



Corvair Chatter

Meeting Location: Spaghetti Factory

- > **Wednesday, Jan 24, 2024**
- > **6:00pm Social / 6:45pm Meeting**
- > **12401 Folsom Blvd.**
- Rancho Cordova, CA 95742**
- Phone# (916) 985-0822**

Membership Dues 2024:

Please renew & pay your membership dues now. They are due by the last day of February annually. The price per year is \$20.00. Please send checks or cash to Dean James, CCRC Membership. Make checks payable to: "CCRC". Please contact CCRC Treasurer Jim Kindley for additional questions.

Features

1. Message From the President
2. Latest CCRC News
3. Meeting Minutes
4. Ongoing & Upcoming Events
5. Classified Section
6. CCRC Stories & Club Member Corner

Board Members

| | |
|--------------------------------|-------------------|
| President | Jim Brown |
| Vice President | Carl Funk |
| Activities | John Heiser |
| Secretary | Open |
| Membership / Web | Dean James |
| Treasurer | Jim Kindley |
| Sales & Acquisition | Wes Nicholas |
| Editor | Kari Emery-Cotner |
| Historian | Open |

Finding Us

www.northern-california-corvairs.com
 Facebook; [Classic Corvairs of River City](#)
 Instagram; [classiccorvairs_rivercity](#)
 (Maintained by: Dean James)

President's Ramblings

Hello Classic Corvair of River City Members:

Happy New Year to all of you! We are off on another adventure for 2024. I am looking forward to another year with travel and working on cars (including my own). I will be helping my daughter with her home and enjoying time with her and Ro. Ranch work is always needing to be done, and I enjoy it.

The Christmas Party was the best I've been to since joining the club. Plenty of room to mingle, a great Pirate Exchange, and music to rouse the heart. The food was excellent and plentiful. To those who didn't attend for whatever reason, you missed out on a great time.

The officers meeting will be Wednesday, January 10th at 6:30 pm. Jim and Theresa Kindley are hosting. Their address is 4035 Canyon Dr, Fair Oaks.

It is time for nominations for officers for 2024 and beyond. I am stepping down, so we will at least need a President and Secretary. It might be time to consolidate some positions, especially since we have a lack of people willing to serve. This will be discussed at the officers meeting.

We will also continue to discuss the pricing of parts for members and where to move the club warehouse of parts to free Leo from this burden.

Til next newsletter,
 Drive Life Safely
 Jim Brown



Latest CCRC News

Meeting Minutes: November 15, 2023

Meeting was called to order by President, Jim Brown, at 6:50pm. 8 members were in attendance. Approval of the October meeting minutes was motioned and seconded for approval and approval vote was unanimous. Motion carried.

Jim Kindley presented the treasurer's report of positive balances, expenditures and income, and it was unanimously approved. The sales and acquisitions report was presented by Wes Nicholas and the club has continued to show profits for the year thus far.

Carl Funk was not present to provide the vice-president's report.

John Heiser presented the activities report:

Reminders of reoccurring gatherings at varied Cars N Coffee locations; Sacramento Hollywood Park Auto Club Classic Cars meets every 3rd Sunday at 10am at Leonardo DaVinci School, Carmichael Bel Air Sunday Cars and Coffee at 4005 Manzanita Avenue at the intersection of Fair Oaks Blvd and Manzanita Avenue near the corner of Cypress from 7-10am, Folsom Cars n' Coffee at Town Center El Dorado Hills from 7-9:30am and the air-cooled drive in gatherings at the Red Bus Brewery on Reading Street in Folsom the second Thursday of each month at 6pm. See club's website for Calendar updates.

Christmas party planning was discussed and members are looking forward to the occasion.

Kari & Danita Emery-Cotner provided the newsletter report and requested input from members.

Dean James reported that we currently have 69 members.

New business was discussed:

- The Club needs volunteers to take the following positions: President - Secretary - Historian.

