



# Corvair Chatter

**Meeting Location: Spaghetti Factory**

- > **Wednesday, Feb 28, 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/Meeting Minutes
3. Information
4. Classified Section
5. CCRC Stories & Club Member Corner
6. Ongoing & Upcoming Events
7. Article of the Month

**Board Members**

- President** ..... Jim Brown
- Vice President/Activities** John Heiser
- Secretary** ..... **Open**
- Membership/Website** ..... Dean James
- Treasurer** ..... Jim Kindley
- Sales & Acquisition** ..... Wes Nicholas
- Newsletter** ..... Kari Emery-Cotner
- Historian/Photographer** Michael Nyberg

**Finding Us**

[www.northern-california-corvairs.com](http://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:

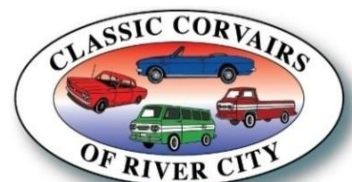
The January meeting was productive. The combining of the offices of Vice President and activities director was approved, and the bylaws amended to allow this change. Nominations took place, and since there was only one nomination for each office, the officers were voted in by acclamation. Officers for the next two years are Michael Nyberg is Historian/Photographer, Newsletter Editor is Kari Emery-Cotner, Membership and Website is Dean James, Sales and Acquisitions is Wes Nicholas, Treasurer is Jim Kindley, Secretary is still open and we NEED a volunteer, Vice President is John Heiser, and President is Jim Brown.

A new meeting place is being considered at Dad's Kitchen, 8929 Sunset Ave, Fair Oaks at the corner of Hazel. Try it out and give us your opinion at the next meeting.

A new parts pricing policy was adopted at the officer's meeting. The policy was presented at the general meeting and endorsed. The health of the Club and the retention of members was discussed at both the officer's meeting and the general meeting. We need to make the club more appealing to the younger Corvair car enthusiast and possibly broaden our base. This will be an ongoing discussion.

Work days at Leo's have been scheduled for Feb 10 and Feb 24 to inventory our parts and clear out what we don't need. Please volunteer if you can.

Til next newsletter,  
 Drive Life Safely  
 Jim Brown



# Latest CCRC News

## Meeting Minutes: January 24, 2024

Meeting was called to order by President, Jim Brown, at 6:41pm. 11 members were in attendance. Approval of the November 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 closed out the year well.

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 3<sup>rd</sup> 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.

Kari & Danita Emery-Cotner were not present to provide the newsletter report.

Dean James reported that we currently have 27 members. No new members were added.

New business was discussed:

- Elections held and amendments to the bylaws approved. Officers are: Michael Nyberg is Historian/Photographer, Newsletter Editor is Kari Emery-Cotner, Membership and Website is Dean James, Sales and Acquisitions is Wes Nicholas, Treasurer is Jim Kindley. Secretary is still open and we NEED a volunteer, Vice President is John Heiser, and President is Jim Brown.
- The Club needs volunteers to take the following positions: President - Secretary.
- Discussions started on this year's club BBQ picnic, ice cream social, swap meet, and ongoing club tech sessions.
- Reminder: Club Officers meeting, March 13<sup>th</sup> at John Heiser's house.
- A tech presentation was given by Wes Nicholas

Old business was discussed:

- Update given on the status of the club's Greenbrier. Current parts that have been replaced, carburetors rebuilt, getting the Greenbrier ready for sale.

Meeting adjourned at 7:45pm

# Information

## Corvair Resources (Online)

Q&A - [www.corvaircenter.com](http://www.corvaircenter.com)  
[www.corvairforum.com](http://www.corvairforum.com)  
Parts - [www.corvair.com](http://www.corvair.com) (Clark's)  
[www.californiacorvairparts.com](http://www.californiacorvairparts.com)  
[www.mikescorvairparts.com](http://www.mikescorvairparts.com)  
[www.rockauto.com](http://www.rockauto.com)  
Sale - [www.jaxed.com](http://www.jaxed.com)  
[www.corvairtrader.com](http://www.corvairtrader.com) (Parts & Sales)  
Resources –  
<https://www.corvair.org/chapters/corvanatics>  
Car Building – <http://autoexer.skiblack.com>  
Fun-[www.youtube.com/user/davemotohead1](http://www.youtube.com/user/davemotohead1) /  
[www.deansgarage.com](http://www.deansgarage.com)

## New Members- none

## Birthdays (Current & Upcoming)

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  
  
Mar 01 – Bill McDonald  
Mar 07 – Hailey Tolson  
Mar 25 – Mike Morgan  
Mar 30 – Jim Kindley

## 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](mailto: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](mailto: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](mailto:JohnHeiser6@gmail.com).

