



Corvair Chatter

Quick Facts

NEXT MEETING

January 24, 2018 at 6pm – 8pm

Denny's Restaurant
8841 Greenback Lane
Orangevale, CA 95662
916-987-6119
(Corner of Greenback & Hazel)

Features

1. Message From the President
2. Latest CCRC News
3. Meeting Minutes
4. Upcoming Events
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6. CCRC Stories

Firing Order

President	Bruce Leonard
Vice President	Carl Funk
Activities	Chris Medeiros
Secretary	Open
Membership	Harry Spence
Treasurer	Wes Nicholas
Editor	Jean Colegrove
Historian	Christy Barden

Finding Us

Website:
www.northern-california-covairs.com
Facebook; [Classic Corvairs of River City](#)

Message From the Club President

Happy New Year to all members of Classic Corvairs of River City. I want to take a moment to thank a few members who helped with the holiday dinner in December; Carl Funk & Edie, Paul & Linda Bender.

I'm looking forward to another fine year of activities starting off with Autorama on February 16 – 18, 2018 at CalExpo. CCRC has committed 12 CCRC members to attend this event in February and this year's theme is; Pirates. So for those who signed up, find your eyepatches, long hair wigs and practice your ARRRR's. I've asked Paul Bender to lead the CCRC pirates to victory over the Metro Club and bring home the \$200 booty prize.

We have one new board member as of December and 3 members who are being extended for this year. Carl Funk will remain our VP, Jean Colegrove will remain our Newsletter Editor and Chris Medeiros will remain as our Activities Director. Harry Spence will be our new Membership Director and there is one remaining spot for our Secretary. I want to thank Howard Joseph for his efforts as our outgoing Membership Director.

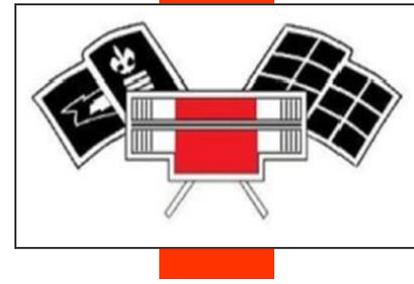
As we draw closer to April and the Corvair Spring Fling, I would like to propose to the club members the following changes for this year; Spring Fling will be a 1 day event, the Show will have 2-3 CORSA Chapters who will donate theme raffle baskets and be co-hosts, and dinner will be at a local restaurant near the show's location. I will discuss this further at our January 24th meeting. So please make it a point to attend this very important meeting.

Finally, as with any car show, it takes volunteers, donations, equipment and good weather to make the show an eventful outing. I hope that co-hosting with other local Corvair Chapters, this joint effort will be a big success for the CCRC members, the general public and our fellow Corvair clubs.

If you have any other ideas, suggestions or inquiries, please feel to contact me at; 916-600-4215 or email me at; my95vette@yahoo.com



Latest CCRC News



Car Shows for 2018

2018

- Jan.** None
- Feb.16- 18** Sacramento Autorama 2018, CalExpo Fairgrounds
- March** Los Robles High School Car Show
- April 21** 2018 Corvair Spring Fling (Location & Date – TBD)

2017 CCRC Holiday Dinner



Just a few of the members who attended the dinner at Claim Jumper in Roseville, CA

Meeting Minutes

By Bruce Leonard – Acting Secretary



The December meeting of Classic Corvairs of River City was called to order by Bruce Leonard, President, at 7:00pm.

Bruce Leonard welcomed everyone who attended the holiday dinner and brief club meeting.

Nominations for Carl Funk to remain VP, Jean Colegrove to remain Newsletter Editor and Chris Medeiros as Activities Director were passed unanimously. Nomination for Membership Director went to Harry Spence and was passed by the membership.

Bruce told the attending members that the club has 12 members signed up for Autorama on February 16 – 18, 2018 and mentioned the \$200 prize for the best pirate themed club.

Wes Nicholas and Carl Funk are continuing to work with The Fountains, in Roseville, event management for our 2018 Corvair Spring Fling. Wes and Carl are still running into some difficulties with the event manager but will keep pursuing with the leasing company.

And Ron was in attendance again!

The meeting was closed at 7:30pm.

The 2018 Spring Fling Committee needs volunteers. P-L-E-A-S-E remember, this is the club's only annual event and any help you can provide will be greatly appreciated.

Upcoming Events

February Birthdays

Kathy Hooker February 2
Greg Moeller February 5
Leo Scopesi February 5
Mary Lechner February 11
Harry Spence February 13



Corvair Resources (Online)

Q&A - www.corvaircenter.com
www.corvairforum.com
Parts - www.corvair.com (Clark's)
www.californiacorvairparts.com
www.corvairunderground.com
www.rockauto.com
Sale - www.jaxed.com
www.corvairtrader.com (Parts & Sales)
Fun - www.youtube.com/user/davemotohead1
Events – www.corvairmeetup.com (CAR SHOWS ANNOUNCMENTS FOR 2018)

Your Comments

CORVAIR CHATTER Newsletter - Let us know if there is something that you'd like to see in our monthly newsletter. Email your thoughts to Jean, jeancolegrove@comcast.net

CORVAIR CHATTER Newsletter - I don't go to club meetings because _____.
Email your completed sentence to Jean, jeancolegrove@comcast.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 Bruce Leonard at, my95vette@yahoo.com

Classified Section



Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.



