



Corvair Chatter

Quick Facts

NEXT MEETING

June 26, 2019, 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
5. Classified Section
6. CCRC Stories

Firing Order

President	John Heiser
Vice President	Carl Funk
Activities	Chris Medeiros
Secretary	Tabitha Heiser
Membership	Harry Spence
Treasurer	Wes Nicholas
Editor	Jean Colegrove
Historian	Christy Barden

Finding Us

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

Message From the President

Greetings all! Summer is here with a ton of events, shows, vacations, camping trips, the California State Fair and the Club introducing an assistance program for CCRC members to help get their Corvairs back on the road. Again, thank you all for attending and volunteering at the Spring Fling held on April 27, 2019. A small Spring Fling committee is being formed and will meet in July to start planning for next year's event. If you would like to participate and help out, please attend. Time, date and location of the Spring Fling planning meeting will be emailed.

Just a reminder, the Club still has quite a few Spring Fling T-Shirts up for sale as well as dash plaques. So please purchase a T-Shirt and Dash Plaque!

Christy Barden's Barn Party was another great success! Hats off to Christy hosting this event every year! CCRC Club members Larry Forman, Rosie Walker, Joe and Jeanne Aguirre and I attended. Florin Historical Society's Annual Strawberry Festival was another nice event in which Wes Nicholas and Howard and Bonnie Joseph won 1st and 3rd place in the Car Show! Congratulations!

Cal Expo – State Fair: July 26th, 2018. Meet at the Theater Parking lot across from Cal Expo off Ethan Way at 8:00 a.m.

Please provide articles, events, or planned tours to this newsletter articles.

Items up for discussion at the next club meeting:

A celebration dinner to be discussed for those that helped out on the Raffle Car and Spring Fling.

Joint tours, shows, events with the San Francisco Bay Area Corvair Club.

Corvair tech sessions.

Planning for a joint car club Spring Fling with the Sacramento Metro Club and Sacramento VW club.

Club Member Corvair assistance requests.



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.

Folsom Cars and Coffee at the World Market – Palladio, every Saturday morning 7 to 9.

Rods & Mods – every Wednesday, 5pm to 8, April 3 through August 28. Grand Oaks shopping center, Auburn Blvd, Citrus Heights

Antique Trove, Roseville, Car Show series: Sunday, June 16; Sunday, July 21; Sunday, August 12; Sunday, September 15.

Squeeze Inn Burger, Roseville, first Thursday of the month until October 3. 5 to 8pm.

Downtown Roseville Tuesday Nights, June 4 to July 30. **No parking on Vernon St before 3pm.**

Auburn Cruise Night -- August 9 and September 13, Lincoln Way, Auburn, CA – 4 blocks between Elm and High Street, If using GPS to find the entry point for cars, please use the Gold Rush Museum, 601 Lincoln Way.

Car Shows:

July 4, 2019 – Carmichael Elks 4th of July Parade. Starts 10:30am, Fair Oaks Blvd and Marconi; ends at Elks Lodge on Cypress Avenue.

July 6, 2019 – Alley Cats Night of the Revving Dead, pre-1972 car show, 6852 Dry Creek Rd, Rio Linda. 3 to 10pm. Jake 916-717-7039.

Hot August Nights – Reno: August 6th-11th, 2019.

July 13, 2019 -- Knights of Columbus - 5th Annual Knight Riders Car Show. 9am-3pm. St Katharine Drexel Parish Center, 11361 Prospect Drive – Jackson, CA 95642

Cal Expo – State Fair: July 26th, 2018. Meet at the Theater Parking lot across from Cal Expo off Ethan Way at 8:00 a.m.

July 23 to 27 -- CORSA International Convention , Pheasant Run Resort, St. Charles, Illinois.

August 10, 2019 – Hot August Bites. 9am to 2pm, Rusch Park, Citrus Heights.

SAVE THE DATE! Yes, it's early, but save the date, Sunday, December 8th, for CCRC's Xmas Party!