# Classified Section



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

|  |              |
|--|--------------|
| LM nitrited polished crankshaft                            | \$250.00     |
| LM 891 Camshaft 110 and 140 engines                        | 75.00        |
| 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 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.      |
| 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   | 150.00       |
| Engines: 110, 140 HP                                       | Ask          |

## 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.**

**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.**

# CCRC Pricing Policy

## Corvair Club Parts Pricing Policy January 2024

1. Nothing here presented is to infer that the club sell parts below cost, but that club members be allowed to purchase parts at a reasonable markup.
2. Outside sales (Non-members, members in name only or members buying for non-personal use) should be at market rate.
3. Sales to club members for immediate use in their personal use and who attend and work at club work parties should be charged cost plus a reasonable markup (10%-20%).
4. Sales to club members for immediate use in their personal vehicle who do not attend and work at club work parties should be charged cost plus a higher markup (60% to 90%).
5. The Sales and Acquisitions Manager is to determine pricing and to be allowed discretion in setting prices within these guidelines.
6. Members are encouraged to contact the Sales and Acquisitions Manager to alert him of a part that might be needed
7. If a member sees a part he needs and disagrees with the price, make an offer.
8. Membership to be apprised of parts available in the newsletter and on the website. After two months, the part(s) will be offered for sale at market rate online.

# CCRC Stories & Club Member Corner

## [Work Party – Inventory – Part 1](#)

Saturday 2/10 John Hafkenshiel, John Heiser, Dean James, Wes Nicholas, and Derec Treon gathered at Leo's compound to get started on cataloging the clubs surplus parts. We were able to pull a lot of material out and reorganize it so similar parts will be stored together. We've started the process of cataloging individual parts so we have a better idea of what is available to club members or for sale to the general public. In the process we were able to sift out items that are of little or no value and load them up for disposal. We have numbered the shelves in the storage container with the goal of being able to find parts quickly but it will also make it easier to keep organized if and when we get any more parts come into the club. We will have at least one more work party on February 24th at 10am to around noon. Come out and join the fun. You might find something you need in the process. I certainly did. ☐

Dean James - Membership.

# 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.

## Upcoming Events:

**Inventory Work Party at Leo's:** February 24, 2024. Part 2 of the inventory process. Please volunteer to assist if you are able.

**California Auto Museum:** March 2024. 5 member vehicles will be on display. See Jim Kindley for free tickets for members (1<sup>st</sup> come 1<sup>st</sup> serve-until they run out).

**Cal Expo Autorama:** May 3-5, Butch Gardner Clubhouse, Sacramento, CA. Those who wish to display their vehicle(s) must have the entry form sent in to John Heiser **by March 1<sup>st</sup> or late fees apply.** Let's try to beat our entries from last year (17) and see if we can get 20. email John at [Johnheiser6@gmail.com](mailto:Johnheiser6@gmail.com)

**HISTORIC DOWNTOWN LINCOLN CLASSIC CAR SHOW:** PRESENTED BY THE RODS & RELICS CAR CLUB. SATURDAY, JUNE 1, 2024 Rain Date (if needed): AUGUST 17, 2024

LODGING: <http://www.placertourism.com/events/historic-downtown-lincoln-classic-car-show/>

Show open to 1979 and older cars and trucks.

Registration 7 a.m. to 9:30 a.m. Awards at 2:00 p.m. 30+ Trophies and Plaques.

Dash Plaques and a Raffle Ticket for all vehicles registered by May 6, 2024.

Raffle Prizes, Music, Food, and Vendors.

Boy Scout Troop #160 will host a Pancake Breakfast 7:00 a.m. to 10:00 a.m.

The Lincoln Chamber of Commerce will hold a BBQ in Beermann's Plaza.

Two discount.tickets will be given to each Pre-Paid/On-Site registered vehicle.

Show to benefit Silver Wishes, Gold Country Wildlife Rescue and The Salt Mine.

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

More information: [www.daytoncorvairclub.com](http://www.daytoncorvairclub.com)

**CORSA Convention 2025 – May 19th-24<sup>th</sup> Hosted by Central Coast CORSA**

[www.centralcoastcorsa.org](http://www.centralcoastcorsa.org)

[mail@centralcoastcorsa.com](mailto:mail@centralcoastcorsa.com)

[www.facebook.com/groups/centralcoastcorsa934](https://www.facebook.com/groups/centralcoastcorsa934)

# Article of the Month

## The other lasting legacy of the Chevrolet Corvair

[Benjamin Hunting](#)

28 August 2018

[The other lasting legacy of the Chevrolet Corvair - Hagerty Media](#)



General Motors is a favorite punching bag for futurists and stockholders alike. Both parties share disappointment in what's perceived as a lack of motivation for bringing innovative automotive technologies to the market. While the past few years may have shaken off much of that accumulated baggage—witness the Bolt, the Volt, and a magnetic suspension system so good it's been licensed by Ferrari—it's true that the General hasn't always been willing to bridge the gap between the lab and the street.