Check us out at www.corvair.com or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com email: clarks@corvair.com



Rich Santana has a car for sale. No particulars.
Call Ron at; 530-748-5440

Help Needed - Mike Hess is looking for help to reassemble his '62 station wagon. He just got it back from the paint shop and he thought it would be a good way for the club members to come together and learn how his unique vehicle is assembled.

Mike will also provide pizza and refreshments for those who help. Contact Mike at; 916-802-2904.

If you have any spare parts that you no longer need, want or care about, please let me know so I can post them in our Classified Section. The club has parts from Ritt Rittenhouse's estate plus donation parts from an other Source who restored a Rampside and '62 coupe. These items are for sale to CCRC members and other CORSA Chapter members. Please contact Wes Nicholas, Leo Scopesi or Bruce Leonard for details.

1962 Corvair Monza 900 with factory air. Car has been sitting outside for 25 years and started until last year. This is a project car and needs full restoration. Pictures are available, just contact Bruce Leonard or call Glenda and/or Ron at; 916-849-4446.

If you're looking for a Corvair, check out [Corvair Trader.com](http://CorvairTrader.com) or join and get free notices in your email Inbox. You can also sell items on the site as well.

Corvair Owner's Stories

Converting From Points to Ford TFI Ignition By Larry Forman



I wanted to upgrade from points ignition to electronically controlled points ignition for a very inexpensive and reliable upgrade. I was initially thinking of just adding some electronics to reduce the point's current and make the points last a lot longer by not burning them out. My thoughts were that points are inherently very reliable, but with some maintenance to reduce rubbing block wear once the current through them is reduced. After looking on the internet I settled on the 1980s to 1990s Ford TFI-IV (Thick Film Ignition-4) modules that Ford used for all their gasoline cars and trucks. Since the Ford TFI modules were used on millions of Ford vehicles they are available at wrecking yards reasonably priced. I was able to add this system to my 1965 Corvair for about \$45 including the module, heat sink, connector pigtail, fuse holder, switch and wiring. I am sure it can be done for less cost.

I like the Ford module since it is unique in that it can be driven from the stock points and works when the points open, which meant there would be no change in timing for the new ignition module. The Ford ignition modules also increase the ignition coil dwell as rpms increase so there would be a performance improvement. Also, it will work for nearly any ignition coil without any changes.

I found that only three electrical changes need to be made for the Ford TFI: switch out the ignition condenser, switch a short across the ignition coil ballast resistor, and switch the TFI module to breaker points. That meant I would only need to add a switch and fuse for the conversion so that I could easily and quickly switch from points to TFI and no changes to the ignition timing would be needed. There was no need for switching off power to the TFI module since it only draws about 12 mA when not in use and it would only be powered when the ignition is on. I would only switch to and from TFI when the engine is not running to protect the TFI module.

The Ford TFI system had two different colored modules: black and grey. We want the grey module only as that is the one that does not need a computer to work. Also the modules had two electronic configurations: internal to the distributor and remotely mounted away from heat sources. We want the grey module to be mounted on the stock Ford heat sink as that is a very small mount and was designed for the Ford module, however either grey module (with or without three extra pins) can be used with minor modification.

When looking in wrecking yards for these modules and heat sinks, look carefully at the distributor. Many will have the TFI module already removed, but look closely to see if the distributor does not have any mounting holes for the TFI module on the side of the distributor, as the "closed bowl" distributor uses the remotely mounted modules and that is where you will find the heat sink. You could remove the grey colored modules from the distributor as they work fine once the side pins are removed. You can also remove the connector pigtail for use from the distributor mounted modules. I found the first two remote TFI modules on the heat sink were both black and I no use for those, so I swapped them out before checking out. Be sure to take the special 5/32" Ford ignition module deep socket so you can remove the modules from either the heat sink or distributor. The Ford tool has very thin walls and works where a regular 5/32" deep socket will not work.

Covair Owner's Group Stories



It is best if you can find a Ford grey colored TFI remote module complete with the heat sink and the electrical connector with sufficiently long pigtail leads. The remote modules would have been better protected from engine heat and thus might be more reliable used. The distributor mounted modules have three extra pins on the top side away from the main 6 pin connector for hall-effect connections. Since we will be using the main 6 pins only, the side mounted pins can be cut off with a Dremel cutting wheel and that module will fit on the heat sink for our application. Remember to use white heat sink compound (thermal grease) when mounting or replacing the TFI modules on the heat sink. AutoZone carries it for only \$2.45 for two small packages enough for at least two modules.