Old business was discussed:

Meeting adjourned at 7:45pm

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

New Members- Paul & Carolyn Wong

Birthdays (Current & Upcoming)

Jan 02 – Ken Edwards
Jan 03 – Chad Navarro
Jan 08 – Liz Cockrell
Jan 19 – Alice Tung
Jan 22 – Lisa Davis
Jan 26 – Pablo Castellanos
Jan 31 – Trish McDonald

Feb 02 – Tabitha Heiser
Feb 05 – Leo Scopesi
Feb 09 – Jim Brown
Feb 09 – Steven Walker
Feb 10 – Dawn Ann Johnson
Feb 12 – Tav Byerhoff
Feb 23 – Bruce Brinka

CCRC CLUB MEMBER ASSISTANCE:

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 possible financial assistance. If you have a Corvair that needs work, **contact John Heiser at JohnHeiser6@gmail.com** and give him the 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 - Let us know if there is something that you'd like to see in our monthly newsletter. Members can write articles to review events (event photos, etc.) and submit for consideration to be included in the newsletter. Email your thoughts, articles, and photos to Kari Emery-Cotner at 4484.business@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 your ideas to John Heiser at JohnHeiser6@gmail.com & Carl Funk at: edieboopboop@yahoo.com.

Classified Section



FOR SALE: Wes Nicholas at (916) 989-8929

| | |
|--|--------------|
| LM dash with instruments | \$50.00 |
| LM automatic transaxle | \$400.00 |
| EM Four speed transmissions | \$200.00 |
| EM wheels (4) lug | \$35.00 |
| EM differential 3.55 | \$200.00 |
| LM rear windows in good condition. | \$125.00 |
| LM rear bumper in good condition. | \$100.00 |
| LM wheels (5 lug) | \$35.00 |
| 62-63 Simulated wire wheel covers-good condition set of 4 | \$175.00 |
| Front Bucket seats (3) for LM price each. | \$125.00 |
| EM crossover with Oil Bath filter | \$35.00 |
| LM 4 door "B" pillar cover blue | \$35.00 |
| LM Ball bearings, wheel front and rear | \$10.00 ea. |
| Tires 13" and 14" in good condition. | Price varies |
| FC chrome bumpers F/R | \$200 ea. |
| EM 4 door vent shades | \$100.00 |
| Corsa dash complete with gauges | \$150.00 |
| LM Bumper guards PR | \$75.00 |
| Started motor | \$75.00 |
| LM 65 mid telescopic steering w/ wood grain steering wheel | \$800.00 |
| 65 Corsa bright rear grill inserts | \$40.00 |
| Cylinder Heads 80, 95, 110, 140 HP | Ask |
| Alternator adapter | \$35.00 |
| Rebuilt alternator | \$50.00 |
| Summer/Winter Block off | \$20.00 |
| Engines: 110, 140 HP | Ask |

Much more...give us a call.

Additional Corvair parts are available for purchase. Please contact us to see if we have what you have been looking for to complete your project. Contact **Wes Nicholas at (916) 989-8929.**

WANTED:

#1:
1966 Corsa
Convertible
turbo, 4 speed
car, either a #2
or a #3 if its
original,
straight,
complete and
running.

**Contact
Chester
Keeton: (832)
281-8009**

#2:
Corvair
engines in any
condition.
**Contact:
Wes Nicholas
at (916) 989-
8929.**

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: 1st & 2nd Saturdays -Town Center, El Dorado Hills, 3rd & 4th and occasional 5th Saturdays, 430 Palladio Parkway in Folsom at the Palladio. 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.

Upcoming Events:

Several driving tours are being planned for 2024.

2024 International Corvair Convention: July 21-26, Marriott at the University of Dayton – OH.

More information: www.daytoncorvairclub.com

Article of the Month

Here's Why The Chevrolet Corvair Is The Best Cheap Classic Car Right Now

- By Thomas Hundal
- January 3, 2024

Every day, people open up online car auction sites to gawk at air-cooled two-door cars with six-cylinder engines out back, sporting credentials, and possibly even forced induction. Who could blame them? The Porsche 911 is one of the most iconic sports car ever, and classic examples have the price tags to match. However, what if I told you that many elements of the air-cooled Porsche 911 experience could be had on the cheap, without resorting to **water-cooled** or four-cylinder engines? That's right, move over Stuttgart, it's time for Michigan's own Chevrolet Corvair to shine.

Are those brave words? Sure, but they aren't without precedent. In a 1963 road test, *Car And Driver* called the Corvair the "poor man's Porsche," noting that "The success of the factory-entered rally cars in various Canadian events, and a continuing succession of improvements, have made a warm spot for the car among automotive enthusiasts throughout the country." However, while the Porsche 911 was canonized in the hall of sports car greats, the Corvair was crucified in the name of public safety.

