



Corvair Chatter

Quick Facts

NEXT MEETING

Via "ZOOM"

Call in information and instructions to attend this virtual meeting will be emailed out prior to the May 27, 2020 Club Meeting.

Features

1. Message From the Club
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3. Meeting Minutes
4. Upcoming Events
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6. CCRC Stories and Club Member Corner

Firing Order

President	John Heiser
Vice President	Carl Funk
Activities	Position Open
Secretary	Tabitha Heiser
Membership	Joseph Howard
Treasurer	Wes Nicholas
Editor	Position Open
Historian	Christy Barden

Finding Us

Website;

www.northern-california-covairs.com

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

Message From the President:

Greetings all! Well, I just am grateful that folks are doing well during the COVID-19 stay at home orders. I attended the San Francisco Bay Area Chapter (SFBA CORSA) virtual club meeting via "ZOOM" hosted by Josh Deitcher on May 7th, 2020. Quite a success for those that attend! On May 9th, the 3rd annual "Air Cooled Vehicle Cruise" up to Grass Valley, we met up at Christy's "Big Yellow Barn" for a very nice picnic. The SFBA clubs' ZOOM meeting was discussed as a platform to use. So anticipate an amount of time for socializing and seeing how everyone is doing! Access to the ZOOM meeting can be from a land line phone, your cell/mobile phone, computer, i-pad or similar technology that can download the ZOOM program, and access the internet. Land line phones, just dial in to participate. Some things to consider in attending these virtual meetings from a computer. Make sure you have a video camera, microphone and speakers/headphones. If not, I guess we wont be able to see you or hear you other than know that you are participating and can send text messages. You can opt-out by keeping your video camera turned of if you would like. Your mobile phone, i-pad etc... should have a camera, speaker and microphone.

Make sure your access technology i.e., land line phone, mobile phone etc...can recognize lower and upper case alpha characters, for example, when typing in the Password: 9cbkB6.

I am hopeful that the meeting password provided will be all in numerical format to make access to the meeting much easier. So, look for an upcoming email with instructions, call in numbers and password as well as a brief CCRC meeting agenda for the May CCRC Club meeting. We will try to keep the meeting under 40 minutes.

CORSA is once again providing a great incentive for new members to join our club. If you have never been a member of CORSA before, this is for you. Between now and June 30, 2020, each new CORSA member will receive a free copy of Corvair Basics - a 190 page technical manual for anyone new to Corvairs or thinking about Corvair ownership.

Membership Dues: Please pay your membership dues! \$20.00 for the year. Please send checks or cash to Wes Nicholas. Checks made out to: "CCRC"



Latest CCRC News

Ongoing Events:

Bel Air Second Saturday Cars and Coffee. 4320 Arden Way near the corner of Eastern. Time: 8 a.m. to 11 a.m. Coffee, donuts, pastries, fruit to be provided. No entrance fees. On hold until further notice.

Folsom Cars and Coffee at the Palladio, every Saturday morning 7 to 9:30. 430 Palladio Parkway. On hold until further notice.

Car Shows:

The San Francisco Club would like to host a joint Corvair Show with CCRC. So, lets start planning on a joint show!

2020: Fun Event: Schedule a fun meet up for a BBQ show and tell. Date and Time TBD. CarMichael Vintage Vehicles located of Mather Field Road, North of Highway 50. 10173 Croydon Way Suite 8, Sacramento. Michael Tatro is a car collector whose automotive enthusiasm has filled his garage with over 100 cars.

BARN PARTY! Christy's famous Barn party, pot luck, free hotdogs and hamburgers, dancing and musical entertainment! **Has been postponed till a later time and date.**

2nd Saturday in June: Florin Historical Society's Annual Strawberry Festival. 7145 McComber Street, Florin, CA 95828. Once I receive the event flyer, I will email out to the club members.

Meeting Minutes

By John Heiser

April 22, 2020- Meeting Minutes: Meeting cancelled due to COVID-19 related requests for social distancing.