This wasn't always the case, of course. For much of its early existence, GM pushed forward as hard as it could towards the automotive horizon, innovating on a near-constant basis in a bid to outperform the competition. The fact that in the early 1960s, one of its most forward-looking vehicles—the Chevrolet Corvair—also led to one of its most crushing defeats, both on the market and in the minds of buyers, played no small role in stamping down the desire to take risks for much of the next quarter-century.

Had the Corvair not become synonymous with safety-crusader Ralph Nader's campaign to fix what was an admittedly broken industry at the time, it could have pointed towards a very different future for General Motors. What might that untold story look like had the tide of public opinion flowed in the other direction?

**Yes, it was dangerous**



1962 Chevrolet Corvair Monza Club GM



1962 Chevrolet Corvair Mecum



## Article of the Month, continued

It's best to get the inconvenient truth of the Corvair out of the way as quickly as possible: yes, the rear suspension design on the 1960–63 versions was not well-matched to the task of carrying the weight of the engine that was located just behind it. The [swing-axle design](#) required front tire pressures to be kept at nearly half the psi of the rears in order to avoid snap oversteer—something Chevrolet communicated poorly to its salespeople and customers. That low tire pressure—15 psi cold—would also often cause the rubber to break from the wheel bead and spontaneously deflate. Add those two serious flaws, plus the lack of a front swaybar to control body roll in corners, and you have a recipe for well over 100 accident lawsuits in a very short time period (and a full chapter of Ralph Nader's iconic *Unsafe at Any Speed* being devoted to the car).

Chevrolet would install a much better four-link setup (and make a front swaybar available) when the car was redesigned for 1965, but the damage had already been done in the court of public opinion. These much safer models never got a fair shake, and Corvair sales fell by an astonishing 96 percent by the end of the decade, when the model was finally discontinued.

That the Corvair would suffer such an ignominious end is a legitimate tragedy, because it undoubtedly changed the trajectory of GM's product development towards the risk-averse culture that would dominate throughout the 1970s and '80s. Much of the promise held by Chevy's unique offering was wiped off the board in one fell swoop, depriving domestic car fans of a number of promising developments that they would have to wait (and wait... and wait) to see again.

### **Innovation in the trunk**



## Article of the Month, continued

The genesis of the Corvair was a simple one. Imports were just starting to attract the attention of curious and economy-minded drivers in the late 1950s, with the Volkswagen Beetle the most conspicuous member of this cheap-to-own, cheap-to-drive brigade. Whereas many of America's automakers were content to simply chop their intermediate platforms by 20 percent and offer a six-cylinder engine, General Motors saw an opportunity to not just introduce a fresh small car platform but also experiment with a number of high tech ideas in the process.

To wit: Chevrolet took the Beetle at nearly face value and decided that if Germany could build an affordable, rear-engine, air-cooled automobile, then so could Detroit. To this point, only VW, Porsche, Fiat, and Citroën and Tatra had mass-produced air-cooled anything, so GM was going out on a limb in trusting American buyers would be comfortable not only with a breeze-based engine, but one that was placed in the trunk.

Just a couple of years after it debuted, Chevrolet pushed things even further forward by way of the turbocharged Corsa engine. Eventually delivering more than double the horsepower of the original, economy-oriented six (180 horses from 164 cubic inches on later Corsa cars, 150 horses for the early Spydors), the design featured a draw-through turbo that placed the carb just ahead of it in the air stream.

This made the Corvair—after the Oldsmobile F85, which appeared just prior—the second turbocharged car offered in America. It was quick, it was reliable, and when it left the line-up in '66 it was doomed to be the last compact that GM would outfit with forced induction until the 1980s, when the Pontiac Sunbird would once again take up the turbo mantle among entry-level automobiles.

Chevy also had some way-out-there ideas for the flat-six, overhead valve engine offered in the Corvair that would percolate behind the scenes throughout much of its original run. One of the most intriguing was the idea of a modular design that could be deployed in two- to 10-cylinder arrangements (with the latter eventually finding its way into a concept front-wheel drive '62 Impala, informing the eventual development of the Oldsmobile Toronado).

## Article of the Month, continued

Although the modular engine idea was viewed as profitable when the Corvair was selling 1.7 million units in its first three years, by the middle of the decade GM realized it had no other rear-engine (or front-wheel drive) vehicles to spread out development and tooling costs for the engine, rendering the concept stillborn. The company's Tonawanda aluminum foundry—which existed largely to furnish cylinder heads for the Corvair—would be kept online until 1983.