Meeting Minutes

By Tabitha Heiser, Secretary

May 2019- Meeting Minutes

The meeting was called into session at 6:58.

13 people were in attendance and introductions went around.

A brief spring fling recap with how many cars showed up.

Expenses for the show was talked about; t-shirts are still for sale

More talk of spring fling with possibly having another one next year.

Upcoming Events

Birthdays

July 7	Jean Colegrove
July 10	Dee Smirlis
July 14	Carol Rohde
July 24	Mike Hess



If your birthday is not listed or if it is incorrect, please contact Wes Nicholas to update the roster.

Corvair Resources (Online)

- Q&A - www.corvaircenter.com
www.corvairforum.com
- Parts - www.corvair.com (Clark's)
www.californiacorvairparts.com
www.corvairunderground.com
www.mikescorvairparts.com
www.rockauto.com
- Sale - www.jaxed.com
www.corvairtrader.com (Parts & Sales)
- Fun - www.youtube.com/user/davemotohead1

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

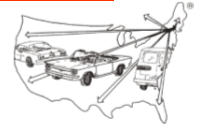
Club Activities - You may have some great ideas for club activities. We want to hear them! Better yet, we'd like you to participate in the planning of your activity idea. Email your ideas to Carl Funk at; edieboopboop@yahoo.com

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.

Call John at 916-631-9407. '66 COVAIR MONZA--NICE PAINT, CLEAN INTERIOR NO RIPS, RUNS AND DRIVES REAL GOOD--- \$8,400. See the email blast of 3/6/19 for photos.

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

'65 Monza coupe with 140. Body, paint, and interior in good shape. Engine has complete rebuild: new rods, pistons, rings, complete valve job; full race cam. Includes box of manuals, box of parts. \$6000. Jean, 916-338-1660.

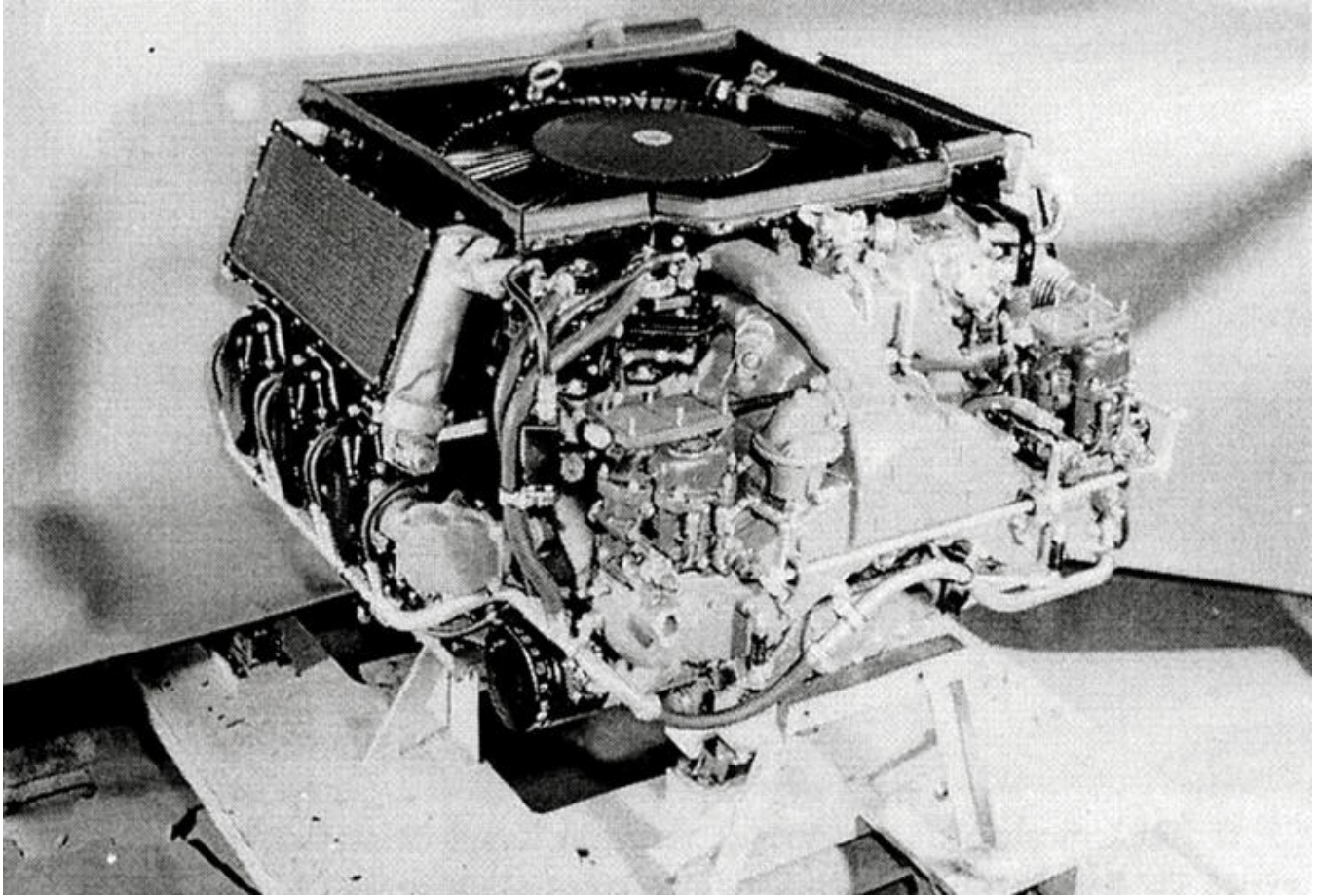
A very nice looking '64 Corvair convertible with power glide car is for sale. Pictures show the convertible to be red body with black vinyl top. Interior is black with a Clark's Corvair center console and has a 110hp engine. Contact John for additional pictures, information or pricing.



