

Central Pennsylvania *Corvair* Club

FEBRUARY 2017

The Four Wheel Independent



NEW!

**NEXT C.P.C.C.
MEETING**



Wednesday, February 8, 2017

Dinner 6 pm

Meeting begins at 7 pm

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If you have any questions regarding your dues, please contact Sandy, Club Treasurer.



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No Treasurer's Report Submitted This Month.



Newsletter Deadline

February 20, 2017

Corvair Facts and Myths

Taken from <http://clubs.hemmings.com/nvce/FactsMyths.html> (JW Hopkins 1999)

FACT: Corvairs were produced for 10 model years (1960 - 1969).

FACT: Corvairs were produced as coupes, sedans, convertibles, station wagons, vans (passenger and panel) and pickup trucks. The coupe and sedan body styles are divided into the "early model" (1960 - 1964) and the "late model" (1965 - 1969). Station wagons were only produced in 1961 and 1962. Vans were produced from 1961 - 1965 and pickups from 1961 - 1964.

	Production figures were:	
EM Coupes: 677,651	EM Sedans: 464,788	EM Convertibles: 96,540
Station Wagons: 32,120	Vans: 106,591	Pick ups: 20,630
LM Coupes: 253,492	LM Sedans: 82,109	LM Convertibles: 52,322
	Total Production: 1.79 million	

FACT: All Corvairs were powered by a 6 cylinder, air cooled engine mounted in the rear of the car. All shared the same basic design: a horizontally opposed "pancake" engine with individual, finned, cast iron cylinders that are sandwiched between an aluminum crankcase and an aluminum cylinder head. The engine displacement ranged from 140 cu. in. to 164 cu. in. Most engines used two carburetors, one on each bank of cylinders. From 1965 thru 1969, a high performance engine was offered with four carburetors (1 primary and 1 secondary on each bank). In 1962, a turbocharger option was introduced and remained in production through the 1966 model year.

FACT: The early model turbocharged cars were called Spyderys. With the introduction of the new body style in 1965, the Spyder name was dropped and the high performance model was named the Corsa. The standard Corsa engine was the 4 carbureted "140hp". The extra cost option for the Corsa was the turbocharged engine.

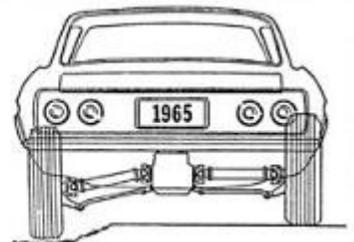
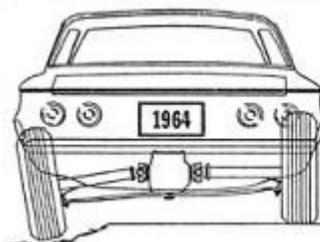
MYTH: Ralph Nader's book 'Unsafe at Any Speed' "killed" the Corvair. Nader's book was published late in 1965. Several months previously, Chevrolet had already ordered all further development work to cease (except that needed to meet federal safety and pollution requirements). In fact, some argue that Nader's accusations prolonged the production of the Corvair so that GM would not appear to be admitting guilt by abruptly ending production. Factors that led to the Corvair's demise included its high production costs, the introduction of the Ford Mustang in 1964, and the limited horsepower potential of the air cooled engine in the muscle car era.

MYTH: Corvair handling is inherently dangerous. This allegation pertains to the 1960 -1963 rear suspension design which consists of a single jointed swing axle. Under high cornering forces, the rear camber changes significantly and in extreme cases, the outside wheel can tuck under resulting in loss of control. Of course, all cars lose control in extreme conditions so the controversy was more how the Corvair got to that point compared to "conventional" cars. In 1972, the Department of Transportation, published the results of a comparison of the Corvair to other cars in its class including the Ford Falcon, Plymouth Valiant, Volkswagen, and Renault and concluded "...that the handling and stability of the 1960-1963 Corvair does not result in an abnormal potential for loss of control or rollover.....". Most of the bad press about the nasty handling characteristics of the early Corvair was highly exaggerated, although GM did eventually add a front anti sway bar and a transverse leaf spring to address the camber issue. In 1965, the rear suspension was totally redesigned with a fully articulated suspension that eliminated the severe camber changes. Ironically, the late model cars are considered some of the best handling cars made in their day.

MYTH: Corvairs throw fan belts. Despite the unconventional arrangement of the fan belt on the Corvair, the engine does not have a propensity to throw belts. As long as the fan, idler, and generator/alternator bearings are in good shape, the pulleys properly aligned, and the belt tension correct (not too tight!), the belt will last for years with no problems.