From Volkswagen-fighter to villain to bargain, the Corvair has lived a tumultuous legacy, but that legacy means it's one of the great deals of the classic car world. On the North American continent, there's nothing like it for the money, and the vehicle is far better car than popular sentiment may suggest.

From Humble Beginnings



Article of the Month, continued

In the 1950s, Detroit's big three had left a little white space in the car market for other manufacturers to shimmy into. I'm referring, of course, to the compact car segment. From AMC to Volkswagen, all manner of manufacturers were fighting for that market space, and foreign automakers were making serious inroads. Obviously, the American establishment wasn't going down without a fight, and while Ford and Chrysler were busy scaling down what they knew well, Chevrolet decided to take a more European approach.

CORVAIR GREENBRIER SPORTS WAGON

MOST VERSATILE WAGON IN THE WORLD

Here's Chevy's Corvaire Greenbrier. It's a versatile Sports Wagon for family use, business and pleasure. There's up to 175.5 cubic feet of cargo space, close to twice what you find in most full-sized wagons! And it seats up to nine passengers (with standard second seat and optional third seat* in place) with lots of stowage area left over. Double doors at both rear and curbside provide extra-wide openings and two-way loading convenience. It's available in two models: Greenbrier and Greenbrier De Luxe.

What's more, this Sports Wagon is built to America's own automotive standards. It's quality finished inside and out: rigid front end structure, foam cushioned seats and smart, functional styling. Truly, the new Chevy Corvaire Greenbrier is the finest all-purpose wagon in the world.



CORVAIRE GREENBRIER DELUXE SPORTS WAGON in Romany Maroon and Cameo White. Designed for fun and business; trim dimensions outside, giant-size space inside. Features bright exterior highlights, a special interior with dual sun visors, front and rear arm rests, vinyl-coated rubber floor covering, cigarette lighter, extra dome light, choice of four color-keyed interiors. Roof rack, window screens, interior table are optional at extra cost.

FOR WORK—The Greenbrier's strictly business when you want service at low cost. It carries truck-size cargo, takes you where you're going with passenger car economy. Unobstructed windshield is over 8 square feet in size, Safety Plate Glass for the finest in safe viewing.

FOR PLAY—Greenbrier carries the entire family and a tentful of camping gear besides, takes rugged off-the-road driving with ease. Its rear platform makes an ideal buffet counter. Hinged outside door at the rear end allows easy access for normal engine service.

FOR FUN ALONG THE WAY—Family fun takes on new meaning with the versatile Greenbrier Sports Wagon. A variety of seating arrangements promises all sorts of added utility and pleasure. Many options are available* to adapt it to your own special wants. *OPTIONAL AT EXTRA COST.

With a rear-mounted air-cooled flat-six engine, a flat floorpan, unibody construction, and four-wheel independent suspension, the Corvaire was unlike everything else coming out of Detroit, and GM's throw-everything-at-the-wall-and-see-what-sticks product planning approach gave customers some serious choice. I'm talking sedans, wagons, coupes, cabriolets, pickup trucks, vans — anything and everything to compete with Volkswagen. For the first two years of production, improvements were incremental. Then something big happened.

INTRODUCING THE MONZA SPYDER

An elegant package with TURBOCHARGED SCAT

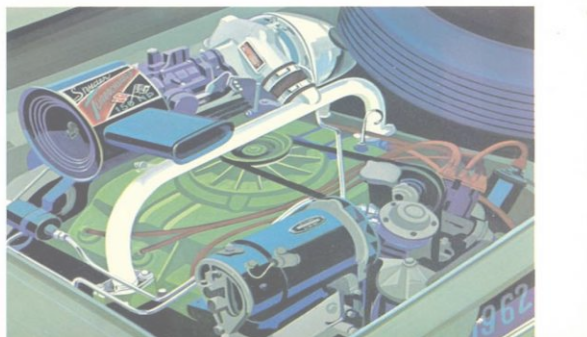


Like your go charged with sports car seat and loaded with luxury? The Monza *Spyder** bears your brand. It adds a special spirit all its own to the Monza's sporty styling and elegant appointments.