Call John at: 916-631-9407 or email at; newjerseycrab54@aol.com

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.

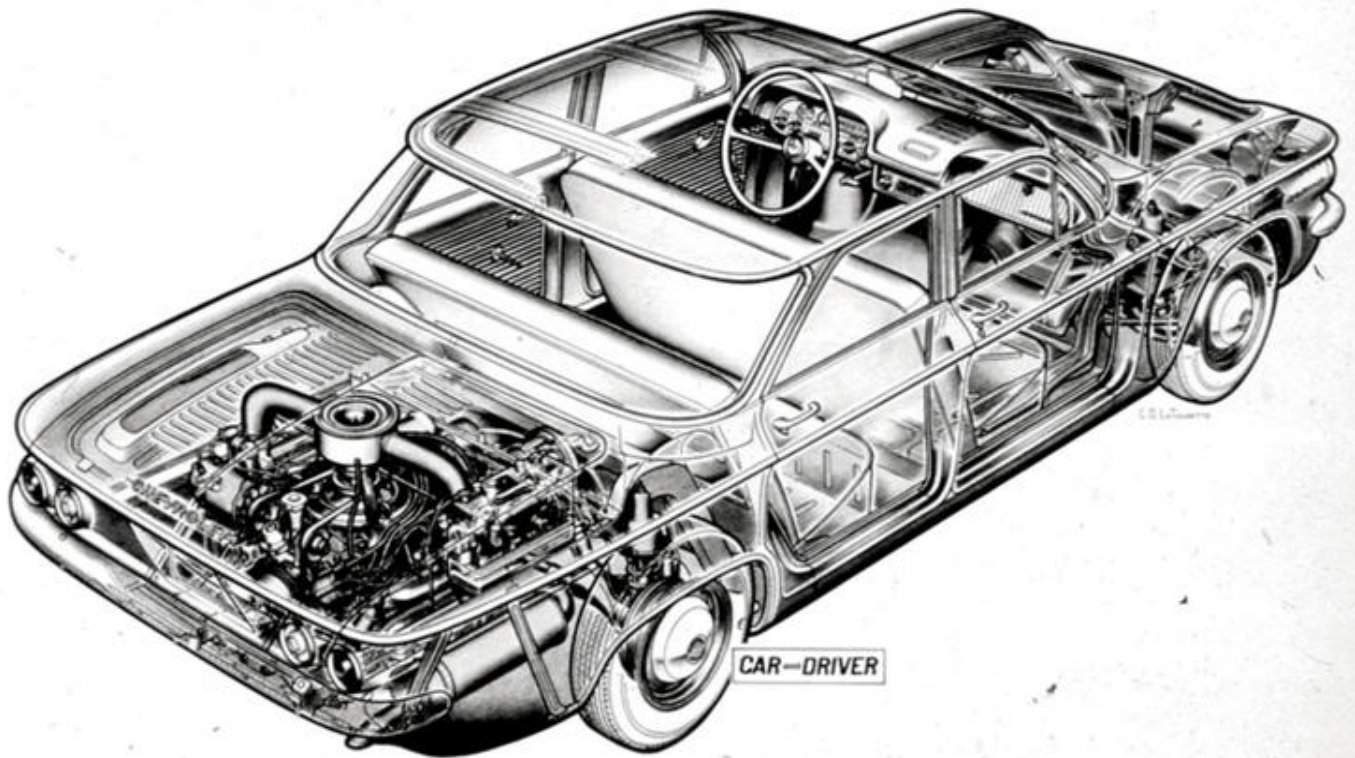
Continued from last month's
newsletter:



