



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 July 22, 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-covairs.com

Facebook; [Classic Corvairs of River City](#)

Message From the President:

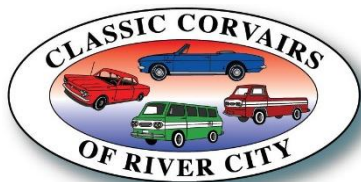
Greetings all! Hope everyone had a wonderful 4th of July! Not much to report this month with all the car shows, events being cancelled and or postponed. However, we are looking at hosting Club get together's and Club outings and tours. The next Club Zoom meeting scheduled on July 22, 2020 at 7:00 p.m. 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.

Upcoming events: Lets discuss at our July 22th Club Zoom Meeting.

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!

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

June 24, 2020- Meeting Minutes: the Clubs Second Zoom meeting.

John opened up the meeting at 7:00 p.m. and inquired on how every one is doing these days. Club members are pretty much staying healthy and safe during the COVID -19 social distancing protocols. I then went through the agenda, discussed upcoming events; with Brenda and Curt Tate suggesting a tour in El Dorado County with a picnic at a location to be determined. Hopefully an update at the next 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!

CCRC work party at Leo's. Date and times still being worked on. The first work party will be working on the clubs Corvair Engine to get it ready to be sold. The second work party will be conducting maintenance and painting the club's Corvair Part's shipping container.

Dee Smirlis is still working on the upcoming 2021 Club Calendar! Dee will provide pricing to club members, so keep posted!

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

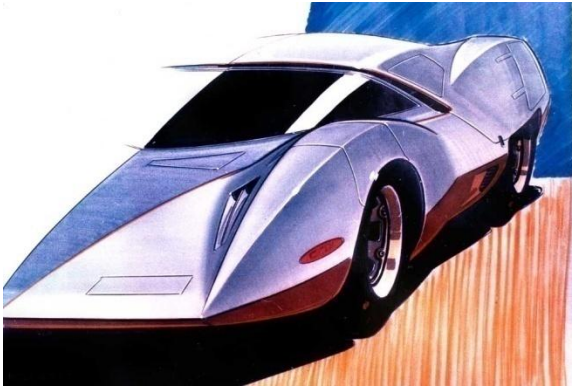
Corvair Resources (Online)

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

July 7: Jean Colegrove
July 10: Dee Smirlis
July 24: Mike Hess



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) Part 2.

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

Most members present this evening are middle-aged or older, and all but one are male. They are an extremely mechanically inclined group — many are weekend tinkerers and home garage inventors. These are the ultraenthusiasts. Many own multiple Corvairs — extras supply spare parts — and plan to restore some or all of them.

Club members agree that Corvair acquisitiveness is an addiction of sorts. Chris Rogers, a past president of the club, owns 12 Corvairs, including a 1960 two-door Corvair 700 that his great-grandmother bought new.

Another member, Richard Hall, has 10. His collection includes a rare, though somewhat homely, 1961 Lakewood station wagon (only 5,591 were ever made), which takes him on his 100-mile commute between Tracy and Fremont each day.

Why so many?

Hall just shrugs and smiles: “It's kind of like those potato chips, you know ... you can't just have one.”

Mention Ralph Nader's name in the company of Corvair enthusiasts, and expect everything from dismissive laughter to disdain or anger. The word “asshole” tends to come up.

“The Mustang killed the Corvair — not Nader,” Dave Newell says firmly. “Nader's book just added a premature wound.”

(Nader, who heads the Center for the Study of Responsible Law in Washington, D.C., initially expressed interest in being interviewed for this article; a spokesman later said the lawyer had no time to talk.)

Newell has been campaigning on behalf of the Corvair since he bought his very first, a 1962 station wagon, when he was a sophomore at Hayward's Mount Eden High School.

“I was always defending it. People would tease me all the time. They'd say things like 'Nader's nightmare' and 'unsafe,' ” says Newell. “I even wrote a paper defending the Corvair against Nader's charges in my sophomore year. It was titled 'The Corvair: Fun or Fatal?' ”

Like many enthusiasts, Newell is dedicated to vindicating the Corvair.

“The Corvair section of Nader's book is full of misinformation and insinuation,” Newell says vehemently. “The Corvair made a convenient scapegoat because it was so different.”

Even Corvair adherents acknowledge that the earlier Corvairs could be a challenge to drive. And everyone agrees that the rear suspension could have been more stable.

Yes, Corvair drivers needed to read the owner's manual and mind their tire pressures, because of the extra weight on the rear wheels resulting from a rear-mounted engine. And yes, the car had a tendency to oversteer — a phenomenon shared by all rear-engined autos, because their weight distributions cause their rear ends to swing wide in a curve.

Unappreciated at Any Speed - *Continued* (reprint)

But Nader and his supporters took an extreme view of the Corvair. They dismissed driver error and road conditions as possible causes of Corvair rollover crashes and alleged the car itself was dangerous — and that GM knew it.

