

Corvair Chatter



Meetings (4th Thursdays)

Next meeting:

- Thursday, April 23 2026
- 5:30pm Social / 7:00 pm Meeting
- Brookfields Restaurant
4343 Madison Ave.,
Sacramento, CA (at Highway 80)

Membership Dues 2026:

Membership Dues of \$20 are due annually in January.

Venmo:



Cash/Checks: Send to Dean James
Make checks payable to CCRC

Please contact CCRC Treasurer Jim Kindley for additional questions.

Features

1. Message From the President
- 2-3. Latest CCRC News – Mtg Minutes
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Board Members

President	John Heiser
Vice President	Chris Medeiros
Secretary	Laurie Daniels
Membership / Web	Dean James
Treasurer	Jim Kindley
Sales & Acquisition	Wes Nicholas
Newsletter Editor ...	Laurie Daniels
Historian/Photos	Michael Nyberg

Finding Us

www.northern-california-corvairs.com

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

Instagram; [classiccovairs_rivercity](#)

(Maintained by: Dean James)



WEBSITE QR CODE

Message From The CCRC President

Greetings fellow Club members and friends: Hope everyone is doing well and hope everyone is looking forward to this years Club activities, tours and events. The Empire State Mine tour was canceled due to weather. We are looking at an alternative date for this tour and will discuss this at the April 23rd Club meeting. Autorama is right around the corner. Move in date will be during the week of April 27th thru April 30th. The event is May 1st thru May 3rd. On May 11th, ARC JC Auto Tech BBQ event. Please arrive around 2:30 pm to bring out our Corvairs to show off. More events coming up plus the Clubs annual picnic.

Both Chris Medeiros and I will briefly go over this years activities, events and tours at the club meeting on April 23rd.

For those that like to have their birthday announced in the Club newsletter, Please let us know the month and day. Our membership roster has missing dates.

For those that we didn't list in the previous newsletters,

Happy Birthday!

Cheers and see you at the club meeting on the 23rd..

John



Latest CCRC News

Meeting Minutes: March 26, 2026

Meeting was called to order at 6:47 pm by President, John Heiser.

Minutes of meeting on February 16, 2026, as presented in the newsletter, were unanimously approved.

President's report by President John Heiser:

- Club shirts and hats available for purchase at cost before and after the meeting from John Heiser. Members receive 2 free T-shirts after attending 2 meetings. Cost for items is as follows:
 - T-shirts \$21
 - Henley shirts \$29
 - Crew neck shirts \$23
 - Hats \$16

Treasurer's report by Jim Kindley for February, 2026.

Sales and acquisitions report by Wes Nicholas. Sold \$165 of items. There is an engine that needs to be rebuilt available from a guy in Copperopolis. A guy from Washington has a lot of items for sale, and he will be coming to our area. Wes will send members an email with further information. CCRC website has inventory of parts for sale.

Membership report by Dean James: 34 members paid to date for 2026. Please pay dues ASAP.

Vice-President's report by Chris Medeiros:

- 4/11 CCRC Cruise – Empire Mine State Park, then Christy Barden's for pizza
2 options to participate:
 1. **6:30 am** meet at In & Out in Rocklin, cruise to Grass Valley for Cars 'n Coffee, then on to Empire Mine
 2. **8:30 am** meet at In & Out in Rocklin, cruise to Grass Valley to pick up earlier members, and cruise together to Empire Mine
- 4/18 Casa Robles High School Classic Cars - \$20 entrance fee. Wes won best car several years ago and was awarded a trophy the kids made.
- 4/18-4/19 Vintage Auto Races in Sonoma
- 5/1-5/3 Cal-Expo Autorama – registration deadline April 23
- 5/11 American River College (ARC) – Auto Tech BBQ – Awards and scholarships to outstanding students,

New Activities and Events: See pages 5

Club elections: Positions are open for anyone who is interested in joining the Board. Members are encouraged to contact the Board or speak up at the next meeting. Otherwise, current Board members are willing to continue serving for another 2 -year term. President is term limited to two 2-year terms.