Another influence was a military project undertaken by the Cadillac Division of General Motors. “In 1950 we were asked by the government to develop a facility to produce another light tank,” Cole explained. At the time he was a senior Cadillac engineer clearly destined for great things. “This was the T41E1, later the M 42, and for this we used an 896-cubic-inch Continental horizontally opposed flat six. So once more we had exposure to an air-cooled engine—a configuration that was straightforward and simple. Naturally all our engineers working on the project became very familiar with this engine.”

Although Cadillac’s own V8 engines had successfully powered tanks in World War II, Cadillac couldn’t challenge the Army Ordnance Department on the choice of Continental as the supplier because the Muskegon, Michigan-based engine specialist had been developing a new engine expressly for tank use. And it was quite an engine. Its 14.7 liters were deployed in six flat-opposed cylinders powering a four-main-bearing crankshaft.

Continental’s Type AOS-895-3 six was shot full of high-tech features. Each finely finned cylinder had two vee-inclined overhead valves, closed by triple springs and operated by rockers from a single overhead camshaft. Rotating the cams and all the main organs were spur gears and shaft drives that would look familiar to any connoisseur of Porsche’s racing engines. At the six’s front end, twin-throat downdraft carburetors on left and right fed the inlet of a centrifugal supercharger—highly exotic equipment that bolstered the top end of the torque curve.

