



Corvair Chatter

Message From the President:

Hello Classic Corvairs of River City Members:

With Thanksgiving fast approaching, the weather turning, the time changing and days being shorter, I am getting my classics put away and ready for the winter. I also get to prepare the property by pruning, removing a couple of problematic trees, sucking up the fast-falling leaves, and getting the now dry pond ready to a water load. Fun, Fun. Also, had to replace a lawnmower, which is no easy task. Starting in January, gas mowers are outlawed in this wonderful state, and manufactures are no longer producing California compliant gas mowers.

The officers meeting was spent discussing the Christmas Party. Looks like the turnout may be less than hoped for, but a great time is anticipated by those who have reserved. If you have not RSVP'd yet, please do so soon. Yes, the cost has gone up, but what hasn't? At the previous price, burgers and fries would have been in the budget. The officers decided to maintain the traditional Christmas food and charge a portion of the increased cost. We will have both sides of the building, with plenty of room for dancing, visiting, and being able to walk around. Music will again be provided.

The officers meeting also had a spirited discussion on the pricing of parts off donated and purchased vehicles for members. Some conclusions have been reached, but more work needs to be done prior to a policy being announced.

Till next newsletter,

Drive Life Safely
Jim Brown



Meeting Location: Spaghetti Factory

- > **Wednesday, Nov. 15, 2023**
- > **6:00pm Social / 6:45pm Meeting**
- > **12401 Folsom Blvd.**
- Rancho Cordova, CA 95742**
- Phone# (916) 985-0822**

RSVP by 11/25: 2023 CCRC Christmas Party - December 3, 2023. Sun City 7600 Whistlestop Way, Roseville, CA 95747

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

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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-covairs.com

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

Instagram; [classiccovairs_rivercity](#)

(Maintained by: Dean James)

Latest CCRC News

Meeting Minutes: October 25, 2023

Meeting was called to order by President Jim Brown at 6:48pm. Welcome back Jim! 12 members were in attendance. Approval of the September meeting minutes was motioned and seconded for approval and approval vote was unanimous.

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. Wes acquired a late model Corsa turbo coupe and parts/engine from the estate of Ted Lechner, Jr.

Jim Brown announced the next Officer's Meeting which is November 8th at John Hafkenshiel's home at 7:00pm.

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

John Heiser presented the activities report:

The Fan Belt Toss was a great time as always and parts, swag, and new T-shirts were acquired.

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. The next NOR CAL Cycle & Car Swap will be December 10th at Motorcycle/Hot Rod/Vintage Goods West Wind Sacramento 6 Drive-In 9616 Oates Drive Sacramento 95827; 951-852-3800. See club's website for Calendar updates.

Christmas party planning was discussed, and a decorating and sundry budget was approved for the decorating committee.

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

Dean James reported that we currently have 68 members. No new members were added.

New business was discussed:

- The Club needs a volunteer to take the position of Secretary.
- Members need to start thinking about new leadership for 2024.
- Central Coast Corsa Convention in Santa Maria is requesting member help if you are able.
- Christy Barden, Historian, has resigned and we are looking for a volunteer to take the position.

Old business was discussed:

- Updating the club logo and offering club apparel. Jim Kindley's daughter Cassie will provide some new examples.

Meeting adjourned at 7:52pm

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

Upcoming Birthdays-

Dec 02 – Mike Johnson
Dec 07 – Danny Rohde
Dec 09 – Amy Stalker
Dec 18 – Denis Schoen
Dec 19 – Rich Eastburn
Dec 19 – Barbera Miller
Dec 27 – Adrienne Navarro
Dec 27 – Dave Oyler

New Members- No new members

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
180, 140, 110 engines, blocks and engine heads for sale	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.
102 hp / 110
hp / 140 hp
and turbos.
**Contact:
Wes Nicholas
at (916) 989-
8929.**

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.**

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.

NOR*CAL Cycle & Car Swap: Dec 10- Motorcycle/ Hot Rod/ Vintage Goods- West Wind Sacramento 6 Drive-In. 9616 Oates Dr., Sacramento, CA 95827/ 951-852-3800 @THECYCLESWAPTHECYCLESWAP.COM

11/25/2023: Toy Run: 10:00 AM. Nimbus Dam Aquatic Center parking lot.

Upcoming Events:

CCRC Christmas Party December 3, 2023:

7600 Whistlestop Way
Roseville, CA 95747

Sierra Pines in the
Sun City Roseville community



Join us Sunday December 3rd from 5-8pm
at Sierra Pines @ Sun City
- 7600 WHISTLESTOP WAY ROSEVILLE, CA 95747-
The party will start at 5pm followed by dinner,
an optional gift exchange (\$25 Max)
and live music from Todd Morgan @7pm

Todd Morgan & the Band

Get ready to dance to music
across rock n' roll and
pop/rock genres!

RSVP by 11/25

Bring this form and payment to the next CCRC meeting
-OR-

Mail this form and a check made out to CCRC to
4035 Canyon Drive, Fair Oaks, CA 95628

Members Name(s) _____

\$30 Per Member/ Family _____ \$40 Per Guest _____

Article of the Month

Why You Should Buy a 1960s Chevy Corvair Right Now

It's not a death trap, by the way.

By [Hannah Elliott](#) and [Chris Rovzar](#) September 23, 2016, 8:00 AM PDT

Ralph Nader published his auto-safety takedown *Unsafe at Any Speed* 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.

Devoted Following

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."

Article of the Month, continued

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-axel designs in their cars at the time, for instance; if you don't know what you're doing, a 1970s-era Porsche 911 Turbo can be extremely unsettling to drive.

"The focus on the Corvair was a way to expose the manufacturers in general about things the public had not been aware of," Libby said. "If it wasn't that car, it would have been another."

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."

Rear-Engine Wonders

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.

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 overinflated in order to compensate for dicey handling; and the polished metal dashboards would blind drivers when the sun hit them. Those idiosyncrasies have failed

Article of the Month, continued

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."

Affordable and Aplenty

I first became aware of the obsession while talking to Brandon Pendleton, a [DJ](#) friend who lives in Miami. The guy owns a café racer motorcycle, runs his own music production studio, and rides expensive fixie bicycles. He could afford to own plenty of vintage cars, but the Corvair seeped into his veins before anything else.

Pendleton paid \$6,500 for his 1961 900 Monza five years ago. He loved the pristine white exterior and scarlet interior, plus it had only 90,000 original miles when he bought it.

"I don't drive too fast—it's just a cruiser," Pendleton told me. But his care for the car pays off: So far, he's not had to deal with any big maintenance problems on it.

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. (I like this red, 102-horsepower [soft top](#) with chrome and a new stereo that will go on sale in Mississippi in October.) 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. I hope to own one myself someday."