

Corvair Chatter



Meetings (4th Thursdays)

Next meeting:

- Thursday, November 20, 2025
- 5:30pm Social / 6:45pm Meeting
- Brookfields Restaurant
4343 Madison Ave.,
Sacramento, CA (at Highway 80)

Membership Dues 2025:

Membership Dues of \$20 are due annually in January.

Venmo:



Cash/Checks: Send to Dean James
Make checks payable to CCRC

Please contact CCRC Treasurer Jim Kindley for additional questions.

Features

1. Message From the President
- 2-3. Latest CCRC News – Mtg Minutes
4. Information
5. Events & Activities
6. Article

Board Members

President	John Heiser
Vice President	Chris Medeiros
Secretary	Laurie Daniels
Membership / Web	Dean James
Treasurer	Jim Kindley
Sales & Acquisition	Wes Nicholas
Newsletter Editor ...	Laurie Daniels
Historian/Photos	Michael Nyberg

Finding Us

www.northern-california-corvairs.com

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

Instagram; [classiccovairs_rivercity](#)

(Maintained by: Dean James)



WEBSITE QR CODE

Message From The CCRC President

Hello Classic Corvairs of River City Members: Happy pre-Thanksgiving!

Hope all are doing well and enjoying working on current Corvair projects or for some, it's a combination of work, chores, projects, spending time with friends, family and relaxing. Notice I didn't want to mention raking leaves, but, its that time of year. A few club members have been working on engine related issues or rebuilding them as well as upgrading different components and parts. Glad to hear that these activities are going on to help keep these cars on the road to be enjoyed and club members helping out. Such a very cool car club to be a part of.

As you read through this months newsletter, the Club Board members will be metting in January to go over club activities, events, tours for the year. If you have a suggestion or two, please bring it up at the November club meeting.

A reminder, the monthly club meeting is a week before Thanksgiving. Hope to see you all on November 20th.

For those that have not RSVP'd for the Christmas Party, please do so. We are in the process of printing up tickets to be handed out at the Christmas party indicating which dinner you have selected.

The 2025 CCRC Christmas Party will be at Vince's Ristorante

Date: December 7, 2025

Address: 840 Harbor Blvd., West Sacramento.

RSVP's need to be made no later than the November meeting unless you have made arrangements with our treasurer Jim Kindley. Seating is limited.

Cheers and see you at the November meeting.

John Heiser, President



Latest CCRC News

Meeting Minutes: October 23, 2025

Meeting was called to order at 6:45 pm by President, John Heiser.

Attendance: 25 members

Minutes of meeting on September 25, 2025, as presented in the newsletter, were unanimously approved.

President's report by President John Heiser:

- CCRC Picnic – Saturday, October 11 at Fair Oaks Library was well-attended.
- California Automobile Museum yearly membership dues of \$150 have been paid.
- Club shirts and hats available for purchase at cost before and after the meeting from Kari and Danita.

Treasurer's report by Jim Kindley for October, 2025.

Sales and acquisitions report by Wes Nicholas:

Membership report by Dean James: 61 members paid to date for 2025, but almost 100 on our roster including spouses and plus ones.

Vice-President's report by Chris Medeiros:

- A big thanks to everyone who participated in the club BBQ on October 11, 2025
- A reminder that we have passes for free entrance to the California Automobile Museum.

Activities report by Chris Medeiros: Upcoming cruises/events are as follows:

New Events: November – no cruise planned. Roy suggested attending November 2 car show at Delta Shores "Cars 'n Coffee" at shopping center on Florin Rd.

December – no cruise planned. Teresa Kindley suggested a cruise with a charitable component, such as a cruise to memory care facilities in the area and leave basket of goodies; other suggestion for next year is to plan a cruise through the Fabulous Forties neighborhood.

Christmas Party to be held on December 7, 2025 at Vince's Restaurant in West Sacramento. 5 pm social hour, 6 pm dinner. White elephant exchange under \$20. There will be 5 meal choices, hors d'oeuvres, Christmas cake.

