



Corvair Chatter

Quick Facts

NEXT MEETING

ZOOM Meeting: December 16th, 2020, starting at 7:00 pm

Join Zoom Meeting

Meeting ID: 889 4632 9513
Passcode: 391714

Dial by your location
+1 669 900 9128 US (San Jose)

Features

1. Message From the Club
2. Latest CCRC News
3. Meeting Minutes
4. Upcoming Events
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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:

Greetings all! Merry Christmas! As this year wraps up, it's been a strange trip with various turn of events this past year! Especially Covid-19 protocols and the lack of hosting or holding Corvair related events and shows. Hoping for a nice change of pace with the Autorama 2021 event right around the corner, so, if you plan on entering, please let me know as soon as possible! This years Christmas dinner and gift exchange has been cancelled. I don't know about you, but I am bummed that the club won't be able to host this years Christmas party or even been able to host a members appreciation event! On other news, we have added a few new members in the past several months and would like to say Welcome! Thank you all for your continued help, volunteering and assistance! Recent events, the club donated to both the California Automobile Museum and the CORSA Corvair Museum (Glenarm, IL) \$500.00 as part of our Christmas Gift. Thank you all for supporting these donations!

Just letting the Club know that the 2024 CORSA National Convention will be assigned to the West Coast. California CORSA Board Members will be getting the word out soon. A few statistics from CCRC's 1999 Tahoe CORSA Convention: 508 registrations, 1,055 badges issued, 31 new CORSA memberships, 85 swap meet spaces, 133 vendor tables, 600 attended the awards dinner banquet and 164 Corvairs registered. Participants in the following events: Autocross, 68; Rally, 75; Cole Competitors, 18, Concours, 49. So, lets start planning for the upcoming 2024 National Convention!

CORSA: Special Offer through 12/31/2020: All CORSA members receive a subscription to the CORSA Communique magazine, access to online documents, classifieds, membership roster, Corvair vendors, bookstore, purchase the CORSA Tech Guides and other items and for new members, receive a free copy of Corvair Basics. Buy a gift membership and ask for a free 2-month extension on your own membership. Call the CORSA Club Office at (630) 403-5010.

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.

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 to 9:30.

Car Shows:

Sacramento Autorama 2021: General Show Information Friday, April 9 - Sunday, April 11, 2021. Held at: Cal Expo Fairgrounds – Sacramento. Friday April 9, 2021 12:00 pm until 8:00 pm Saturday April 10, 2021 10:00 am until 8:00 pm Sunday April 11, 2021 10:00 am until 6:00 pm. The Clubhouse will be in The Pavilion and host 25 clubs.

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

November 21, 2020- Meeting Minutes:

John opened up the meeting at 10:05 a.m. and inquired on how every one is doing these days. I then went through the agenda, discussed upcoming events.

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!

The club engine work party was a success in that the engine was sealed up, tested and ready for sale. Wes and other club members assisted and helped out with painting the Club's Corvair Parts storage container. Thank you all for helping out!

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

December 7: Danny Rohde
December 11: Linda Eastburn
December 12: Dave Oyler
December 19: Rich Eastburn



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: 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: 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

YOM (Year of Manufacture) California License Plates. By Wes Nicholas

I don't know if many feel the way I do about current day plates on vintage cars. When I see this, it takes something away from the overall look. My 1961 Lakewood has 2000 plates on it and they look out of place. I decided to find a set of 1956 plates and replace the plates that came on the car.

1960 through 1962 Corvairs sold in California came off the showroom floor with yellow plates that had black letters and numbers on them. This California plate came out in 1956 and was used through 1962. A sticker attached to the rear plate indicated the current registered year of the car.

In 1963 California reversed the colors and the plate became black with yellow numbers and letters. In addition to a place to affix a current year tag this plate had a month sticker. This design has continued to the present day with the only change being a fourth number being added and a color change.

So, if you own a 1960, 1961, or 1962 your car should have a yellow plate with black characters and the appropriate year sticker. The 1963 through 1969 Corvairs can have plates with the reverse color scheme.

The state of California DMV has a program called YOM that lets you place an original or restored YOM plate on your car. The plate must have a year of issue sticker that matches the model year of the car.

You must buy an original California plate not a copy. You must check to see that the plate you purchase is clear and not assigned to another vehicle. You can verify that the plate you want to use is clear by calling 1-800-777-0133 and speaking with a DMV representative who can lookup your plate number and verify it is not in use.

If the plate is clear, go to the DMV website and download a YOM application form. Fill out the form and make a copy of each plate with the proper year sticker attached and mail them to: DMV P.O. Box 942869, Sacramento CA. 94269-0001. They will mail the form back to you with the bottom half-filled in.

The fee is \$45.00 for the first year and an additional \$10.00 each year thereafter. You then take the YOM plates and the current plates from your car to the DMV where you will get a new month and year sticker that must be displayed above the new YOM plate for years 1960-1962. Frames or placards are available to mount the stickers. The stickers go directly on the 1963 or newer plates.

