



Corvair Chatter

Quick Facts

NEXT MEETING

June 27, 2018 at 6pm – 8pm

Denny's Restaurant
8841 Greenback Lane
Orangevale, CA 95662
916-987-6119

[\(Corner of Greenback & Hazel\)](#)

Features

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Firing Order

President	Bruce Leonard
Vice President	Carl Funk
Activities	Chris Medeiros
Secretary	Open
Membership	Harry Spence
Treasurer	Wes Nicholas
Editor	Jean Colegrove
Historian	Christy Barden

Finding Us

Website;

www.northern-california-corvairs.com

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

Message From the Club President

Car show 2018 season is in full swing and CCRC attendance has been a bit thin. Recently the Lincoln Car Show was held on June 2nd and only 2 Corvairs from the club were present. Likewise at the Knights of Columbus June 9th show in Jackson had 1 Corvair.

CCRC has been invited to the State Fair on Friday, July 27th from 8:30am to 7pm. A flyer was sent out in an email blast recently from Jean Colegrove and I need a final count of members who are planning on attending. Please let me or Chris Medeiros know at this month's meeting. The count has to be turned in by July 4th. **We must have a good turnout or we may not be invited back in coming years.**

Also, a special invitation was presented to the club by the Sacramento River Cats minor league baseball team for July 29th. The event planner for the team has asked for a display of Corvairs be set up outside the stadium around 11:30am and prior to the start of the game, the cars would then be driven around the inside the ball park on the dirt warning track. Then back out to the parking lot. The fee for this event plus the game is \$28. I need to know by July 9th on who would like to go.

As always, there are a few favorite shows that members like to attend; Antique Trove in Roseville on June 17, July 15th, August 12th and September 16th. Also, Auburn Cruise Night on July 13th, August 10th and September 14th.

In between all of these shows are CORSA shows. This month, June 22 to June 24th is the Central Coast Corvair VairFest. On September 8th is the South Coast Corvair show in Los Angeles and the final Corvair show on October 26th to 28th is the Fan Belt Toss in Palm Springs.

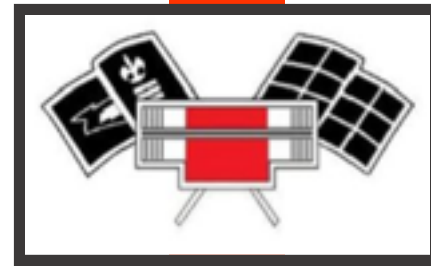
I would appreciate it if more members could look at their calendars and see what shows they can attend to show off not only our cars, trucks and van, but show a sense of pride in being a member of this club.

I will be out from June 22nd through July 2nd and I've asked Chris Medeiros to handle this month's meeting.

If you have any other ideas, suggestions or inquiries, please feel to contact me at; 916-600-4215 or email me at; my95vette@yahoo.com



Latest CCRC News



Car Shows for 2018

June

- June 2 – Rods & Relics Show – Downtown Lincoln
- June 8 – Auburn Cruise Night – Auburn
- June 9 – Knights of Columbus – Jackson 9am
- June 17 – Antique Treasure Trove – Roseville
- June 23 – River City Classic Car Show – Sacramento
- June 23 – CCC Vairfest 2018 Car Show – Arroyo Grande

July

- July 4 – Cru-Zin Car Show – Terra d' Oro Winery
- July 13 – Auburn Cruise Night – Auburn
- July 14 – Auto for Alzheimer's – Auburn Gold Country Fair Grounds
- July 15 – Antique Treasure Trove - Roseville

August

- August 7 to 11 – Hot August Nights– Reno
- August 11 – Hot August Bites Show – Citrus Heights
- August 12 – Antique Treasure Trove – Roseville

SAVE THE DATE SAVE THE DATE SAVE THE DATE SAVE THE DATE

Our 2018 Christmas Party will be on Sunday, December 2, Sun City Club House (it's early to announce this, but we can avoid conflicts if everyone is informed well in advance).

Be sure to check: corvairmeetup.com for additional listings of events

Meeting Minutes

By Bruce Leonard – Acting Secretary



The May meeting of Classic Corvairs of River City was called to order by Bruce Leonard, President, at 6:58pm.

Bruce Leonard asked the 19 members to introduce themselves and tell about their Vairs. New members; Mike and Kathleen Stone from Stockton join at the meeting and announced they have 3 Vairs they would like to donate to the club for parts and/or restoration.

