



Quick Facts

NEXT MEETING: June 23, 2021.

6:00 p.m. Denny's Restaurant.

Meeting starts 7:00 p.m.

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

Corvair Chatter

Message From the President:

Hello fellow Club Members: It is with a sad heart that we announce the passing of Janet (Jan) Scopesi. Jan passed Friday night June 11, 2021. I know all of you that knew Jan thought a lot of her. To Jan everyone was instant family, she always lightened up the room with her stories of friends and family. A service will be held around the week of the 22nd. Will be sending an email out to club members once I have more details. occur after that date.

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 Club's 63' Spyder is nearing completion with the paint done, front windshield in, new convertible top installed, and a few more mechanical items to address, the project Spyder will be soon listed for sale or auction.

Quite a few car shows have been happening as well as local cruise ins. I have been attending some of these cruise ins and folks ask me about Corvairs and the club. Some even inquire that they are looking to buy corvairs from early models, late models, rampsides and convertibles. So, in the classified section, I'll provide folks that are looking to buy. Also, met Ron at this past Sunday's Carmichael Cars and Coffee and he has 3 late model Corvairs, one with a 110 engine and one with a 140 engine including a few corvair parts that he would like to sell. As soon as I have that information. I will send out an email blast.

The Club's Membership appreciation BBQ picnic was approved at the May 26th, 2021 club meeting. Date: July 24th, 2021. Location, Ancil Hoffman County Park. 6341 Tarshes Drive, Carmichael, CA 95608. Time, 10:00 a.m till 6:00 p.m.

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.

The 43rd Annual Great Western Fan Belt Toss and swap meet is on! October 22-24, 2021.



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:

Summer Kick Off Car Show: Saturday, June 19, Sunrise Mall. Sunrise Mall Farmers Market. For more information contact Mary Gromer (916) 335-8566. Email: texastoodie@yahoo.com

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

Italian Hot Rod Association Car Show: Saturday August 21, 2021, 5900 Newman Center, Sacramento. 8:00 am-2pm. Benefitting Sacramento Police K-9 Association.

From SSC Club: The Great Western Fan Belt Toss and Swap Meet - OCTOBER 22-24, 2021. Sunrise Park, Palm Springs. For more information: simcrestorations@sbcglobal.net

Hot Chili & Cool Cars 28th Annual: September 18, 2021, 10 am-3pm. Quarry Park and Rocklin Road in downtown Rocklin

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

May 26, 2021 – Club Meeting Minutes:

John opened up Club meeting at 6:58 p.m. Adjourned 8:10 p.m.

The club President provided a brief update on current activities, Membership Appreciation BBQ Picnic with budget and approved location, club projects, upcoming work parties. Wes Nicholas provided an update on the club's treasury report. The Club's Spyder Convertible is still under budget, in the paint shop, once out of the paint shop, will have the new white vinyl top installed, front windshield installed and a scheduled work part to install the trim pieces and bumpers.

For the membership appreciation BBQ picnic, several locations were suggested. All great areas to have the Membership Appreciation event! The members in attendance at the meeting agreed on selecting Ancil Hoffman County Park in Carmichael. Date: July 24, 2021. Time: 10:00 am to 6:00 pm. More details to be emailed out. Please RSVP in advance so that we can get a head count. Please bring a pot luck item(s) – side dish such as salads, coleslaw, macaroni salads, mac-n-cheese, chips, dip, cookies, brownies, cupcakes, desserts for example. The approved BBQ picnic budget included a food vendor that will bring BBQ ribs and chicken including sides. The club will have water, lemonade and ice tea available. For those over 21, can bring their own alcohol. You may want to bring a pop up canopy and folding chairs just in case extra shade is needed. We will use a few pop up canopies to provide shade for the food and drink area.

Mike Stone in Stockton has a 1963 Corvair that he would like to donate to a Club Member. Once we have more details and pictures, I will send out an email.

Carl Funk has made arraignments for the Club's Christmas Party on December 5, 2021. The Location will be at Del Webb's club house in Roseville. More information to be provided at a later date.