MYTH: Corvairs inevitably leak oil. The primary source of oil leaks on Corvairs is from the o-rings used on the pushrod tubes. The original equipment O-rings were entirely inadequate to deal with the heat of the air cooled engine. In a short time, they would become hard and lose their sealing capability. Viton O-rings completely eliminate this problem and are inexpensive and readily available. The many separate components of the air cooled engine do offer the potential for more oil leaks but a correctly sealed engine won't leak any more than any other car.

MYTH: Corvairs are hard to find parts for and difficult to work on. There are numerous vendors who specialize in Corvair parts. The cost of most parts is quite reasonable. Much of the car is standard GM construction. The engine, although different than any other American car, is simple and easy to access. The powertrain is easily removed by lowering it out from under the car. Since much of the engine is aluminum, it is important that the correct torques be used to avoid stripping fasteners.



A Corvair Reality Tale

Hope + Time Warp Continuum = Success?



(Submitted by Paul Miller)

The start was innocent enough. A perusal through a stack of old car magazines at yet another sordid vendor stall at a badly run car show. Yet, there in the middle of the stack was a keeper- Motor Trend July 1962 an Avanti on the cover & a **real road test** of a 1962 turbo charged Corvair **with** optional heater and **Spyder** package. A winner of a find of the first order. Only 100 Lincoln pennies! Sold!

But strangely, the draw to the old advertisements are stronger- nearly overpowering- easily overcoming the editorial content of the articles. First, a Lemans Imports ad for Corvair racing stripes- 6" wide 18' long a \$6.45 bargain. EMPI's full page ad shows a ram type manifold (\$149.50), a steering wheel (\$36.50) w/gear shift boot (\$1.95), brake handle grip (\$1.95) and a gear shift knob (\$1.95) all available in eight, yes, eight different colors. Digging further is a Judson Supercharger ad from Conshohocken, PA - no price but clearly enticing just the same. California Corvair has a set of headlight wire grill + 26 other items. Then the BIG find- the virtual mother company

of all car customizing accessories- JC Whitney where at least half a dozen parts are Corvair specific.

All interesting but not yet quite a story is it? No, yet the vibe of possibilities runs high. Why not send an order to these companies with a **real** money order to see what happens? Could this really work? It has only been 65 years. Ok. First, the racing stripes- a money order out the door at \$6.45, ditto a money order for \$42.35- steering wheel, gear shift boot, brake grip, shift knob in candy apple red to EMPI. Finally, a request to Judson Supercharger for "more" information. Three potential winners. The universe is put on time continuum notice- now the waiting...

Only two weeks later an arrival! Here in the PA Wilds when anything gets through the US Postal Service it is akin to a Wells Fargo wagon appearing in the 19th century West. Alas, it is only a... Wait, the sun glints off the radio volume knob of my original Delco AM/FM Corvair radio striking me in my right eye forcing this day dream to come to a close. Where have all those years gone?

February 10th

Paul & Yvonne Brown



happy anniversary

February 27th

Dave & Linda Steigauf



After Christmas Party
January 7, 2017



Submitted by
John Berkheimer, CPCC President

PRESIDENTS MESSAGE

As I write my first message of the new year, the weather is not real cold but very damp and rainy. Certainly not Corvair weather. I am starting to think about ideas for our spring, summer, and fall cruise schedule. Please bring all your ideas along to the WEDNESDAY, February 8th planning meeting. I have discussed with two members possible cruises, both may have to be overnight events. We had some really great tours in 2016 that will be hard to top. I know you will prove me wrong and a great schedule will be put together.

I would like to personally THANK everyone, from officers, directors and all

members who participated in all our 2016 meetings, tours, cruises, and planning. Anyone attending any one of the events knows how successful they were. Our After Christmas Party was well planned and everyone had a nice time. Good food, Corvair friends, and plenty of conversation was had by all. Thanks so much to Sandy and John Johnson for setting everything up. We must also thank John Johnson for securing Hoss's for our monthly meeting place.

We have a few Technical Guys everyone likes to hit up for advice to keep the Corvair working properly. Dave Steigauf

always has some short tech sessions at our monthly meetings. I know everyone is always after Dave to solve problems. I also see Ron Hash with his head under a hood always fielding a question of why it doesn't sound right. I know I'm always glad to give Lou Trimper a ride to meetings, I always have questions and have learned a lot just from listening. Sometimes I must ask the same question more than once for it to sink in. Asking questions and learning is one of the main reasons for the club.

Until next time...Happy Corvairing!

Corvair Ranch

The Ranch Provides...
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Let's go on a
ROAD TRIP

Do you have any ideas for our road trips this year?
 Bring your ideas to the Wednesday, (Feb. 8th) Club meeting.