Latest CCRC News (cont.)

Ongoing events:

- Sacramento Hollywood Park Auto Club-Classis Cars meets every 3rd Sunday, 10:00 am at Leonardo Da Vinci School, 4701 Joaquin Wy, Sacramento.
- Carmichael Bel Air Sunday Cars N Coffee, meets every Sunday, 7:00 am to 10:00 am at 4005 Manzanita Ave., at the intersection of Fair Oaks Blvd. and Manzanita Ave., and near the corner of Cypress
- Folsom Cars and Coffee meets Saturdays from 7:00 am to 9:30 am, at the El Dorado Town Center, 2101 Vine St, El Dorado Hills, CA
- Red Bus Brewery hosts an air-cooled drive-in gathering on the 2nd Thursday of each month at 6:00 pm on Reading St. in Folsom, providing specials on beverages and pizza

Old Business: none

New Business:

Ben French – head of the Auto Tech dept. of ACR encouraged members to come out and support the auto shop program on Monday, May 11 from 2:30 pm to 5 pm. Awards and scholarships to outstanding students, vendors include Snap-On Tools and O'Reilly Automotive. The T-Bird club is planning to attend.

CCRC BBQ/Picnic to be June 6 – Laurie D. and Clarissa F. heading effort to find a site.

CORSA Convention 2028 is to be held in Sacramento. Long discussion about where to hold autocross races. Several members will be scouting locations for event sites.

Howard Joseph has 4 -14", 5 lug GM steel rims available for FREE.

Christy Barden has a '67 4-door sedan for sale, runs great, new tires, tune-up, battery - \$3k

Russell Magee met a guy who lives out of state near where Russ has family, and who has a lot of late model parts. Let Russ know what you need to see if the guy has it/them available.

Tech Presentation:

Wes Nicholas discussed a "shocking" situation with his ride - a "clunk" in his front end. He put his car on the lift and took it apart a couple of times, but he could not figure it out. Otis Automotive in old Fair Oaks discovered that the problem was the bushing in the shock absorber. The original bolt that goes through the shock absorber had been replaced at some point with an undersized 7/16" bolt by an earlier owner. Problem fixed with 1/2" bolt.

John Hafkenscheil reported that he had a couple of junk carburetors that he shipped to a guy he found in North Carolina, who fixed them up in about an hour. As he hates to throw anything out, if you have any junk carburetors, give them to John and he'll take care of them.

Michael Slusher cautioned that alternators look like generators, and that confusing where the mounting bolts sit (at 12 o'clock and 6 o'clock) means it won't fit. Oops.

Meeting adjourned at 7:40 pm.

Information

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

CCRC CLUB MEMBER ASSISTANCE:

In order to get more cars on the road, the club leadership is offering assistance to members who have Corvairs that need help to get them running. This help will be in the form of technical expertise, mechanic labor, and possible financial assistance. If you have a Corvair that needs work, **contact the Corvair Club at ClassicCorvairs@gmail.com** and give details on what you require in the way of assistance.

***A committee will review the requests and select 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.**

LET US HEAR FROM YOU:

CORVAIR CHATTER Newsletter - Members can write articles and send photos and articles they wish to have included in the newsletter. Email to Laurie Daniels at lauriedanielsca@att.net or Wes Nicholas at Nicholas.tds@gmail.com

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 ideas to Chris Medeiros at cmedeiros@mac.com

Club T-Shirts & Hats - Members attending 2 meetings receive 2 shirts for free. T-shirts and hats are also for sale \$21/shirt (\$23/shirt tall sizes) (Henley shirts are \$29). Hats are \$16.