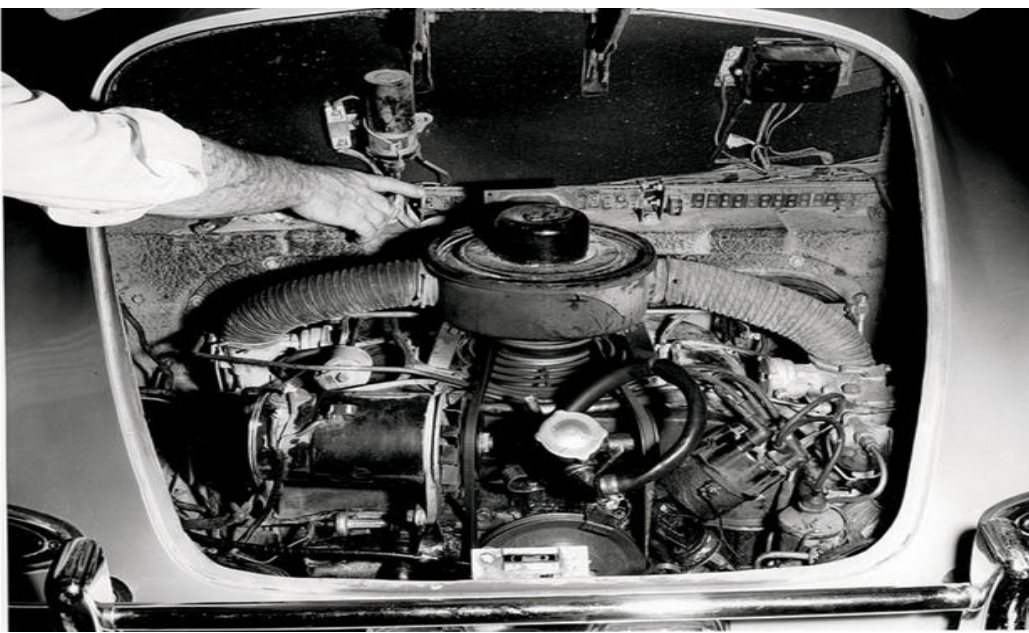


Also driven by the shafts was another racing-Porsche-like feature: a fine-bladed flat cooling fan above the cylinders. It drove air down through the cylinders and out to the sides through a pair of oil coolers. It would reappear, belt-driven, on the Corvair. A pair of Bendix-Scintilla magnetos fired a dual ignition. The result at 2,800 rpm was 500 hp gross, which delivered 380 hp at the same speed as installed. The vital element, torque, was 975 lb-ft gross at 2,250 rpm, falling to a still-strong 825 lb-ft at 2,000 rpm when installed.

This advanced engine made an impact on Cole, with whom the buck stopped when it was time to recommend a power unit for the compact Corvair, nurtured in its early days as "Project Holden." This was convincing because Chevrolet often did design work for Holden, its Australian cousin.

"From talks we'd had with engineers at Continental and elsewhere where fours had been built and our experience with the tank operation," said Cole, "the conclusion came quickly. From the point of view of smoothness and carburetion the six was easier to handle. And, all things considered, it didn't offer too much of an economic barrier. Everybody voted that the Corvair engine ought to be a six."

The choice of a flat-six engine was unusual at the time with few having been designed specifically for cars. One was an experimental Mercedes-Benz engine of the mid-1930s for a front-wheel-drive prototype, designed by the team of Hans-Gustav Röhr. Another was the Tucker 48's flat six that, in its final design, was a liquid-cooled conversion of a Franklin airplane engine.



Around that time, in 1948, Porsche schemed a flat six for a client in Argentina. Air-cooled, its 2.0-liter Type 372 had pushrod overhead valves and four main bearings. Never actually built, the project remained a secret. Zuffenhausen's own six-cylinder 911 was almost a decade in the future when Chevrolet had to decide on the configuration of the Corvair's powerplant.

The First Flat Six-Powered Porsche

In the early summer of 1957, Chevrolet Engineering bought a Porsche 356 1600 coupe. We can date it fairly precisely because it had the new teardrop-shaped tail lamps introduced that spring but not yet the exhaust outlets in the bumper overrides of the 1958 models. Its engine was dropped out and put on a dynamometer to be subjected to instrumented tests of temperatures and clearances. Information thus gained helped the Corvair engine's designers, who were having special problems cooling the center cylinders. This was, of course, new ground where the Porsche example couldn't help.

The Corvair design that evolved could hardly avoid looking like a cross section of a Volkswagen or Porsche engine with its pushrod valve gear and camshaft below the crankshaft. In this it was unlike the flat-sixes produced for aircraft that usually had the camshaft above the crank. The Corvair's rectilinear split crankcase with its flared bottom had more of an aircraft flavor, however. Like aircraft sixes and the Continental tank engine, the Corvair had four main bearings. The engine's overall configuration in detail was the work of Chevrolet's Adelbert "Al" Kolbe, who applied for a patent on its layout on December 31, 1958. Distinctive features were Chevy's stamped-steel rocker arms, introduced in 1955 on the small-block V8, and hydraulic zero-lash tappets to overcome the problem of differential expansion caused by heat in an engine with finned iron cylinders and aluminum heads. Unlike the Porsche and VW engines, the gear drive to the camshaft was at the engine's flywheel end.