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



X-1000 Corvair SuperGT at LeMans by Roy Lonberger

Birthdays

June 5: Susan Schoen

June 5: Thomas Tucker

June 6: Patricia Graham

June 13: Jim Dal Bon

June 13: Travis Fowler

June 17: Jan Scopesi

June 27: Elaine Dal Bon

June 29: Joe Aguirre

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

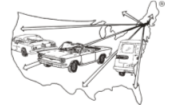
Club Activities - You may have some great ideas for club activities. We want to hear them! Better yet, we'd like you to participate in the planning of your activity idea. Email your ideas to Carl Funk at; edieboopboop@yahoo.com

Classified Section



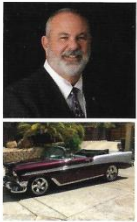
Clark's Corvair Parts®

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



Oyler Insurance

David Oyler

Agency Principal

Classic Car & Hot Rod Insurance Specialist

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Rancho Cordova, CA 95670

License# 0777239

dave@oylerinsurance.com

Office: 916-635-0444

Toll Free: 800-490-9744

Fax: 916-635-0346

Auto * Home * Life * Business

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

Steve McGee: Looking for a late model convertible or coupe, but will consider just about anything. I'm looking for something that's a solid running, driving project all the way up to a completely finished car. Not really into show queens. Email: Steven McGee: minor_1000@hotmail.com

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.

The Curious Case of the Corvair

A (not so) brief history of GM's revolutionary small car

Words+Photos: Mike Blanchard

For years if you went to a car show or concourse there would be all the high-dollar cars front and center: European sports cars, hot rods, muscle cars, antique vehicles, all with pride of place. But the Corvair guys would always be out in back or over in the corner. The weirdo Corvair guys. Half of them engineers or slide-rule types, always slightly defensive about Corvair and ready to proselytize.

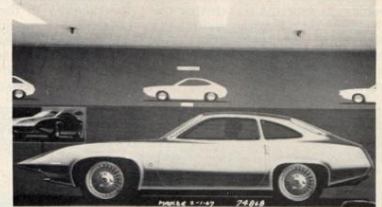
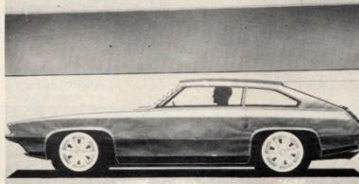
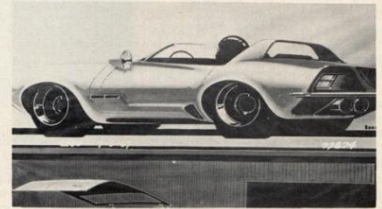
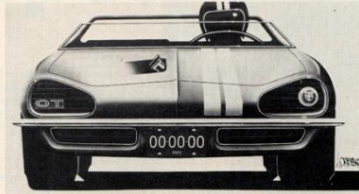
Well, those days are passing, and Corvair is stepping into the limelight. Corvair is all over social media. Young gearheads are catching on to these stylish and relatively undervalued cars. There are even air-cooled meets featuring VW, Porsche and Corvair cars all accepted as cousins if you will: branches of the same conceptual tree.

On paper the Corvair should be much more highly regarded. It is of a good vintage (right in the prime of the golden age of post-war American auto manufacture: 1960-1969), it has a successful racing history, the cars look good and were very influential from a design perspective, the drivetrain was groundbreaking and ushered in significant technical advances at GM, and the people involved with developing the Corvair were among the titans of their industry.

For those that would like to tread the complete article, you can view it at "Rust Magazine" on line at:

<https://www.rustmag.com/blog/2021/4/4/the-curious-case-of-the-corvair>

CORVAIRS FOR THE '70s



What Chevy Might Have Built

MOST OF US have been under the impression that the Corvair died in 1965. Not 1969, but 1965. In the middle of that year, reliable sources have indicated, GM reviewed Corvair's sales performance against the Ford Mustang, and found it wanting. GM also considered profitability per unit (for the Corvair was not a cheap car to build) and the vastly greater potential of a front-engine, rear-drive, Mustang-like ponycar, which emerged in due course as the Camaro. Hence the word was sent down: no more development work on the Corvair. Do just enough to keep up with coming federal regulations.