If you decide to restore your plates the yellow used must be "School Bus Yellow" and the black should be semigloss black. Another name for the yellow is "National School Bus Yellow" both colors are the same.



Figure 1. Plates as purchased



Figure 2. Plates with School Bus Yellow paint



Figure 3. Completed plates

Automotive History: How The 1960 Corvair Started A Global Design Revolution - Part 5.

By: [Paul Niedermeyer](#)
– January 23, 2019

The Peugeot 403 is a typical representative of Pininfarina's "pontoon" style, very much influenced by [his 1946 Cisitalia](#), which combined the smooth envelope of the thirties' pure streamliners with classic proportions and enough details to hold the eye.



[Pininfarina's seminal 1955 Florida coupe](#) ushered in a dramatic new roofline, crisp and elegant, to top off its smooth flanks. But its front was still very much in the traditional idiom, and one that would soon grace a whole raft of cars. The Florida's front end didn't interest Detroit, who had mostly moved on from that, but its roofline sure did, and soon became the only way to go with coupes for some time. Pick and choose; that's how the design world works.

By 1960, Pininfarina's influence in Europe was almost omnipresent, profoundly flavored by the Florida coupe. Slab sides, sharper edges all around, just a hint of fins, but always very prominent headlights with the hood dropping between them, and that Florida C-Pillar, of course.





Compared to this now deeply-rooted design language, the Corvair turned it all on its head. Almost everything was different from the Fiat, except for the models in the same poses. The roof line, which was totally new but a bit too faddy to have long legs, played a secondary role to the Corvair's other distinct features. That was its unique horizontal belt/character line, which completely encircled the car, like a seam by which the top and bottom halves were joined. This created an overwhelming feeling of horizontality, accentuated by the very flat front trunk and rear hood.

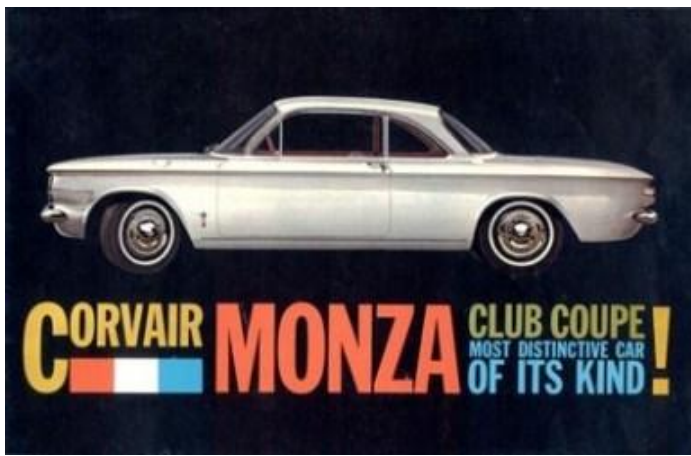
And that face was unlike anything seen before, ever, except for that hard-to-look-at '59 Olds. And one that did not endear itself to Americans. But it was a face that would revolutionize European design, and not just the obvious rip-offs, but even front-engined designs.



Before we take the grand tour of all of the Corvair's far-flung progeny, let's hop a [DC-7](#) back for a brief look at the Corvair's origins in GM's design studios. [GM's ill-fated Cadet small car program](#) may not have been an engineering precursor with its front engine and RWD, but it was designed by Ned Nickles, who designed the Corvair along with Carl Renner. An appreciation for a clean line and smooth flanks was on display here. Nickles would go on to head Buick design, and Renner had designed the Chevy Nomad and was the father of that flying wing roof.

The final Corvair design was mostly complete by August of 1957, and GM was rightfully protective of its new baby. Engineering prototypes had a completely different body (above), and were badged as Holdens to throw off the curious competition.





Its noteworthy that what the Europeans saw in Paris was only the four door sedan, as the Corvair coupe didn't appear until the following spring. So most of the Corvair's early influence was the sedan, although coupe influences were seen later too. Enough of the Corvair, let's hop a [707](#) back and take the grand tour of its progeny, in approximate chronological order of their appearance:

The most blatant copycat was also the first. The NSU Prinz, a complete 1961 restyle of NSU's little two-cylinder car, was a faithful rip-off of the Corvair. Even the flying wing roof made it here, although slightly blunted.



NSU's slightly larger four-cylinder 1000/TT continued the theme, or even enhanced it with the Corvair-like quad headlights. Like the Corvair Spyder, the high performance TT/TTS versions were highly capable pocket-rockets.

Perhaps the most surprising example is the Fiat 1300/1500 sedan that appeared in 1961. Given that Pininfarina had designed the larger Fiats, like the 1800 shown earlier in this post, the 1500 appeared with a very Corvair-esque design, albeit in a taller format. But the key Corvair features are quite intact.



Stay Tuned for Part VI.