### All in the family



1960 Chevrolet Corvair Deluxe 700 GM



1961 Chevrolet Corvair Rampside GM

Although it would prove problematic—at least until it was replaced with a four-link setup similar to that offered by the Chevrolet Corvette—the Corvair's suspension was the first fully-independent offering from GM. This ground-breaking achievement for the company was especially notable given that Chevy beat Cadillac to the punch, and did so in one of the cheapest models available in the showroom.

Even more intriguing, however, was Chevrolet's approach to creating a family of automobiles based on the Corvair's platform. To be sure, there were coupe, sedan, convertible, and wagon editions of the Corvair, a strategy that could be found across town at Ford with its Falcon, but added to this were oddities like a passenger van and even a cab-forward pickup truck. The latter were sold under the Corvair 95 banner, with a Corvan panel van and Greenbrier pickup and passenger van (with seating up to nine passengers) fleshing out the lineup.

## Article of the Month, continued

Again, it was a clear case of GM taking cues from Volkswagen, which was scoring big with its small, yet useful rear-engine van (and significantly more rare pickup). Chevrolet would add a quirky Rampside version of the truck featuring a side ramp for cargo loading, as well as the Corphibian, a one-off amphibious pickup. On the commercial side, the versatile Corvair platform would also spin off tiny military tanks (the Corvair DynaTrac) and a training version of the eventual Lunar Rover for NASA.

After the disappearance of the Corvair, it would be several decades before General Motors would attempt to link seemingly disparate body styles under the same name (the Lumina van, sedan, and coupe in 1990), but by then the moment had passed and Chevrolet no longer had the market momentum to make the concept work as anything other than a novelty.

## What might have been

Looking back, when a car goes from selling nearly two million models in its first generation to a mere 160,000 spread out over a five-year flameout, it's easy to understand why a company like General Motors would have been gun-shy about advancing any ideas that had been associated with the Corvair project.

Still, it's a tragic realization that so many promising—and, as time would illustrate, important—technologies and initiatives were tainted internally by the Corvair's legacy, reaching the point where GM would sit on the sidelines of change as long as possible before reluctantly giving in to market forces.

With the Corvair platform, Chevrolet possessed an advanced, lightweight, reasonably efficient, and (after its suspension redesign) fun-to-drive compact car that would have perfectly positioned the company to deal with the upcoming energy crisis. Instead, the Corvair was replaced by the popular, but far more conservative engineering of the Camaro. And while the F-body has blossomed into a classic, its me-too product attitude never matched the in-era sales of the Ford Mustang it was trying to imitate. The Camaro was definitely not the answer by the

## Article of the Month, continued

time the mid-'70s rolled around (and neither was the decidedly low-tech Vega), as GM saw its market share erode while imports from Japan established an efficiency-based compact foothold that would kick the American market wide-open by the 1980s.

The Corvair family, had it stuck around, could have provided Chevrolet an efficiency-oriented sub-brand poised to dramatically improved the company's fortunes during a very difficult time for the auto industry. It's the closest thing Chevrolet ever had to legitimate in-house division of its own, with a built-in market and a strong development team backing it up. Can you imagine what the '80s could have been like had a high-tech Corvair descendent displaced the lamentable Chevette as a fuel miser?

Turbocharging represents another missed opportunity for GM to have cemented a leadership role on the tech front. When the Corvair Corsa left showrooms in 1965 it would be another decade before Americans had the chance to sample turbos once again—and it would come in the form of the Porsche 911, a far cry from the attainable Chevrolet. Although the computer controls required to take turbos into the mainstream were just a dream in the '60s, the Corvair cast a long shadow over forced induction development in small cars at General Motors, one taking decades to dispel.

Corporate cultures take a long time to change, and bad memories often reverberate more than good ones down the hallways at HQ. Is it a stretch to link the Corvair's failure to GM's decision in the 1990s to walk away from its EV-1 electric car program, the most disruptive, and advanced product the company had ever attempted to build? I don't think so—not when comparing how resistant to anything resembling the status quo Chevrolet, Pontiac, Oldsmobile, Buick, et al became once the final Corvair had slunk off the assembly line. Corvair-thinking became persona non grata at GM, and with no more appetite for public shaming, the will for engineers, product managers, and executives to step out of bounds disappeared almost completely.

## Article of the Month, continued

It's safe to say that things have changed for the better at post-'90s GM, and that the threat of another Corvair-level development freeze seem unlikely—otherwise, the Pontiac Aztek debacle would have killed the company's crossover craze right in its tracks. It's a good thing, too, because at the pace of the current market, turning your back on technology to avoid potential embarrassment is more likely to earn an epitaph, rather than a do-over.



1965 Chevrolet Corvair Corsa Barrett Jackson



1965 Chevrolet Corvair Corsa Barrett Jackson



1965 Chevrolet Corvair Corsa Barrett Jackson