They had to keep the car in production for a few more years, if only to amortize some of the tooling cost for the 1965 models. The '65 was a brand new design—Corvair's second generation. But according to sources within and without GM, the death knell had been pronounced in the summer of 1965—six months before whatshisname's book, *Unsafe at Any Speed*, was published.

Whatshisname has always taken credit for murdering the Corvair, while we enthusiasts have counter-claimed that by late 1965 it was dead already. As it turns out, the enthusiasts are

by Richard M. Langworth



Top: Early design ideas for the Corvair XP-873 included Corvette-like roadster proposal and GT coupes with overtones of MGB and Alfa Romeo. Above: XP-849 idea was more conventional; resembled cross between Vega and Mercury Capri.

wrong. Or at least not completely right. The Corvair as an ongoing marque still breathed in 1965; and in 1966; and even in 1968.

By "Corvair," I mean cars bearing that label, but not necessarily rear-engined or air-cooled automobiles like the production 1960-69 models. We have to hedge our bets here, because we just don't know enough yet. The 1970 "Corvair" might, for example, have emerged as a replacement for both the 1969 Corvair and the Chevy II Nova. Or it might have developed into an American version of Australia's Holden. Or even a five-passenger econocar to do battle with Volkswagen. The dictums of rear-mounted air-cooled engines were not implicit in all these considerations, although evidence does suggest that GM had not parted company with the rear-engine concept.

The first "197X Corvair" emerged at Styling Staff in May 1965, just as the Mustang was enjoying its record-breaking sales, but well before GM realized that the Corvair couldn't compete with it. This exercise was given number XP-849, titled "Corvair II." Photographs of the initial clay model were sent to styling chief Bill Mitchell on June 11, 1965. In July, Chevrolet general manager Ed Cole asked that a

Assassination of The Corvair

Who (or what) Killed The Corvair? Nader, Mustang Camaro Think again.

By: Robert Spinello

April 19.

Let's set the record straight up front. The second generation Corvair was in a class by itself. It wasn't an "economy car" or a "pony car".

The Corvair had found its niche with the sportier Monza and evolved into (and was marketed as) an inexpensive sports car. It drove and handled like a car costing twice as much. The turbocharged model was advertised with the Corvette Sting Ray.

In 1965, Chevrolet copied the Mustang design with the "Panther" which became the Camaro introduced in 1967, as they had before, coping the Falcon with the Chevy II introduced in 1962. But there was a decision made to phase out the six-month-old second generation Corvair when Ford had ALWAYS outsold the Corvair from the beginning. So, I'm tired of reading the Mustang killed the Corvair or the Camaro killed the Corvair or the Nova killed it, or the most popular of course, Nader killed the Corvair.

Most people choose at least one. All are myth.

Pete Estes, who became Chevrolet general manager in 1965 ordered all development on the second generation Corvair stopped April 1965, just seven months after the redesigned second-generation models were introduced and seven months BEFORE "Unsafe at any Speed" was published. I believe Estes ordered Corvair production reduced to half in 1966 and drastically after that. The public would have continued buying the car if production had continued as before.

235,528 Corvair (cars) were sold for 1965 which was more than the (first year) 1967 Camaro at 220,906 units. The 1968 Camaro at 235,147 and 1969 at 243,000 was no great sales success considering it copied a car which outsold it three to one. The second generation Camaro dropped yearly down to 80,015 by 1972 and didn't break 100,000 annual units until 1974. (1972 Mustang was down to 125,903) Unlike the Camaro and the Mustang, the Corvair had a percentage of its sales coming from a steadily rising second market which in hindsight was reason enough to keep it in production. In the final analysis, the Corvair (second or third generation) would have outsold the Camaro in the early and mid-1970s.

In 1962, when the second gen Corvair was taking shape, Chevy certainly realized a new front-engine Ford would (still) outsell it. Chevy didn't have to design a new Corvair, but they did, so why it was cancelled only six months after it was introduced is fishy.