Nostalgia

CPCC: FIVE YEARS OLD

The Central Pennsylvania Corvair Club, a Corsa Chapter is celebrating its fifth year as a member organization. It was originated in 1973 by the Leon Hooper family as a local chapter club. And has grown to over 70 members in the Central Pa. area.

Past President's have been Leon Hooper, Gary Bannon, Tom Fahey, Charlie Swartz; and current Larry Yoder.

We strive, like CORSA, to enlarge our membership and increase our information on the technical, historical, and preservation of the Corvair as the truly fine automobile it became to be!

Thanks to CORSA and all who have helped CPCC, and may we enjoy a better five more years to come. And five more years, and five more years.....

Joe Darinsig 1751 Chesley Road York, Pennsylvania 17403

CORSA Communique

January 1979

Submitted by Joe Darinsig



READERS' RIDES

Stinger

For most of us, the Yenko brand is synonymous with Camaros, Novas, and Chevelles, but what may not be common knowledge is the casual muscle car enthusiast is the fact that the first Yenkos were Corvairs. Don Yenko had the idea to convert 1966 Corvair Corsa coupes into his Stinger theme and make them eligible for D/Production Class road races. Chevrolet shipped him 100 all-white Corvairs with 140hp engines and four-speed transmissions. He then got approval from the SCCA to make them legal for racing. Very few of the 100 cars were street-driven and



some are still raced today. Don also offered Stinger kits that he would build for customers or they could do it themselves. Joe Darinsig's 1966 Corvair is not one of the original 100 all-white Stingers, but it is one of the 186 to receive the Stinger kit (PN YS 313). Pritz Auto Body (York, Pennsylvania) handled the remarkable restoration, and Joe showed the car at the 2014 York US30 Dragway and Musclecar show; GM Nationals in Carlisle, Pennsylvania; and Corvair Days show in Hershey. For now, Joe and the Stinger are grabbing show awards at just about every event he takes it to, and we can only hope the spunky Corvair gets in a little track time to show what these little cars can do.

Submitted by Joe Darinsig

New, improved Chevrolet Corvan...toughest,



Corvan on Powell St. Hill in busy San Francisco.

Checked out 40,000 miles in city, mountain, desert driving. A king-sized delivery run demonstrated the toughness of this quality-built Corvair 95 Corvan.

We just kept rolling along—and rolling and rolling! In a grueling performance test that criss-crossed the country from Detroit to San Francisco, a 1963 Corvan ran up 40,000 miles of trouble-free performance under all conditions—highways, desert heat, driving rain (with nearly 7,000 miles of stop-and-go running through the busy city streets of hilly San Francisco!). You'll like the extra durability of the new Corvan. There's added toughness from new features such as heavy-duty engine

valves, self-adjusting brakes and improved clutch and transmission controls.

You'll also like the Corvan's handy utility . . . big easy-to-get-at cargo space resulting from space-saving rear-engine design.

Big double doors on the right side open up to a load floor only 16" off the ground so that you can load a 4-foot crate with ease. There are wide-opening double doors at the rear and optional* double doors on the left side just as big as those on the

POPULAR MECHANICS

Motor Trend Award: Corvair by Chevrolet named "Car of the Year"!

No other car even came close. The editors of the world's largest general automotive magazine were unanimous in voting Corvair "the most significant car of 1960." Why? "For engineering advancement" . . . "four-wheel independent suspension totally unlike any other U.S.-built car" . . . a rear engine and transaxle "allowing a flatter floor and lower roofline." These are a few of the reasons given by the

experts in announcing the industry's most coveted award in Motor Trend's April issue. But, unless you've personally driven a Corvair, you can't appreciate the happy combination of compact car economy and agility with big-car ride and room it all adds up to! Drop down to your dealer's . . . take a trial drive and judge the "Car of the Year" for yourself!

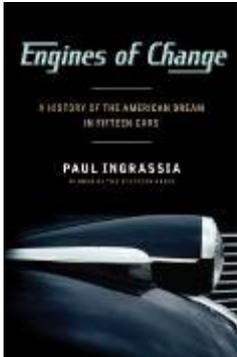


How the Corvair's rise and fall changed America forever

By [Paul Ingrassia](#)

May 9, 2012

This is an excerpt from [Engines of Change: A History of the American Dream in Fifteen Cars](#), published this month by Simon & Schuster. (Taken from the internet)



However it unfolds, this year's U.S. presidential election is unlikely to be as close as the one America experienced in 2000. That election was decided, after months of contention and suspense, by disputed ballots and a razor-thin result in Florida.