2020 3rd Annual Air Cooled Vehicle Cruise to Grass Valley:

This was a very well attended cruise up to Grass Valley using mostly back roads from Granite Bay, to Auburn, Colfax and Grass Valley with a very nice picnic at Christy's place! Quite a few Porsches, VWs a motorcycle or two and another LM Corvair Coupe showed up and cruised up to Grass Valley. I was hoping to chat with the couple in the LM Corvair, didn't see them in the parking lot, but perhaps at another event. A major thank you to Christy for opening up your barn for such a short notice and being a gracious host! I would love to write a future article on Christy's White Ultra Coach! The picnic was a wonderful time to catch up on how folks are doing these days, club events and discussions on the next Club meeting via using the "ZOOM" platform.

Also, a flyover by five T-38's out of Beale AFB, in salute to health care workers, first responders and everyone on the front line in the fight against COVID-19.

CCRC members that attended the cruise: Denis and Susan Schoen, Leo Scopesi, Brenda and Curt Tate, Jon and Evan Larson, Wes and Marie Nicholas, Carl Funk, John and Tabitha Heiser. Dee Smirlis showed up in the morning to say hello!

From the CCRC Club, 2 Rampsides, a Lakewood wagon, 2 EM convertibles, 1 EM Coupe and 1 LM Coupe.

2020 Air Cool Vehicle Cruise Pictures



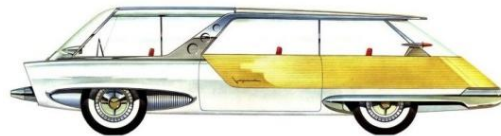
Corvair Resources (Online)

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



Birthdays

May 15: Paul Bender
May 16: Ted Lechner, Jr.
May 18: Anthony Martinez



The Waimea (My-may-ah) an all-aluminum car



The Waimea is a Kaiser Aluminum design that incorporates the design advantages of aluminum to achieve maximum utility. From its overall appearance to the interior, the Waimea has an all-aluminum body—self-aluminum!

And you may be curious that you will be building one like the Waimea, an aluminum design in its design. Every year, your own and more aluminum is being designed into American automobiles.

Remember—maximum of highest quality aluminum. Remember, New Virginia, is the location of what is perhaps the most quality-oriented aluminum plant anywhere—the new Kaiser Aluminum reduction plant and rolling mill. Both by location and by name, this plant is ideally situated to supply you the highest quality aluminum available today.

Ask us if you like this operation.

*What Is The Difference In Aluminum From Remembered? See also our 1964 page.



CCRC Club Member Assistance:

CLASSIC CORVAIRS of RIVER CITY CLUB MEMBERS

In the last year, our club has lost at least six members with cars that participated in club outings. It is getting more difficult to get a respectable number of cars at club-sanctioned events. Car shows, concours, the Autorama and State Fair participation require strong showings. We may not be invited back to the State Fair this year due to our poor showing last year.

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 financial assistance.

If you have a Corvair that is in need of work, contact John Heiser and give him the details on what you require in the way of help. A committee will review the requests and select those we think are 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.

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 John, Johnh1@thegrid.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 Carl Funk at; edieboopboop@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

Bob Hooker would like to trade his '64 daily-driver Spyder for a Greenbrier. Please contact Bob for details at roberth89@surewest.net, 916-772-6097.

Jim Messick in Stockton has a '64 Spyder convertible for sale. May need engine parts, has a ding near left tail light, and upholstery needs replacement. Asking \$1500. Contact Jim at 209-969-2069.

For Sale: 1968 Monza. 95-HP, automatic transmission, AM radio, shoulder-belt seatbelts, F41 front and rear special performance suspension. Chris Medeiros, cmedeiros@mac.com, 916-992-3198.

For Sale: 1961 8 door Greenbrier: Contact: Mandie (916) 456-9607. Leave message on answering machine that you are interested in the Corvair Greenbrier. Late Model 95 hp engine, Powerglide. Has cruise control. Been garaged. \$3,900.00. CORSA Club members from Sacramento, CA.