'66 CORVETTE BY CHEVROLET

Now you hear the big news about Corvette by Chevrolet. For 1966, it's horsepower! Standard V8 is 327 cu. in., 300 hp. There's a 350-hp edition you can order, too. You swashbucklers just ask, and we'll drop in our new Turbo-Jet 427 under its own high-domed hood. "Street" version is 390 hp with four-barrel carburetor and hydraulic lifters. The performance engine (special cam, solid lifters and more) cranks out 425 hp!

And Corvette knows how to handle all this: full independent suspension, sports-car steering, four-wheel disc brakes. If a package like this doesn't tempt you into the '66 Corvette, just look how it's wrapped.

Chevrolet Division of General Motors, Detroit, Michigan

CHEVROLET

'66 CORVAIR BY CHEVROLET

Now you can sample America's sportiest looking, sportiest acting low-priced car for 1966: Corvair by Chevrolet. A lot's new. Trim touches here and there. Adjustable headrests you can add. A new fully synchronized 3-speed for creamy smooth shifting.

A lot's not new. You still get bucket seats in Corsas and Monzas. Corvair's engine still rides in back so you go when other cars won't. It's still air-cooled—away with water and hoses and antifreeze! You still get a big choice in Sixos, from our 95-hp miser to the 180-hp Turbo-Charged version you can order in Corsas. The '66 Corvair: for people who like to drive.

Chevrolet Division of General Motors, Detroit, Michigan

It all makes sense now after much thought. Estes was a "muscle-car" guy and the Corvair became an unwanted orphan in 1965. It all points to him. Ed Cole as head of car and truck group in 1961 did not phase out the Corvair after the first year because the Falcon outsold it. Chevy came out with its own conventional sedan in fourteen months, the 1962 Chevy II, (which also failed to outsell the Falcon) Then began marketing the Monza as a practical sports car. Chevrolet did the same thing duplicating the Mustang, with the 1967 Camaro. Except, this time with Estes in charge of Chevrolet, the Corvair was left to languish before the new model was introduced. **The Camaro was marketed as *The Closest thing to a Vette yet, while Corvair ads would soon disappear altogether***, along with most of its production while Novas were ramped up at Willow Run. It didn't just happen by itself. It was a planned "phasing out" of production and the model line-up of over two years beginning in 1967 dropping the Corsa, then in 1968 dropping the sedans. But Corvair sales in 1965 were higher than 1964 and almost matched 1960. In either year, 1960 and 1965 (and all but 1964) more Corvairs had sold than 1967 Camaros. **So let's get real. It was an assassination.** And both the Chevy II and the Camaro FAILED to outsell their Ford counterparts. So much for duplicating Ford's designs.

On December 4, 1971, General Motors announced it would recall over 6.68 million vehicles. A 1958 motor mount design was defective causing mount separation, engine lift and sudden full throttle acceleration resulting in loss of control of the vehicle. Did that motor mount recall affect sales of the involved vehicles: full-size Chevrolets, Chevy II's /Novas, Camaros, and Chevrolet/GMC light trucks with V8 engines? Nope. So how could a book by an unknown lawyer with a chapter knocking the 1960-1963 Corvair's handling affect the sales of the 1966 Corvair, cutting them in half from the previous year? "Unsafe at any Speed" didn't get THAT MUCH publicity when it was published in November 1965, just two months after the 1966 Corvairs went on sale.

GM almost dropped the Corvette after 1955 when the 2-seat Thunderbird outsold it. Even the availability of Chevy's new small block V8 in '55 made little difference in sales. But there was SUPPORT FOR THE CORVETTE by the Chevrolet general manager, Ed Cole and "Mr. Corvette" Duntov under him saved the Corvette in 1956. Well, Pete Estes, Chevrolet general manager under Cole in 1965, DIDN'T SUPPORT THE CORVAIR and he didn't care to continue it, simple as that. Only auto executives in charge cancel cars. Other cars don't. And in this case it was Pete Estes, a muscle car guy who had other plans of his own, including the Z/28.