The historic events, however, were set in motion 40 years earlier by a badly flawed automobile, the Chevrolet Corvair. In the mid-1960s the Corvair made Ralph Nader famous. It also made lawyers ubiquitous, thereby making lawsuits one of the great growth industries of the late 20th Century. And decades after its demise, in the election of 2000, the Corvair's legacy improbably helped to put George W. Bush in the White House. The car's story is one of genius, hubris, irony and tragedy, not to mention unforeseen long-term effects on American life and thought.

The Corvair debuted as a 1960 model as one of the first American "compact cars." (The term was coined by American Motors Chairman George Romney, later Michigan's governor and father of current presidential candidate Mitt Romney.) The car was "the most profoundly revolutionary car ... ever offered by a major manufacturer," wrote Sports Car Illustrated when the Corvair was launched. It was the brainchild of a brilliant and uber-confident General Motors engineer, Edward N. Cole.



Cole grew up in a small Michigan town, where he learned to tune old automobiles fast enough to outrun any other cars in the county. He attended the General Motors Institute in Flint, Mich., alternating study with internships at GM. After graduation he helped GM's Cadillac division win a big Army tank contract by boosting the performance and reliability of the tank's engine.

After the war he developed an experimental rear-engine car aimed at heading off entrepreneur Preston Tucker. Dubbed the "Cadiback," Cole's creation could cut through the ice and snow of a Michigan winter while his neighbors – driving conventional

front-engine, rear-drive cars – skidded into ditches. But when Tucker's venture collapsed, Cadillac dropped the project.

In 1953, with Chevrolet's competitive position falling, Cole was named the division's chief engineer. He developed a new "small block" V-8 engine, introduced in 1955, that overpowered the competition, sending Chevy surging further ahead of Chrysler and Ford. A year later, at age 46, the hard-charging executive landed the top job at Chevy, becoming the youngest person ever to run the world's biggest automotive nameplate.

"Cole tears through GM's corridors like Patton went through southern Germany," wrote True: the Man's Magazine. "Stenotypists who must keep track of his off-the-cuff remarks at press conference often run paragraphs behind. He claims to fish for relaxation, but associates say very few fish have been quick enough to nab his hook." Indeed, Cole ordered the escalators in Chevy's engineering center speeded up by 30%. The engineers called them "Cole's turnpikes."

All throughout, however, Cole never lost his fascination with rear-engine, rear-wheel-drive cars like the Cadiback. That was the same design, on a smaller scale, of the Volkswagen Beetle, which by the mid-1950s was selling well enough to command Detroit's attention.

Putting the engine over a car's rear-drive wheels boosted traction in wet weather. It also eliminated the need for a heavy drive shaft to connect the engine in front with the wheels in back. Air-cooling saved added weight by eliminating the radiator, with its liquid coolant.

Cole started exploring the concept at Chevrolet, but secretly. He buried the development work in various budgets for fear that GM's conservative corporate brass would kill the car. Only in the spring of 1957, with the development work nearly done, did Cole inform GM's CEO, Harlow "Red" Curtice.

The boss gave Cole a two-hour grilling. Was there really a market for this car? Could GM procure enough aluminum to manufacture the lightweight engine? Yes to both, Cole answered. Another question was whether the new car would cannibalize GM's highly profitable bigger cars. "If we don't build this car, Red, someone else will," Cole replied.

In January 1958, with corporate approval in hand, Cole himself tore around a GM test track in a prototype Corvair with GM board members watching. "Two things were solidly apparent," reported True. "Chevrolet had one helluva new car in the Corvair, and one helluva leader in Ed Cole."

Development continued over the next 20 months in a cloak-and-dagger atmosphere. Both Ford and Chrysler, impressed with Romney's compact Ramblers, were developing their own

Rise and Fall Continued from Page 7

compact cars, although with conventional front-engine, rear-drive designs.

To dispel rumors of the Corvair's design, one Chevy executive, with a reporter sitting in his office, placed a fake call to Australia, to discuss supposed plans for a GM rear-engine car there. In October 1959 the Corvair was ready for launch as a 1960 model. It would be, in effect, a Beetle for Americans, offering the same traction and weight advantages of a rear-mounted engine but with room enough for six.

"Our cities have been straining at their seams. Traffic is jam-packed. People are living farther from their work, driving more miles on crowded streets." The words could be from a Toyota Prius advertisement in 2012. Instead they appeared in a two-page advertisement that Chevrolet ran in newspapers across America in late 1959. The ad touted a vehicle "unlike any car we or anybody else ever built – the revolutionary Corvair, with the engine in the rear, where it belongs in a compact car." The Corvair could get 29 miles a gallon, double the mileage of most cars of the day.

The Corvair landed Cole on the cover of Time. "To Chevrolet's folksy, brilliant General Manager, Edward N. Cole, 50, the new car marks the fulfillment of a 15-year dream," the magazine wrote. "Says Ed Cole jubilantly: 'If I felt any better about our Chevy Corvair, I think I'd blow up.'" It would be hard to top those words for irony, as events turned out.