At the rear is the new high-powered 150-hp Turbo-Air 145 engine with an exhaust-driven turbo-supercharger. The supercharger boosts power and efficiency... really lets you move out. Draws fuel-air mixture from the carburetor and delivers it under pressure to both cylinder banks. There's a jewel-like look to the engine, too: the new crossover induction tube, oil dip stick, fuel and oil lines, throttle linkage and tail pipe are all chrome plated.

Inside, there's a special instrument cluster face, finished in satin chrome, with an electric tachometer, distinctive speedometer with trip odometer, and special pressure and temperature gauges. Exclusive *Spyder* nameplates on the front fenders and on the satin chrome glove box door, plus engine identification emblems on the rear deck lid and on the steering wheel hub, complete the *Spyder* package. In addition, the 4-Speed Synchro-Mesh transmission, special high-speed 3.55:1 rear axle, sintered-metallic brakes and heavy-duty suspension are extra-cost items required with the *Spyder* and available* on other '62 Corvairs. *Spyder* package comes on Monza Convertible or Coupe.

*Optional at extra cost.



Article of the Month, continued

For 1962, Chevrolet split the piñata wide open with the Corvair Monza Spyder, which wasn't necessarily a "spyder" (i.e. convertible) and which draws its Monza name from a series of concept cars rather than directly from the Monza circuit in Italy. However, the odd naming convention doesn't matter because the Monza Spyder was the second production car ever equipped with a turbocharger. Instrumented testing by *Car Life* magazine resulted in a zero-to-60 mph time of 10.8 seconds and a top speed of 105 mph. That's good enough to keep up with modern traffic without substantial amounts of advanced planning. All of a sudden, the Corvair gained its wings, drawing a line in the sand regarding the future of the model.

All-In On The Sports Coupe



For 1965, the Corvair was thoroughly redesigned to become something even better. With the Chevy II taking up the mainstream compact slot in the Chevrolet lineup, the Corvair was free to bet it all on black, chasing its dream of attainable, European-inspired performance. The swing axle arrangement was gone, replaced with a fully-articulated independent rear suspension. The B-pillar was also gone, for pillarless coupes always feel more special, and a 140-horsepower 2.7-liter naturally-aspirated flat-six effectively replaced the 150-horsepower turbo motor from the old Monza Spyder.



That being said, a turbocharged engine was still on offer, this time with 180 horsepower. With the new zesty engines came the new trim designation of Corsa, and all was right with the world. Oh, and did I mention that this second-generation car looked stunning? Don't just take my word for it, because here's what David E. Davis had to say in *Car And Driver*:

And it is here too, that we have to go on record and say that the Corvair is in our opinion—the most important new car of the entire crop of '65 models, and the most beautiful car to appear in this country since before World War II.

That is a bold claim, but not one without merit. Chevrolet's stylists absolutely crushed it with the second-generation Corvair, with a shark-like front end, a Coke bottle silhouette, and solid

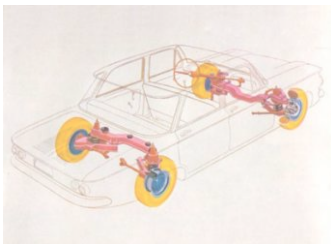
Article of the Month, continued

proportions for a vehicle with an inherently awkward layout. Oh, and it drove properly too. In the words of David E.:

Our ardor had cooled a little by the time we got to drive the cars—then we went nuts all over again. The new rear suspension, the new softer spring rates in front, the bigger brakes, the addition of some more power, all these factors had us driving around like idiots—zooming around the handling loop dragging with each other, standing on the brakes—until we had to reluctantly turn the car over to some other impatient journalist.

With one redesign, the Corvair firmly transformed from economy car to reasonably-priced sports coupe, the anti-Mustang in every way imaginable. You just get a sense that it was built for Mulholland rather than Woodward, a rarity in the days of live rear axles and style-over-substance.

Axle Of Evil?



Mention the Corvair in just about any conversation, and it's only a matter of time before someone brings up Ralph Nader. The safety advocate's book *Unsafe at Any Speed: The Designed-In Dangers of the American Automobile* brought sweeping changes to the way cars were designed and engineered in America, but it also tarred and feathered the Chevrolet Corvair for its unusual swing axle rear suspension.