CLASSIFIED – Corvair Parts for Sale



-or- Click Here: [CCRC - Classified \(northern-california-corvairs.com\)](http://CCRC-Classified(northern-california-corvairs.com))

Welcome New Members

Birthdays (Current & Upcoming)

April Birthdays:

Casey Cockrell Laurie Daniels. Rich Eastburn
John Hafkenschiel John Heiser Robert Miller
Chris Myers Jeanne Aguirre Cindy Arimoto
Jana Bird Nancy McCormick

May Birthdays:

Scott Bird Kari Emery-Cotner
Nelson Sparks Cyndi James

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Events & Activities

Full Calendar of Events available on <http://northern-california-corvairs.com>

Ongoing Events:

Sacramento Hollywood Park Auto Club -Classic Cars: Meets every 3rd Sunday 10:00 am at Leonardo DaVinci School. CCRC Club Member started this gathering, so let's join in.

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: 7:30am to 10:00am.

Folsom Cars and Coffee: Saturdays -Town Center, El Dorado Hills. 7:00 am – 9:30 am.

Red Bus Brewery: Air-cooled drive-in gathering at Red Bus Brewery on Reading Street in Folsom –2nd Thursday of each month at 6pm. There will be specials on beverages and pizza.

California Auto Museum: See Jim Kindley-**FREE** tickets for members (1st come/1st serve-until gone).

Current & Upcoming Events:

MAY 1-3 – CAL-EXPO AUTORAMA – 3 day commitment. Registration deadline is April 23.
8 – Auburn Cruise nights begin for the season – meet at In & Out Burger, Rocklin
16 – CCRC Cruise – Delta River Tour

JUNE 6 – CCRC BBQ/PICNIC – location TBD, need volunteers for planning committee
12 – Auburn Cruise Night – meet at In & Out Burger, Rocklin
13-14 – Classic Car races at Laguna Seca
20 – CCRC Cruise – Cooper Winery

JULY TBD – California State Fair – CCRC Club Day

AUGUST 15 – Auburn Cruise Night – meet at In & Out Burger, Rocklin
22 – CCRC Cruise – Cool Stop on Hot Night – evening at an ice cream shop
TBD – SFBA/Valley Picnic at the Quarry in Fremont
TBD – Vairs at The Vault – Napa – great food, wine and speakers

SEPTEMBER 11 – Auburn Cruise Night – meet at In & Our Burger, Rocklin
12 – CCRC Cruise – Econo-Run
26 – Ironstone Concours d'Elegance at Murphys, CA

OCTOBER 17 – CCRC Cruise – Sutter Creek, to include a scavenger hunt.
TBD – Friday to Sunday – Great Western Fan Belt Toss & Swap Meet

NOVEMBER 7 – CCRC Cruise – Care/Nursing Homes
28 – CCRC Cruise – Apple Hill Tour

DECEMBER 6 – Christmas Dinner

AND ADDITIONAL POP-UP EVENTS on the spur of the moment by members – notify membership by email blast, and by putting the event on the website calendar!

Assassination of The Corvair

Who (or what) Killed the Corvair? Nader, Mustang Camaro

Think again. By Robert Spinello April 19, 2021 (revised **bold type** April 23, 2021)

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.

Model Year	Corvaair	Chevy II	Falcon	Mustang
1960	253,268	0	435,676	0
1961	337,371	0	474,241	0
1962	336,005	326,337	396,129	0
1963	288,419	375,600	328,339	0
1964	215,300	191,691	300,770	121,538
1965	247,092	122,800	214,601	559,451
1966	109,880	172,485	182,669	607,568

In 1962, when the second gen Corvaair was taking shape, Chevy certainly realized a new front-engine Ford would (still) outsell it. Chevy didn't have to design a new Corvaair, but they did, so why it was cancelled only six months after it was introduced is fishy. It all makes sense now after much thought. Estes was a "muscle-car" guy and the Corvaair 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 Corvaair 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 Corvaair was left to languish before the new model was introduced.

The Camaro was marketed as *The Closest thing to a Vette yet, while Corvaair ads would soon disappear altogether*, along with most of its production while Nova's 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 Corvaair sales in 1965 were higher than 1964 and almost matched 1960. In either year, 1960 and 1965 (and all but 1964) more Corvaairs 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 Corvaair's handling affect the sales of the 1966 Corvaair, 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 Corvaairs 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 Corvaair 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 it's 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 i