From the beginning, concerns about the Corvair's stability were being aired. Critics contended the car's heavy rear weight "exerts a spin-out force similar to that on the end ice skater in a crack-the-whip line," wrote the Saturday Evening Post within a week of the Corvair's debut. The vivid imagery didn't take an engineering degree to understand.

The Corvair originally was intended to have a front-rear weight distribution of 40% to 60%. But the rear suspension came in heavier than planned, and some engine parts intended to be aluminum were made from cast iron. Thus the car's actual front-rear weight distribution was 38-62. The difference seemed small, but it wasn't.

Cole and Chevrolet, however, weren't letting critics get in their way. In April 1960 Cole sent a Corvair to climb the icy slopes of Pikes Peak without snow tires or chains. After that success, Chevy's marketers sent three Corvairs on a 6,000 mile run from Chicago to Panama that they dubbed "Operation Americas." The Corvairs "pounded out the miles over every conceivable kind of road. Rutted. Rocky. Dust-choked. Twisting. Rain-swept," crowed a Chevy sales brochure. No adjective was left behind. Another brochure called the Corvair "more sure-footed than a polo pony." In 1961, GM sold nearly 330,000 Corvairs.

But the car wasn't sure-footed, as some drivers tragically proved. On January 12, 1962, at around 1:30 a.m. in Los Angeles, television comedian Ernie Kovacs was driving his new Corvair station wagon home after a party. Kovacs was following his wife, singer Edie Adams, who was driving home in the

couple's Rolls-Royce. When Kovacs turned left onto Santa Monica Boulevard, the car spun out on the rain-slickened street and slammed sideways into a steel utility pole. His broken ribs ruptured his aorta, killing Kovacs at age forty-two. He became the most famous victim in a list of Corvair accidents that was quietly but steadily growing.

The injuries and fatalities were garnering the attention of a young, unknown Washington lawyer named Ralph Nader. Nader had grown up in Winsted, Conn., where his Lebanese immigrant parents owned a restaurant, the Highland Arms. He was given to reading the dry and windy Congressional Record while the other kids read the Hardy Boys. He showed no interest in high school social life, but his academic record was outstanding.

After graduating from Princeton, Phi Beta Kappa, in 1955, he went on to Harvard Law School. He was mostly a bored, indifferent student, but in his third and final year he wrote a paper titled "Negligent Automobile Design and the Law." The subject captivated him.

Following a short military stint and four years of law practice in Connecticut and Massachusetts, he moved to Washington in 1965 to work for the Labor Department. He lived an ascetic lifestyle, paying rent of just \$80 a month at a rooming house. He didn't even have a television, the medium that soon would make him famous.

On the side he wrote occasional articles about auto safety for The New Republic, and a letter from a disgruntled GM worker brought the Corvair to his attention. He started doing volunteer work for the Senate's Executive Reorganization Subcommittee, chaired by Abraham Ribicoff of Connecticut. Because auto safety fell under a slew of senatorial jurisdictions, Ribicoff's subcommittee took the lead on the issue.

In November 1965 his book *Unsafe at Any Speed* was published by a fledgling New York publishing house, Grossman Publishers. "For over half a century the automobile has brought death, injury, and the most inestimable sorrow and deprivation to millions of people," the preface began. This might have been news to the many farmers who had been liberated from rural peasantry by the Model T Ford in the early 20th Century. And only the first chapter was about the Corvair. But Nader penned a sweeping indictment of car companies and their neglect, as he saw it, for the safety of the motoring public.

Nader described the plight of Mrs. Rose Pierini of Santa Barbara, California, whose left arm was severed in September 1961 when her Corvair, traveling at only 35 miles an hour, overturned. Three years later, Nader recounted, "General Motors decided to pay Mrs. Pierini \$70,000 rather than continue a trial which ... threatened to expose ... one of the greatest acts of industrial irresponsibility in this century." His language could be impenetrable in places. He described how the Corvair's "rear wheel is mounted on a control arm which hinges and pivots on an axis at the inboard end of the arm near the center of the vehicle." But mostly Nader was clear and compelling. "The Corvair was a tragedy, not a blunder," he

Rise and Fall Continued from Page 8

wrote. And he explained how GM had belatedly improved the stability of the 1964 Corvettes by adding a stabilizer bar under the car's front end to improve the front-rear weight imbalance – an admission, in Nader's view, of the car's inherent design flaw. By time the book was published, GM faced 106 Corvair liability lawsuits around the country, and Nader's name had surfaced in several as an expert witness. GM's legal department wanted to know more about him. It hired a Washington law firm which, in turn, retained a New York detective agency run by a former FBI agent named Vincent Gillen.