Discussion for multi-day cruise in the spring – 100 to 200 miles total, destination with activities, stay in hotel – Murphys, Truckee, Petaluma, Pacifica – next Board meeting will map out events for next year.

Latest CCRC News (cont.)

Ongoing events:

- Sacramento Hollywood Park Auto Club-Classis Cars meets every 3rd Sunday, 10:00 am at Leonardo Da Vinci School, 4701 Joaquin Wy, Sacramento.
- Carmichael Bel Air Sunday Cars N Coffee, meets every Sunday, 7:00 am to 10:00 am at 4005 Manzanita Ave., at the intersection of Fair Oaks Blvd. and Manzanita Ave., and near the corner of Cypress
- Folsom Cars and Coffee meets Saturdays from 7:00 am to 9:30 am, at the El Dorado Town Center, 2101 Vine St, El Dorado Hills, CA
- Red Bus Brewery hosts an air-cooled drive-in gathering on the 2nd Thursday of each month at 6:00 pm on Reading St. in Folsom, providing specials on beverages and pizza

Old Business:

- The Board will review suggested board member definitions/duties at next business meeting.

New Business:

- November meeting will be November 20 (a week earlier than our usual day).
- Christmas Party on December 7, 2025 beginning at 5 pm at Vince's Restaurant in West Sacramento. CCRC to presell tickets, with firm deadline to RSVP and pre-select menu items. Price to be \$10/member and family members, up to 4 people; additional guests \$30/person.

Tech Presentation:

- 1) by Larry regarding YouTube video by David Vizard showing "Upgraded Bore Finishes Applied at Home" – break-in before assembly to reduce friction/heat, increase horsepower, and extend the life of the engine.
- 2) By Chris regarding template for side plates on oil cooler
- 3) By Wes regarding Quinn torque wrench calibrator available at Harbor Freight, can also use on breaker bar.

Howard and Bonnie gave away goodie bags with hemostats and tweezers.

Meeting adjourned at 7:30 pm.

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

CCRC CLUB MEMBER ASSISTANCE:

In order to get more cars on the road, the club leadership is offering assistance to members who 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 the Corvair Club at ClassicCorvairs@gmail.com** and give 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 - Members can write articles and send photos and articles they wish to have included in the newsletter. Email to Laurie Daniels at lauriedanielsca@att.net

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

Club T-Shirts & Hats - Members attending 2 meetings receive 2 shirts for free. T-shirts and hats are also for sale \$21/shirt (\$23/shirt tall sizes) (Henley shirts are \$29). Hats are \$16.

CLASSIFIED – Corvair Parts for Sale



-or- Click Here: [CCRC - Classified \(northern-california-corvairs.com\)](http://CCRC - Classified (northern-california-corvairs.com))

Welcome New Members

Birthdays (Current & Upcoming)

November Birthdays:

Danita Emery-Cotner Michael Murphy
Gary Murphy Erin Sicard
Nhuy Shields Shaun Shields

December Birthdays:

Rich Eastburn Ron Mainer Chris Medeiros
Denis Shoen Curt Thue Mike Johnson
Barbera Miller. Amy Stalker. Julie Von Kahle

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Events & Activities

Full Calendar of Events available on <http://northern-california-corvairs.com>

Current & Upcoming Events:

Christmas Party December 7, 2025 beginning at 5 pm @ Vince's Restaurant, West Sacramento

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.

California Auto Museum: See Jim Kindley-**FREE** tickets for members (1st come/1st serve-until gone).

MEETING LOCATION:

BROOKFIELDS RESTAURANT
4343 MADISON AVE.,
SACRAMENTO, CA 95842
(Madison Ave. & Highway 80)

5:30 pm Social/6:45 pm Meeting

Chevrolet Corvair: Economy, excitement, extinction

Mostly unearned reputation stole the Chevrolet Corvair's promise

Mike Bumbeck



A Sidewinder rocket engine is one way to test stability

In 1960 America, “compact car” meant a full-size car shrunken to fit on a 100-inch (or so) wheelbase. The 1960 Ford Falcon and slightly more revolutionary 1960 Plymouth Valiant, for example, both tucked the engine up front with a solid rear axle driving the rear wheels—just like their full-size Fairlane and Dodge Dart big brothers (yes, the Dart was a full-size car in 1960).