Howard Pilon announced he will be out of commission due to surgery on this hands. A speedy recovery to you, Howard.

Wes Nicholas, Treasurer, gave an brief overview of the club's finances and announced we have 57 members. Bruce Leonard noted the MADD representative was not present to receive the club's donation. Bruce will present the check to MADD at their Sacramento office.

Locally, the Vernon Street show was packed with cars, vendors and a band. The monthly show will end July 31st. Plus in Folsom, on the 3rd Thursday of the month, Reibe Auto parts has an event at their location. The Auburn Cruise Night for May had 3 members in attendance slightly down from our average of 5 cars.

This issue of selecting a new Car Show Director was discussed again by Bruce Leonard and the members in attendance. Since some key members were missing from the meeting, the nominations for this position will be delayed until the June 27th meeting and chaired by Chris Medeiros. Please make sure to be at this meeting.

The meeting was closed at 7:45pm.

Upcoming Events

July Birthdays

Jean Colegrove July 7
Dee Smirlis July 10
Carol Rohde July 14
Naveed Lorestany July 22
Mike Hess July 24

If you never see your birthday listed, it could be missing from the roster. Please let us know!



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)
Fun - www.youtube.com/user/davemotohead1
Events – www.corvairmeetup.com (**CAR SHOWS ANNOUNCEMENTS FOR 2018**)

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 Jean, jeancolegrove@comcast.net

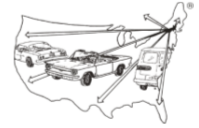
Club Activities - You may have some great ideas for club activities. We want to hear them! Better yet, we'd like you to participate in the planning of your activity idea. Email your ideas to Bruce Leonard at, mv95vette@yahoo.com

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



If you have sold your car or your car parts, please let us know so we can remove the ads from the newsletter and from the website.

Leslie Beardsley is selling her lovely 1960 Corvair. More information to follow but if you want to be the first to See it and hear it run; better call her right away. This car is a show stopper and attention getter. Asking \$10k obo. You can see her car on; www.craigslist.com – Auto & Trucks – Corvair. Also available on Corvair Trader.com and Corvair Owners Group.com
Please call Leslie at; 916-989-8525

It is with deep sadness that the following classified is being placed on behalf of Geoff Hager. This award winning 1963 John Fitch Corvair Spyder Sprint is up For Sale. This Corvair is drop dead gorgeous with many engine upgrades, body enhancements and kept in pristine condition.

Please call Geoff at; 916-539-0718 for more information and asking price.

If you have any spare parts that you no longer need, want or care about, please let me know so I can post them in our Classified Section. The club has parts from Ritt Rittenhouse's estate plus donation parts from an 2 other source who restored Corvairs. These items are for sale to CCRC members and other CORSA Chapter members. Please contact Wes Nicholas, Leo Scopesi or Bruce Leonard for details.

If you're looking for a Corvair, check out Corvair Trader.com or Corvair Owners Group to join and get free notices in your email Inbox. You can also sell items on the site as well.

Corvair Owner's Stories



Classic Corvairs of River City have been asked to display their cars on Friday, July 27th.

We will meet at the end of Ethan Ave. in the parking lot at 8:30am and then be escorted in at 9am for set up.

If you wish to have a guest vehicle, please be in the same parking lot at 8:30am to receive your free pass for the day.

Due to limited space, Ultravan(s) will not be permitted this year. We can stay cool inside the racetrack building and enjoy the food from the concession stands.

Also, we will be paired up with the Metro car club again.

If you would like to attend, please contact; Bruce Leonard, 916-600-4215 or email; my95vette@yahoo.com

Thanks and look forward to seeing you all at the State Fair.

Corvair Owner's Group Stories



Ralph Nader published his auto-safety takedown *Unsafe at Any Speed* over 51 years ago

Since then, the bestselling book has become synonymous with national crash-protection standards and GM's uncommonly dangerous (as Nader saw it) Chevrolet Corvair.

The notorious compact car saw two generations of production from 1960 to 1969; it had an air-cooled flat-six engine placed in the rear, rather than under the hood, which made it susceptible to spin-outs, and it lacked a simple roll-bar to protect passengers in the event of a flip. Its single-piece steering column would impale a driver upon impact, Nader said.