"Our job is to ... determine 'what makes him tick,'" Gillen wrote in a memo to his operatives, "such as his real interest in safety, his supporters, if any, his politics, his marital status, his friends, his women, boys, etc., drinking, dope, jobs – in all facets of his life."

In January 1966, Nader noticed he was being trailed. One evening, at a drugstore near his rooming house, an attractive young woman asked him to come to her apartment to discuss "foreign affairs." He also started getting late-night phone calls.

Nader recounted these events to *The New Republic*, which wrote about them. *The New York Times* followed with an article on March 6, headlined: "Critic of Auto Industry's Safety Standards Says He Was Trailed and Harassed."

Ford's PR department issued a statement denying any involvement. GM President James Roche asked his PR staff to issue a similar statement. Then he learned, to his chagrin, that General Motors indeed was involved. So GM issued a statement acknowledging "a routine investigation by a reputable law firm to determine whether Ralph Nader was acting on behalf of litigants or their attorneys in Corvair design cases ... It did not include any of the alleged harassment or intimidation recently reported in the press."

Hell broke loose. The next day Roche received an "invitation" to testify before a public hearing of the Ribicoff subcommittee. It was an offer he couldn't refuse. The hearing on March 22 was held before whirring television cameras. When Detective Gillen insisted that the questions about Nader's personal life were simply "in fairness to Ralph," Senator Robert Kennedy, a member of the committee, snapped: "What the hell is fairness to Ralph? You have to keep proving he's not queer and he's not anti-Semitic?"

Roche denied any attempt by GM to discredit Nader, but told the subcommittee: "I want to apologize here and now." Nader wasn't there to hear the apology. The man who didn't own a car arrived at the hearing late because he had trouble hailing a cab. "I almost felt like going out and buying a Chevrolet," he cracked when he arrived.

The hearing caused a sensation. *Unsafe at Any Speed*, which had been languishing, surged onto the bestseller list. The 32-year-old lawyer went from nobody to celebrity overnight. He was invited to address the British parliament in London, and after that the Swedish parliament in Stockholm.

That November 1966 Nader sued General Motors for invasion of privacy, seeking \$26 million, according to GM, or \$12 million, according to Nader. The company and the crusader couldn't even agree on the amount.

That year also brought the National Traffic and Motor Vehicle Safety Act, with stringent new regulations on automobile design. The government's new regulatory zeal wasn't limited to cars. In 1967 Congress followed with laws slapping safety regulations on natural gas pipelines, medical X-rays and poultry processing. The press credited Nader with all of it.

Corvair sales plunged 50% in 1966 and another 75% in 1967, to just 27,000 cars. That same year Ed Cole, who had little use for Nader but was appalled by the company's spying, was named GM's president. Jim Roche got the company's only higher job: chairman and CEO.

On December 12, 1969, ten years after Ed Cole and his Corvair made the cover of *Time*, Nader made the cover himself. "To many Americans, Nader, at 35, has become something of a folk hero," *Time* wrote, "a symbol of constructive protest against the status quo."

Protest, constructive or otherwise, was becoming common in the late 1960s. A decade earlier Americans had trusted, by and large, government officials, clergy, educators, and corporate executives. But that was before Vietnam, urban riots, campus unrest, and before the Chevy Corvair. Mistrust of authority became the new ambient attitude.

Nader settled his suit against GM for \$425,000 in 1970, and used the money to fund his budding network of "Public Interest Research Groups" to fund investigations of companies, governments and other targets. The era of the NGO, powerful and well-funded nongovernmental organizations, was born.

Ironically, in June 1972 a government panel officially exonerated the Corvair. A furious Nader condemned the report as a whitewash. But though he had lost the legal battle, Nader had won the war in every conceivable sense.

Cole, by then, was fighting another battle, championing the use of catalytic converters and lead-free gasoline to reduce harmful exhaust emissions from cars. He successfully bucked opposition from oil companies, automakers (even within GM itself) and the Nixon administration. From the mid-1970s onward, catalytic converters were installed as standard equipment on cars.

But Cole would be remembered as the "father of the Corvair" instead of as the "father of clean air." In October 1974, after retiring from GM, he debated Nader on television's Phil Donahue show. When Nader derided factory work as inhuman, an irritated Cole snapped, "IT ISN'T INHUMAN." But afterwards Nader shook Cole's hand and said, "You got the lead out of gasoline. Now how about getting the lead out of GM?" In May 1977 Cole died in a crash while piloting his own small plane.