But there was never any proof that the Corvair was inherently dangerous.

By the time *Unsafe at Any Speed* appeared in November 1965, Chevy had already improved the rear suspension that made Nader so uneasy. In the 1964 Corvair, Chevy added a new front sway bar and a new transverse leaf spring in the rear, which made it more stable. And in 1965, Chevy made further improvements. The completely redesigned Corvair had, along with its new sleek look, a new rear suspension that kept the rear wheels from tucking under.

Eventually, even the attorney who had led the legal crusade against the Corvair gave up the fight. David Harney, whose law partner had lost his son in a Corvair accident, began the crusade against the car in 1960. Eight cases went to trial; GM was not judged responsible in any of them. (In one, the company agreed to a \$70,000 settlement to curtail the negative publicity that the case was generating.)

In 1967, Harney acknowledged that his firm could not prove that the Corvair was defectively designed. He dropped the other outstanding cases with GM, and settled for what he described only as a nominal sum of money.

Five years later, the federal government officially vindicated the Corvair. The National Highway Traffic and Safety Administration came to this conclusion: “The handling and stability performance of the 1960-63 Corvair does not result in an abnormal potential for loss of control or rollover, and it is at least as good as the performance of some contemporary vehicles, both foreign and domestic.”

Nader has never retracted his allegations against the Corvair. He called the study a whitewash, and the moniker “unsafe at any speed” stuck to the Corvair like bare skin to a hot front seat.

Zaki Nadiri has been working on Chevrolet Corvairs since 1965, and owns Corvair Unlimited, a one-man garage in Hunters Point that specializes in repairing the automobile for which it is named.

“Most mechanics just don't dig the Corvair,” Nadiri explains. “It's the kind of car where a mechanic needs to know how to work on it, and be prepared to do it again, because it may not take.”

He likes to tell a story in which he replaces the fuel pump in a 1965 Corvair five times. Each new pump fails — twice, Nadiri picks up the car and its owner. The last pump works beautifully.

Nadiri spends 10 hours a day at his garage, six days a week (he takes off Sundays and exceptionally fine days when the bass are biting). He works mostly on his beloved Corvairs, which, he estimates, make up 80 percent of his enterprise.

Though he suspects the total number of Corvairs on the road is declining, his business is steady. Many of Nadiri's customers have been coming to his shop since they bought their Corvairs, back in the '60s. He says he wants to keep those cars running for another 30 years, at least.

Nadiri started working on cars when he was 9 years old, helping his Uncle Red Cap at his garage in Paradis, La. As a young man, Nadiri worked as a mechanic in New Orleans and then joined the Air Force. When his active duty tour was up in 1964, he found himself looking for a job in San Francisco.

He started servicing the stock of a used-car lot. When that dealer's business declined, he began taking the overflow repair business from the big GM dealers. He opened his own garage a few years later, and decided then that he would specialize in the Corvair.

“It was a car that nobody wanted to work on,” Nadiri recalls. “It was too technical to repair, and it took too much time.”

He set to work learning everything he could about the car, poring over manuals and trade magazines. But even now, more than 30 years later, he admits the car is still a challenge. He says he has heard that the Corvair engine can leak in as many as 200 places.

Nadiri says a basic understanding of the Corvair is essential for mechanics and owners alike. The design of the Corvair didn't, of itself, make the car dangerous. But a poorly maintained car with bad shocks, tires, and springs would naturally be more inclined to oversteer.

People who took care of their Corvairs rarely had problems, says Nadiri, even over long distances. Successfully owning a Corvair is a matter of faith — and good maintenance, of course.

“How far can you go in a Corvair?” Nadiri asks, quite rhetorically. “It'll take you as far as you want. Detroit. New York. Wherever.”

To drive the Corvair is to defend the Corvair.

Bea Tom is a true defender. A diminutive woman who describes her age as “in her early 70s,” Tom lives in a flat on lower Nob Hill with her sister and two cats. Since 1969, she has kept the books at the Buena Vista restaurant and bar at the end of Hyde Street.

Every weekday morning for the past 28 years, she has driven her red 1960 Corvair coupe to the Buena Vista. Her sister and a friend bought the car new from the Ellis Brooks Chevrolet dealership on Van Ness. The afternoon they bought it, they drove downtown to pick up Tom from work.

She recalls the first time she saw the car.

“I looked at it, and I thought, 'My God what a beautiful car!' It was the most beautiful thing I had ever seen,” says Tom. “The lines were so beautiful. It was streamlined.”

When her sister decided she no longer wanted to drive, Tom took over the car payments and got her driver's license. That was in 1962.

Tom says nobody in her family — none of her nieces or nephews — wants the car. They keep urging her to sell it.

“They say, 'It's so ugly.' I tell them, 'It's my car, I love it, so just bug off,' ” says Tom. “I don't care what Ralph Nader or anyone else says.”