The top-of-the-line Corsa, the 4-carb 140-hp engine and the 180-hp turbocharged engine were dropped BEFORE the Camaro was introduced, only to have the 140 reinstated first as a special order for Don Yenko, then put back on the option list due to customer demand! So STOP blaming Nader and the Mustang. Look deeper. If it were Cole's decision to make, which I don't believe it was, the Corvair would have continued and sold enough to make Chevrolet a profit, however small, as it had for six years.

By the way, The only cars that made a lot of profit for GM were the Corvette and Cadillac line. The other divisions made most profit on optional equipment. Chevy was in bad shape financially in 1970 when DeLorean took over from Estes as general manager of Chevy. DeLorean's first "profit maker" running Chevy was the 1970 Monte Carlo.

GM was dithering in 1966 as to whether they'd allow Ed Cole and the Chevy Division to continue development of the third-generation Corvair. Although a sporty clay model and a new modular air-cooled engine were completed, both were stillborn. The foreign car market was up to a 15% share by 1970. The Corvair would have sold at least into the late 70s as the air-cooled rear-engine Beetle did, as well as the air-cooled Porsche flat 6 through the 80s.

Selling along-side the one-foot shorter 4-cyl. Vega, the (Corvair) Monza could have been a step up for driving enthusiasts as Camaro sales had plummeted to a low of 80,000 units in 1972, coming close to cancellation, while the Vega was headed towards 400,000 units the following year.

Markets can change quickly in the auto business. "Pony cars" were all but dead by 1971. The Vega and the Corvair produced together in 70's could have shared the aluminum (engine) foundry. With Ed Cole's rotary engine cancelled (another program not favored by Estes), John DeLorean's *Italian Vega*, the 1975 Monza 2+2/Town coupe was offered with a V8 option instead, but was priced high for a 4-passenger car and was a dismal sales failure, never coming near 100,000 units annually until the H-body line was consolidated in 1978, nor did its sales match that of the Mustang II, regardless of the Monza's more favorable reviews. By 1977, with the introduction of the even smaller, lower-priced Chevette the year before, the Vega and Monza had leveled out to about the same number of units. Cole's Vega was dropped while DeLorean's Monza continued. See a pattern yet?

The Corvair Monza/Corsa was an American alternative to the "entry-level" Porsche 912. For example, My uncle, a sports car enthusiast, bought a new '65 Corvair Monza coupe then traded for a Porsche 912, then a 911, then a Jaguar XKE. He would not have considered a '65 Mustang when he purchased his '65 Monza.

The Corvair did appeal to a broad range of buyers. For example, my grandmother bought a new '65 Corvair 500 coupe for \$2,000. NYC mayor, Rudy Guiliani owned a green '66 Monza convertible and Jay Leno owns a red '66 Corsa coupe and a red "Corvan" Rampside pickup. 20 years ago, I owned a yellow '64 Monza convertible and currently own a white '65 Corsa turbocharged convertible.

Pete Estes, Ed Cole's successor as GM President. The "performance-minded engineer" (DeLorean's boss) who led Pontiac turning it into the "performance division" with the GTO, then led Chevrolet, creating the Z/28 for the new 1967 Camaro. Estes and DeLorean, were not fans of Ed Cole and his creations, the Corvair, the Vega and the GM rotary. It was Estes who pulled the plug on all three. For the record, In 1967, Ed's Cole's (GM Engineering) "mini car" XP-887 (Vega) was chosen over Pete Estes' (Chevrolet) proposal. Estes ordered all future development on the Corvair stopped in April 1965, seven months before Nader's attack on the 60-63 Corvair. The turbocharged Corsa and Monza sport sedan were immediate casualties.

John DeLorean said in his 1979 book, *On A Clear Day You Can See General Motors "Engineers are a proud group. If its not their car, they don't want to work on it."* Well, it seems engineers that were moved up to divisional management were also a proud group. If it wasn't their car they didn't want to sell it. Now you know who to thank.

Photos: 1966 Corvette Sting Ray/Corvair Corsa ad and Pete Estes, who became Chevrolet general manager.