For decades, product-liability lawsuits had been a tangential presence in American law and business. To collect damages, a plaintiff had to prove that a manufacturing defect caused a product flaw that, in turn, caused harm. It was a narrow



Capitol City Cruisers

ANNUAL SPRING CAR, TRUCK & MOTORCYCLE SHOW

SATURDAY, APRIL 22nd, 2017

CROSSPOINT CHURCH
430 COLONIAL ROAD
HARRISBURG PA 17109

1st LIGHT PAST BOSCOV'S, TURN LEFT



9:00 am – 12:00 noon CAR REGISTRATION
12:00 noon – 12:30 PARTICIPANT JUDGING
1:00 pm AWARDS

\$12.00 PRE-REGISTRATION / \$15.00 DAY OF THE SHOW
Participants are asked to bring a food donation
Dash Plaques for FIRST 75 Vehicles
Participants Judging for TOP 25 Cars, Trucks & Motorcycles including
BEST of SHOW, PASTOR'S CHOICE, CLUB PRESIDENT'S CHOICE
(Capitol City Cruisers Members' Cars Will Not Be Judged for Awards)

50/50 RAFFLE and DOOR PRIZES
\$100.00 DRAWING FOR PRE-REGISTERED VEHICLES
COFFEE, DONUTS, HOT DOGS and HAMBURGERS
BE SURE TO "LIKE" US ON FACEBOOK!!!
NO ALCOHOL ***** **NO BICYCLES**

Contact: Rod Murray 717-579-5440 or Charlie Roberts 717-805-1650

Pre-registration Deadline is April 16th
Please return to: Capitol City Cruisers, P.O. Box 128752, Harrisburg PA 17112

NAME: _____ CLUB: _____

ADDRESS: _____
Street Town State Zip

Phone Number: _____ Email: _____
We will NOT share your address with ANYBODY!

Year: _____ Make: _____ Model: _____

HOW DID YOU HEAR ABOUT THIS SHOW? Mailing _____ Flyer _____ Cruise News _____ Friend _____ Online Site _____
Cap City Club Member _____ Facebook _____ Paxton Herald _____ Other _____

Please make checks payable to: Capitol City Cruisers Total Enclosed _____

Capitol City Cruisers & CrossPoint Church will not be responsible for any known or unknown Damages, Injuries, Losses, Judgments and/or Claims from any cause to persons or property while attending the Car Show.

SIGNATURE _____




Capitol City Cruisers

1st SATURDAY

at the 

Roadhouse

Capitol City Cruisers

are HOSTING a MONTHLY CRUISE in 2017

APRIL thru October 4 to 7 pm

1031 Eisenhower Blvd
Harrisburg, PA 17111

Café is open!

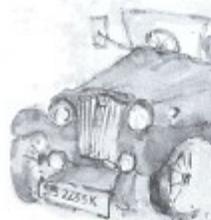
Music by Harry Loranzo 

APRIL 1st MAY 6th JUNE 3rd JULY 1st
AUGUST 5th SEPT. 2nd & OCTOBER 7th

DOOR PRIZES FREE REGISTRATION

Call Charlie Roberts at 805-1650 or Rod Murray at 579-5440

"Like" us on Facebook!



Rise and Fall Continued from Page 9

definition of what was defective. The Corvair changed that.

In the mid-1960s, courts started accepting proof of inherent design defects, like the Corvair's heavy rear end, as reason enough for plaintiffs to prevail. With damages easier to collect, liability lawsuits soared. America witnessed a "collision of two sets of cultures," Marshall Shapo, a Northwestern University law professor, would write. "What may be called a justice culture and a market culture." The pendulum has swung back a bit in recent years, but not to where it was before the Chevy Corvair.

The car remains popular today among enthusiast collectors, many of whom are members of CORSA, the Corvair Society of America. Some members display their view of Ralph Nader on the license plates of their lovingly restored cars, plates that say "RALPH WHO." Or "F RALPH." Or simply but cleverly, "NADIR."

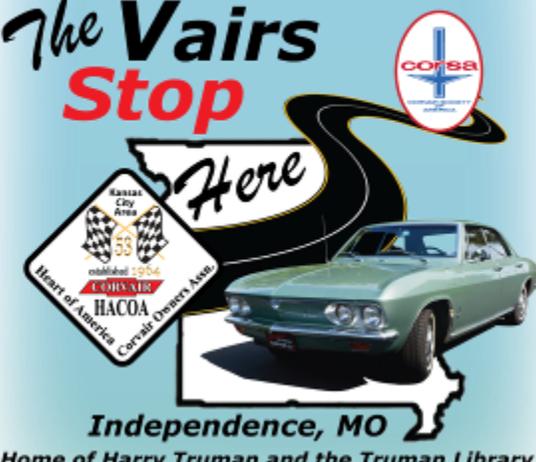
These people likely didn't vote for Ralph Nader when he ran for president, at age sixty-six, in the year 2000. He got 95,000 votes in the state of Florida, which George W. Bush won by about 1,800 votes, a tissue-thin victory upheld by the U.S. Supreme Court.