For our application we only need to remove the distributor condenser from our car and mount it next to the 3PDT (3 pole double throw) switch. I tapped a 6-32 hole in the heat sink to mount the relocated condenser using the stock condenser mounting screw. The switch and associated wiring and an in-line fuse are the only additions needed plus the Ford TFI module, the pigtail module connector, and heat sink.

I found black remote mounted modules (not for our application) and grey distributor mounted modules, so I just swapped out the black modules for grey after cutting the side mounted three pins with a Dremel cutting wheel to keep them from shorting to the aluminum heat sink fins.

When searching wrecking yards, here are two lists to help you find some donor vehicles:
Grey Remote "Push Start": Standard Ignition part number LX-226 for cross reference

Ford Taurus 88-90
Ford TBird 88-90
Ford Bronco 90-96
Ford E-series 88-96
Ford F-series 88-97
Lincoln Cont 88-90
Mercury Cougar 88-90
Mercury Sable 88-90

Black Remote Mount-Standard Motor Products LX-241 for cross reference

Ford Mustang 94-95
Ford Probe 93-97
Ford Taurus 90-95
Ford Tbird 91-97
Ford Aerostar 91-97
Ford Bronco 92
Ford E-Series 92-96
Ford F series 92-96
Ford Ranger 91-95
Lincoln Cont 91-94
Mazda MX-6 94
Mazda Pickup 94
Mercury Cougar 91-93
Mercury Sable 91-95

Corvair Owner's Group Stories

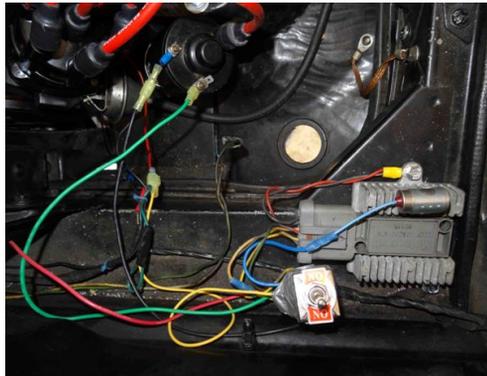


When looking for the grey colored modules, note that they are available new on eBay and elsewhere for around \$10-\$12, MUCH less than new or at many wrecking yards used. It might be less expensive just looking for the heat sink and pigtail connector at a wrecking yard and getting the grey modules on line for less. The distributor module mounting screws are significantly longer than the remote heat sink mounting screws, but they can be shortened so they will work.

I recommend using a new set of points with a fiber rubbing block lubricator to help reduce rubbing block wear. Once the new points are installed with the Ford TFI module there should only be periodic maintenance for re-lubing rubbing block.

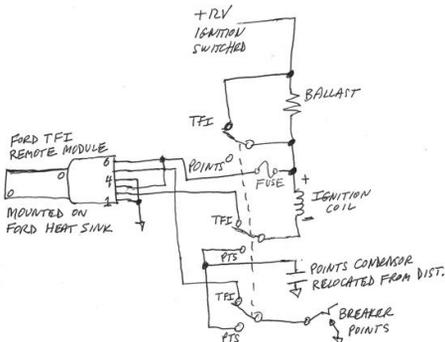
This improvement can be used on nearly any gasoline engine and older classic car engines. I recommend not using significantly higher voltage ignition coils for older distributor caps as they might not be designed for higher ignition voltages and would cause arcing in the distributor cap.

The first photo shows the wiring I used for my TFI module. The module heat sink is about three inches square with about two inches more for the connector. The heat sink is about an inch or more tall.



I added this ignition system upgrade in a 1965 Corvair and it mounted easily to the car body in the engine compartment next to the engine. The system worked without any other changes to the ignition or ignition timing, except for a higher voltage ignition coil. The car ran with the stock points and seemingly better with Ford TFI module and is easy and quick to switch to either ignition. The photo below shows the ignition mounted in the Corvair engine compartment. I am planning on installing a similar system in a 1954 Nash Metropolitan (but with stock ignition coil and distributor) with the heat sink mounted ignition under the dash so the car will appear stock. Note that when this photo was taken I had not yet mounted the ignition switch to a bracket.

FORD TFI OR POINTS IGNITION WITH ONE SWITCH



Notes:

Regardless of location, most of the F and E series trucks have the gray TFI module, and the cars are a mix of gray and black, depending on the car.

Usually these TFI modules either work or don't work. Rough running or other ignition difficulties are not typical failure modes.

Originally, the module was mounted on the distributor. In the late '80s Ford began to relocate it away from the distributor on some vehicles to provide better protection from the effects of engine heat, but system operation remained the same.

So common were the distributor mounted TFI failures that back in 2002, Ford lost a class-action lawsuit that affected 300 models and some 23 million vehicles built between 1983 and 1995. The reason: The placement of the thick film ignition (TFI) module placed too close to the engine block, causing the heat-sensitive module to suddenly fail when it gets above 257 degrees.