its rear engine, the Corvair had more passenger space: There was no transmission hump taking up room in the front seating area. The air-cooled, six-cylinder engine promised good fuel economy in all weather, without the hassles of antifreeze.

At first the car did not sell as well as expected. The ultrabasic Ford Falcon, introduced that same fall, outsold the Corvair by a wide margin.

Then in May 1960, Chevy introduced the Monza, an upgraded version of the basic Corvair. It came with sporty bucket seats and luxury touches, including chrome trim on the armrests and a folding rear seat. Sales took off.

The Monza (named after a famous raceway in Italy) quickly became the top-selling Corvair. Over the next few years, General Motors created a full fleet of Corvairs, including the popular four-speed, turbo-charged Spyder and the practical Rampside truck, which had a loading ramp that dropped to the ground from the right side of the truck.

But in April 1964, Ford introduced the Mustang. The public loved it. The first of what the auto trades dubbed the “pony cars,” it was powerful but compact. The Mustang had power steering, power brakes, and a conventional, front-mounted V-8 engine. Corvair sales couldn't keep up.

Chevy hoped to surpass the Mustang with the completely redesigned 1965 Corvair — it was longer and smoother, with an improved suspension system and a more powerful engine. But interest in the Corvair continued to erode.

And then came the November 1965 publication of *Unsafe at Any Speed*, which attacked the Corvair as the embodiment of the evils of the American automobile industry.

The author of the book, an ambitious young public interest lawyer named Ralph Nader, called the Corvair “the one-car accident.” He alleged that the 1960 to 1963 models were inherently dangerous because the swing-axle suspension of the Corvair caused the rear wheels to tuck under and the car to lose control and overturn.

More than 100 lawsuits were filed across the country, many of them spurred by Nader's book. GM was not found responsible in any of the eight cases that went to trial. The company did extensive road tests and spent hundreds of thousands to defend the Corvair. But the bad buzz had begun, and it refused to stop.

By 1966, General Motors had effectively abandoned the Corvair. All bets were on the new Chevy Camaro as a competitor against the Mustang. The last Corvair rolled off the production line at Ypsilanti, Mich., on May 14, 1969.

Three years later, a U.S. Department of Transportation study exonerated the Corvair. The two-year examination concluded that the '60 to '63 Corvairs were at least as safe as comparable models of cars sold during the same period.

But by then, nobody really cared about the Corvair. Nobody, that is, except Corvair lovers.

On a recent Wednesday evening, a half-dozen Corvairs fill the parking lot behind the Orinda Public Library — all 1966 models, all in fine condition. Members of the San Francisco Bay Area chapter of the Corvair Society of America are here for their monthly meeting. In Corvair circles, the club is known by its acronym, CORSA, also the name of a Corvair model made in 1965 and '66. (No one knows how many of the 1.8 million Corvairs made between 1960 and 1969 remain in existence, but CORSA has about 6,000 members internationally and two chapters in the Bay Area. An affiliate, the Corvair Preservation Foundation, operates a museum of Corvair history in Richmond, Va. (Now currently located in Glenarm, Illinois)

Hoods and trunks are popped open; a dozen Corvair fanciers wander from car to car, talking Corvair talk in the last of the day's light. Almost everybody has brought a car — those who haven't gaze admiringly at the others, peering at engines, chrome, and bodywork.

Conversation suddenly stops. All attention shifts to the top of the driveway, as if a beautiful woman had just arrived. “She” glides down the slope, a shiny-sleek, newly painted dark blue 1966 turbo-charged Corsa convertible with a white top. Appreciative murmurs all around.

Stay Tuned for Part 2....