Had Nader not been on the ballot, Gore surely would have gotten most of his votes. And had it not been for the Corvair, Nader wouldn't have been on the ballot. Thirty years after its demise, Ed Cole's flawed car was still shaping American life. It can safely be said, at any speed, that the Chevy Corvair's legacy helped make George W. Bush president of the United States. *The End*---



**Corvair Society of America
International Convention**
June 27-July 1, 2017

**The Vairs
Stop
Here**



Independence, MO
Home of Harry Truman and the Truman Library

June 27th (12 PM) - July 1st (4 PM)

**Location: 19677 E Jackson Drive
Independence, MO 64057**

Contact Email Address for questions, comments is
2017localconventionchair@gmail.com.

The Heart of America Corvair Owners Association welcomes the members of CORSA to Independence, MO (a suburb of Kansas City) for its 46th annual convention. The goal of HACOA is to make your trip to the convention easy and fun, your stay a joy, your return safe, and your head full of fond memories of the 2017 CORSA International Convention.

[Host Hotel: Hilton Garden Inn, Independence, MO
Tentative Schedule](#)

- Registration Form: **Available in March 2017**
- Preparing your Corvair for the trip
- First Timers
- Welcoming Party
- Valve Cover Race
- Tours and Area Attractions
- Concours d'Elegance
- Tech Sessions
- Meetings
- Economy Run
- Rally
- Thursday night Special
- Autocross
- Banquet and Awards Ceremony
- People's Choice Car Display
- Convention Survey

Nestled just off I-70 and Blue River Parkway interchange is the Independence Hilton Garden Inn. The Hilton was remodeled and refurbished in 2016 and is connected to the Hartman Heritage Convention Center and the Hereford House Restaurant.



- Room Rate: \$110 per night, choice of King or 2 Double beds.
- Breakfast Buffet with cooked to order omelets \$6.00 at the on-site Great American Grill®.
- The area offers many restaurants, shops and entertainment venues.
- Reservations:
 - ⇒ By Phone call: 1-816-350-3000 or Toll Free 1-888-782-9444.
 - ⇒ Online: [Hilton Garden Inn](#) Group Code CCA for \$110 rate, or go to corvair.org/2017hotelreg.html.



The secondary hotel is the nearby Independence Drury Inn and Suites, located 1.25 miles away. This is the best choice for CORSA members with

pets. The hotel was built in 2011 and is a very popular hotel.

- Room rate: \$120.00 per night, choice of King or 2 Queen beds.
- Two-room suites available for \$140.00 a night.
- Free full breakfast buffet, a happy hour and evening snack bar are included.
- Reservations:
 - ⇒ By phone 1-800-325-0720 mention group number 2276033
 - ⇒ Online: [Drury Inn](#) enter group number 2276033

For those who enjoy walking or running the Little Blue Trace Trail runs next to the Hilton Garden Inn; the trail runs several miles north and south following the Little Blue River and is maintained by Jackson County Parks and Recreation.

Go to corvair.org/2017convention

Central Pennsylvania Corvair Club

The Central Pennsylvania Corvair Club (C.P.C.C.) is a non-profit organization dedicated to the preservation of the Corvair and Corvair powered vehicles. We provide knowledge about the Corvair to our members and other car enthusiasts, as well as hold monthly meetings, events, and social gatherings for the enjoyment of our members.

C.P.C.C. is Chapter #170 of the Corvair Society of America (CORSA). Dues for C.P.C.C. are \$16.00 per year or two years for \$30.00, which must be sent in the form of a check or money order payable to "C.P.C.C." and mailed to C.P.C.C. Treasurer, Sandra Holmes, 1511 Hicks Drive, Dauphin, PA 17018. It is suggested that C.P.C.C. members also become members of CORSA, the national organization. CORSA dues are \$45.00 per year. Dues may be sent to CORSA, P.O. Box 607, Lemont, IL 60439-0607 or online at <http://members.corvair.org>.

Newsletter submissions should be sent to the Newsletter Editor, Carol Trimper at lcl@pa.net. Mailing address is 30 Wheaton Drive, Littlestown, PA 17340.

All other club inquiries should be directed to the C.P.C.C. Secretary, Earl Holmes, 1511 Hicks Drive, Dauphin, PA 17018.



Visit us on our website: centralpacorvairclub.org



The Four Wheel Independent
30 Wheaton Drive
Littlestown, PA 17340