For Sale, Rampside, Greenbrier, corvair engines, transaxles, parts etc. Contact Larry Forman at (916) 216-9801

For Sale, 1969 Corvair, no engine or transaxle. \$500. Contact David Gray at (916) 531-0905



For Sale: 1964 Corvair Convertible located in Elk Grove. Contact. James Koch: edselhusband@aol.com

Free: 2 front seat frames for a 1964 Corvair Convertible. Contact. Ken Basile in Penn Valley. (530) 432-9590

For Sale: 1963 Corvair Convertible. \$3,500.00. Contact. John Walker : (208) 720-0120



Look out world, 1965–69 Chevy Corvairs are rising fast says Hagerty – Part 2



One factor that has elevated the Corvair is the rise of its #3 (Good) condition value by 4.6 percent in the last two *Hagerty Price Guide* updates. *“That’s the second-generation Corvair’s strongest HPG score since 2014,”* says *Hagerty* information analyst James Hewitt. *The average #3 value of a 1965 Corvair 500 two-door hardtop coupe is \$4600, while a 1966–67 Corvair 500 Sport Coupe is \$4800, a ’68 Sport Coupe is \$6400, and a final-year ’69 Sport Coupe is \$9200.*

The most expensive second-generation production Corvair is the 1968–69 Monza two-door convertible, which has a #3 average value of \$18,600. The 1966–68 Corvair Yenko Stinger two-door coupe, on the other hand, carries a #3 value of \$36,000.

According to Hagerty data, 30 percent of 1965–69 Chevrolet Corvairs sold in the last 12 months went for more than their insured value, and the average sale price has risen every month since August 2019. That’s not all: “[Second-gen Corvairs] saw their highest 12-month quote increase since 2015,” Hewitt says.

Clearly, 1965–69 Corvairs are quickly moving up in the collector car market. Wonder if Ralph Nader knows.

Capacitive Discharge Ignition (CDI) Article by: Wes Nicholas



In 1966 I was an engineering designer at Beckman Instruments in Richmond CA. Having bought a 1965 Corvair the previous year I was looking to add a low maintenance ignition system. The points and condenser were one of the higher maintenance items on the car.

The engineering group at Beckman had looked for a solution to this problem and settled on a Capacitive Discharge Ignition (CDI) type. At the time there were no known units available for purchase, so we designed one. The high voltage inverter was a takeoff of one we designed into a model of our frequency counters. The SCR switch was out of a design for an electro florescent display driver.

We laid out a single sided printed circuit board and with off the shelf components built a prototype. With minor changes we had a working unit for about \$6.00 in parts. I doubt that I changed points and condenser less than every five years after installing the CDI.

We had a model shop in the engineering facility and during lunch, I built a box type structure to house the ignition components. I designed a wire harness with a plug about a foot away from the coil. I mounted a jumper plug on the forward wall of the engine compartment below the voltage regulator. In case of a failure in the CDI unit the jumper plug would restore the system back to stock.

The photo shows the completed design that I installed in my Corvair in mid-1966.

Back in the day I never documented any of the build and the only photo I have of the CDI unit is one I took last winter when I found my 1965 Monza four door that I bought new in Norfolk Virginia.

Last year I saw a photo of a rare 4 door 140 four speed for sale on the Corvair Meetup web site. The for-sale listing attracted a lot of attention and as I looked it over I saw it was my old car that I sold more than 30 years ago.

I contacted the seller and drove to Rio Linda to see the car. There in the engine compartment was the CDI unit I installed in 1966, I also noticed the CDI was still connected to the distributor.



A year or so after we designed the CDI a company, Delta Products Inc. in Grand Junction Colorado, came out with a CDI they sold through Sears and in a kit form through Heithkit.

It was known as the Delta Mark Ten CDI, it is just like the one we designed a year earlier.

Their product is a little smaller and well packaged, the design is so close to ours you would have trouble telling them apart.

Our inverter put out 400 Volts DC and theirs put out 425 VDC.

I own three Delta Mark Ten's and use them on my two Corvair's, one is a spare.

I believe in them they are reliable low maintenance components that work.

I will possibly install my original unit in a future project, it is a proven design and shows no sign of failing.

I contacted the new owner of my old Corvair, he had purchased the car for the 140 engine. He let me remove the pieces I designed and installed way back when. These items included a tachometer, windshield wiper delay, CDI and a rear-view mirror.

When I got the CDI home, I hooked it up to a power supply and connected a coil with a single sparkplug. After applying power, I grounded the point wire and it fired every time I touched the point input to ground.

This CDI is over fifty years old and is still functional. I proceeded to clean it up and give it a new coat of wrinkle finish paint, this is all the restoration I have done to it, the electrical components were all operational.