But descriptions of its lethal design were overblown. In 1972, the National Highway Traffic Safety Administration issued a 134-page report clearing the Corvair of Nader's accusations. ("The 1960–63 Corvair compares favorably with contemporary vehicles used in the tests ... and is at least as good as the performance of some contemporary vehicles both foreign and domestic," it said.) GM also redesigned the suspension in 1965 models. In recent years, the average prices for Corvairs from any year have reached an all-time high.

"What Nader did was start an era during which there was more awareness of safety and the manufacturers. The product itself almost became irrelevant at that point," said Tom Libby, an automotive analyst for IHS. "The book was the major pivot point for the industry."

It's difficult to find a group of owners as devoted to their chosen collectible as those who love the Corvair. The cars are in movies, at low-rider rallies (they're cheaper to buy and modify than the more-popular Impalas), and in Jay Leno's garage.

"Corvair enthusiasts love their cars," said Jonathan Klinger, a spokesman for Hagerty, a Michigan-based company that insures collectible and vintage cars. "Part of it is probably they have always been in defense mode, having to explain that the car isn't as dangerous to the general public as it is made out to be, because the Corvair is certainly not the death-trap that Mr. Nader was trying to illustrate."

In fact, Nader's book contained just one chapter that discussed the Corvair. And numerous vehicles throughout automotive history were similarly configured and potentially dangerous to drive. Mercedes-Benz, Volkswagen, Porsche, and Triumph used similar swing-axle designs in their cars at the time.

And, thanks to the passage of decades of road time, Corvairs are better understood now than they ever have been in the past.

"When they first came out, the service stations didn't know how to work on them and now after all this time you've got this tremendous dedicated group of Corvair people, and any quirk the car may have is fully understood,"

Klinger said. "They are a very easy vehicle to work on. That's what makes them beautiful and fun to drive." Chevy made the first Corvairs as simple, four-door sedans (in 500 and 700 trim levels) with a three-speed manual transmission that came standard. A two-speed automatic was optional. Soon after, two-door coupe versions arrived, plus a 900-series "Monza" edition that had sportier seats and a more athletic, four-speed, manual transmission. By the end of its run, the series included coupe, convertible, sedan, and four-door station wagon body styles, plus even a van and pickup truck variant.

Corvair Owner's Group Stories



Americans bought them as fun drivers that had a particular style behind the wheel, because of their independent suspension and a rear engine configuration that was unique for an American car. They cost well under \$3,000 brand-new. They even earned the nickname “the poor man’s Porsche.”

The Corvairs looked different from anything on the market at the time, too. They didn’t have the pony-muscle curves and powerful V8 engine of the popular Mustang, and they were smaller than the heavy, cruiser sedans that GM and Ford were making otherwise. Plus, the turbo-charged engines in later models and compact bodies made them seem faintly foreign, more like something from Wolfsburg, Germany, than from Motown. There were valid complaints about the cars: The heating system would sometimes leak noxious fumes into the cabin; the cars would leak oil like sieves; the tires were often over inflated in order to compensate for dicey handling; and the polished metal dashboards would blind drivers when the sun hit them. Those idiosyncrasies have failed to deter modern buyers.

“This is a wonderful road car,” Jay Leno said on his YouTube show about his ’66 Corvair Yenko Stinger. “A lot of people put down the Corvair, but I consider it one of the 10 best General Motors cars of all time because it was just so different from anything else they built. They really handle. They’re built nicely. They’re a lot of fun.”

According to Hagerty, the average price of a mid-level Corvair in satisfactory and drivable condition today is \$6,600, with later models of the 500 line averaging closer to \$9,700. Examples in mint condition can run to \$20,000 or even, very rarely, \$30,000.

Values have leveled a bit in recent years, but Klinger doesn’t expect a plunge. The best idea is to buy one, work on it, have fun with it for a year or two, then sell it for as much or a little more than you paid for it. Despite a slight dip in value for earlier models, Corvairs made from 1965 to 1969 have risen nearly 12 percent in value, on average, since 2011. Corvairs from 1968 are up 23.78 percent over the same period, with models from 1966 and 1967 up in value nearly as much.

More important, now is the time to buy. Car prices are generally higher in the spring, when people are thinking of road trips and summer rallies; early autumn leaves many collectible owners debating whether to pack their vintage babies up for winter or just sell them before the cold comes, in order to avoid the hassle and expense of storage.

“For someone looking for a very reasonably priced collector vehicle a little different than what you typically see, the Corvair is an excellent candidate,” Klinger said. “It’s not a vehicle that you would want to buy in hopes of tremendous price appreciation, but it’s a fun, honest, simple collector car.”