The Chevrolet Corvair was something else entirely. Hitting the road in 1959 as a 1960 model, the Corvair represented a sharp departure from domestic-automaker convention: An 80-hp, air-cooled aluminum flat-six engine ran behind a transaxle, way in the back, and the car featured unit-body construction and swing-axle rear suspension.

The Corvair was the future, or at least it looked a lot like the future.

As “compact” was synonymous with “thrift” in 1960, Chevrolet did a lot with a little. Cost for a two-door Corvair was about \$2,000 in '60 (which adds up to a little over \$16,000, adjusted for 2015 dollars), putting the Corvair then, as now, into economy-car territory.

Chevrolet opted for a rear-engine, rear-wheel-drive design to, in part, remove the intrusion created by the transmission tunnel in a conventional front-engine/rear-drive car (something the industry’s adoption of the front-engine, front-wheel-drive configuration would also solve), and Corvair’s versatile architecture was soon spun into a coupe, sedan, wagon and even van.



'64 Monza Spyder

Sure, cost factors—along with the gnashing of accounting and engineering—resulted in a car that could have been better, but the Corvair drove into the world as it was. And at the time, it seemed to have a long, successful road ahead of it; production numbers topped 250,000 in '60.

Except for one little thing: The Corvair, like any rear-engine car, could, in fact, oversteer enough to get a driver not familiar with rear-engine driving dynamics in some rear-first trouble. Combine unexpected oversteer with a swing-axle independent rear suspension, and things could get ... surprising.

A factory recommendation of 15 psi front, 26 psi rear tire pressure was issued, but tire pressure warnings, as they so often do, went unheeded. An unfortunate lack of a standard front sway bar—economy-car cost-cutting, naturally—didn’t help matters. And accidents happened.

Yet the public didn’t seem to mind—at first. Production neared 340,000 in 1961 and 1962, and remained relatively strong beyond that as Chevrolet continued to refine the Corvair and shuffle the model range.

The Corvair was not conceived as a particularly sporty car; four-door Corvairs were the first off the line in 1960, followed by the two-door club coupe. The majority of 1960 cars were equipped with the optional two-speed Powerglide automatic transmission. But the introduction of the Falcon/Valiant-analogous Chevy II economy car in 1962 gave the Corvair room to move toward performance—a direction it was already drifting toward with the successful debut of the Corvair Monza concept at the 1960 Chicago Auto Show. And so what was launched as a versatile and economic platform for a new kind of economy car began to embody something different.



1962 Corvair 700 Series Station Wagon

This almost unintentional sportiness resulted in a more sorted Corvair suspension. A regular production option package with antiroll bar, stiffer springs and swing-axle travel limiters arrived in 1962. This became standard in 1964, along with a transverse rear-suspension camber compensator. Perhaps tellingly, a handling-improving camber compensator had been available via the aftermarket from 1960; aftermarket parts-giant EMPI likely foresaw the demand for this kit after manufacturing a similar setup for its sport-oriented customer base of Volkswagen drivers.

The sad end for the Corvair station wagon came in 1963, while the sport-packaged Corvairs continued to rise. But model-year improvements were more or less evolutionary until a major redesign for the 1965 model year—which came not long before the Nov. 30, 1965 release of a book, “Unsafe at Any Speed,” that notoriously called out the car by name. The first chapter of self-styled consumer advocate Ralph Nader’s text, titled “The Sporty Corvair—The One-Car Accident,” stated, in part, that the car was a public tragedy resulting from the supposedly secret world of automotive engineering.

But was the unsafe, widowmaker reputation of the Corvair wholly deserved? No—or at least, not entirely.

For one, any early ‘60s American compact car shared economy-class road dynamics with the early Corvair. Nothing from the Big Three in 1960 that was both compact and economical was built to travel nimbly at any great velocity; in 1972, a National Highway Traffic Safety Administration study found that the Chevrolet was on par with its economy contemporaries in the handling department.