See, a swing axle arrangement gains camber under compression and loses camber in droop. While the former is a good thing, excess of the latter could theoretically lead to the outside rear tire tucking under the car, encouraging rollover. In addition, swing axles out back are typically tail-happy, and while decreasing the front roll stiffness with an anti-roll bar can mitigate this tendency, Chevrolet initially relied on a massive difference between front and rear tire pressures. However, several other automakers from Porsche to Volkswagen to Mercedes-Benz used swing axles at some point, and they weren't put under the same scrutiny following the publication of Nader's book.

Firstly, the Corvair was the scapegoat because it was the obvious homegrown car with a swing axle setup. Secondly, the Corvair wasn't even that dangerous to begin with. In 1971, NHTSA tested the handling of an early Corvair against that of a late Corvair, a Ford Falcon, a Plymouth Valiant, a Volkswagen Beetle, and a Renault Dauphine. The result? Absolution, as per [NHTSA report PB 211-015](#).

The 1960 to 1963 Corvair understeers in the same manner as conventional passenger cars up to about 0.4g lateral acceleration, makes a transition from understeer, through neutral steer, to oversteer in a range from about 0.4g to 0.5g lateral acceleration. This transition does not result in abnormal potential for loss of control.

The limited accident data available indicates that the rollover rate of the 1960-1963 Corvair is comparable to other light domestic cars.

Article of the Month, continued

The 1960-1963 Corvair compared favorably with the other contemporary vehicles used in the NHTSA Input Response Tests.

The handling and stability performance of the 1960-1963 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.

Boom. The Corvair was no more of a rolling hazard than many of its contemporaries. Oh, and let's not forget that for the particularly squeamish, the second-generation Corvair did away with the swing axle design for a proper fully-articulated rear suspension setup. Mind you, the legacy of Nader's book means that Corvairs are still cheap,

How Cheap Are We Talking?



While Chevrolet made all manner of Corvairs, let's jump right into the performance trims. While outstanding examples fetch decent money, the Corvair isn't a car you buy to show off. It's a car you buy to drive, and even on Bring A Trailer, driver-condition hot Corvairs are still sensible money.



Article of the Month, continued

This 1963 four-speed Monza Spyder cabriolet certainly isn't perfect, although it does meet the definition of Michigan mint. There's some surface corrosion on the underbody and some rust around the rear wheel arches, but nothing egregious. The paint is in a condition best described as well-loved, and the fuel gauge didn't work at the time of the auction. The grand total for this summer cruiser? A mere \$8,000 on [Bring A Trailer](#) in mid-2023. Yep, that's not bad.



Alright, but what about the sleek second-generation car? Well, [here's one](#) that came up on [Bring A Trailer](#) in late 2023, and it's a desirable Corsa turbo four-speed manual coupe. Being a southwestern car, it's pretty free of corrosion, although it does have a few dings and other cosmetic imperfections. The seller did note that the odometer wasn't function and the steering was a bit tired, but this is a nearly 60-year-old car, and would you really trust a five-digit odometer anyway?



Article of the Month, continued

Even though this is the bee's knees as far as hot, standard production Corvairs go, this white shark only fetched \$10,000 on Bring A Trailer. That's ten grand for some of the eccentricities of an air-cooled Porsche 911. If that isn't solid value, I don't know what is.



If you're willing to put up with a more patinated vehicle, you can hop on Craigslist or Facebook Marketplace and find hot Corvairs for as little as \$5,000. Here's a primer-sprayed Corsa cabriolet on a lively set of aftermarket wheels for \$5,200 in the San Fernando Valley. That's project MG B GT money for a flat-six drop top. Who could argue with that? Sure, it isn't the coveted turbocharged model, but the 140-horsepower Corsa isn't that much slower than a turbo car.

Bargain Of The Year



Everyone loves a good redemption arc, and the Chevrolet Corvair is primed for one. In 2023, the Corvair's handling is a non-issue. Actually, it's better than a non-issue, as it's downright joyous. Controllable, progressive oversteer with classic looks, solid performance, and a reasonable price tag? That's hard to ignore. Don't sleep on the Chevrolet Corvair, for it might just be the budget-oriented driver's car you've been craving.