



## Quick Facts

**NEXT MEETING:** August 25, 2021.  
**6:00 p.m. Denny's Restaurant.**  
**Meeting starts 7:00 p.m.**

8841 Greenback Lane, Orangevale, CA 95662 (Corner of Greenback & Hazel) If you have a Corvair, come on out to the meeting!

**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." For PayPal options, contact Wes Nicholas, CCRC Treasurer.

## Features

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## Firing Order

<b>President</b> .....	John Heiser
<b>Vice President</b> .....	Carl Funk
<b>Activities</b> .....	<b>Position Open</b>
<b>Secretary</b> .....	Erin Sicard
<b>Membership</b> .....	Joseph Howard
<b>Treasurer</b> .....	Wes Nicholas
<b>Editor</b> .....	<b>Position Open</b>
<b>Historian</b> .....	Christy Barden

## Finding Us

Website;

[www.northern-california-covairs.com](http://www.northern-california-covairs.com)

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

# Corvair Chatter

## Message From the President:

**Hello fellow Club Members: Happy August!** Just a quick July recap, the Club's BBQ Picnic was pretty darn successful with at least 50 plus folks showing up and over 10 Corvairs including a few surprises from club members attending. Bruce and Carmie Brincka provided a very nice metal sculpture award to the best Corvair at the Picnic and Leo's Rampside received the award! Congratulations Leo! Hope everyone had a wonderful time at the picnic! I sure did! **A Big thank you** for all those that helped out and brought food to the picnic! Time to plan the next one!

Update on the Club's Spyder project car: Wes has been receiving interest from folks who live in the area as well as from the Bay Area to test drive the Corvair. The Spyder Convertible is also registered on Bring A Trailer. So, get your check books out and start bidding!

Now, really changing subjects. It's been a busy year for folks including myself. So its time to welcome our new Club Members that have joined or re-joined the club. Alan Almeida, Brian Ellano, Mike Blanchard, Bruce and Carmie Brincka, Pablo and Maria Castellanos, Casey and Liz Cockrell, Laurie Daniels, Neal DeNatale, Ken Edwards and Lisa Davis, Kari and Danita Emery-Cother, Alan Galbraith, David and Patricia Graham, John Hafkenschiel, Robert James, Dawn Ann and Mike Johnson, George and Lorraine Josol, Carol Marcopulos, Brett and Dorothy McKenzie, Bryan Miller, Robert and Barbara Miller, Mike and Chantele Miro', Michael Murphy and Nancy McCormick, Michael Nyberg, Dave and Deb Oyler, Erin Sicard, Joseph and Melissa Spruell, Deric Tregon and Michael Wilson. Welcome!

Just a reminder, please send me an email at [Johnh1@thegrid.net](mailto:Johnh1@thegrid.net) if you are not receiving club emails and or the electronic newsletter, perhaps I have a wrong email address from you.

Remember, the next major Corvair event will be the 43<sup>rd</sup> Annual Great Western Fan Belt Toss and swap meet is on! October 22-24, 2021. A few club members are attending and looking at caravanning down to Palm Springs. Let me know if you would like to join the caravan.



# 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. On hold until further notice.

**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: 7:30 a.m. to 10:00 a.m.

**Folsom Cars and Coffee:** 1<sup>st</sup> & 2<sup>nd</sup> Saturdays -Town Center, El Dorado Hills, 3<sup>rd</sup> & 4<sup>th</sup> and occasional 5<sup>th</sup> Saturdays, 430 Palladio Parkway in Folsom at the Palladio. 7:00 am – 9:30 am.

## Car Shows:

**Auburn Cruise Nights: August 13<sup>th</sup>, September 10<sup>th</sup>.** The club meets at In/Out Burgers off Hwy 80, Sierra College Blvd around 3:30 pm then caravan to Auburn.

**Citrus Heights: [The California Burgers Cruise-In](#)** is every Wednesday from 4pm to 8pm at California Burgers, 8537 Auburn Blvd.

**August 20-22, 2021: 22<sup>nd</sup> Annual American Graffiti Festival - Modesto:** The Kiwanis Club of North Modesto Foundation is hosting this event. **For more info:** <https://americangraffiti.com/nmk/>

**August 21, 2021: Italian Hot Rod Association Car Show:** 5900 Newman Center, Sacramento. 8:00 am-2pm. Benefitting Sacramento Police K-9 Association.

**September 18, 2021: “2019 Placerville CHP Cops & Rodders Show & Shine Fly-In”** Pre-registered \$30. At Gate: \$40. Register at: [www.placervillechpfund.org](http://www.placervillechpfund.org). For further information check the website or call (530) 748-2450, ext: 2481

**October 2, 2021: Free Admission,** Old Hangtown “Sierra Riders” Motorcycle & Car Show. Awards, all categories. \$20 entry fee car/bike. Registration 9-10 am. Show 10-3. Harley Davidson, 115 Woodmere Rd. Folsom, CA.

**October 10, 2021: Sutter Creek’s Annual Chili Cook-Off and Car Show.** For more information contact: Christi Hahn (209) 304-6426. [Hahn.christi@yahoo.com](mailto:Hahn.christi@yahoo.com) or visit [www.suttercreek.org](http://www.suttercreek.org)

**OCTOBER 22-24, 2021: The Great Western Fan Belt Toss and Swap Meet -.** Sunrise Park, Palm Springs. For more information: [simcrestorations@sbcglobal.net](mailto:simcrestorations@sbcglobal.net)

**Hot Chili & Cool Cars 28<sup>th</sup> Annual:** September 18, 2021, 10 am-3pm. Quarry Park and Rocklin Road in downtown Rocklin.

## Meeting Minutes

By John Heiser

### **July 28, 2021 – Club Meeting Minutes:**

John opened up Club meeting at 7:00 p.m. Adjourned 8:05 p.m.

Introductions were made including welcoming new members in attendance. Welcome Pablo and Maria Castellanos and family, Michael Nyberg and Bryan Miller!

Updates to upcoming events including the Modesto Annual American Graffiti festival provided by Erin, and an update regarding the Great Western Fan Belt Toss. A few club members are attending this event and already have hotel reservations and sent in their registration fees.

We provided an update on the Club’s Project Spyder, and treasurer’s report.

Recent Club Elections: Lets all welcome Erin Sicard for becoming the Club’s Secretary! Congratulations and thank you very much Erin!

Next meeting, elections for Newsletter editor and discussion on the annual Christmas party.

## Corvair Resources (Online)

Q&A - [www.corvaircenter.com](http://www.corvaircenter.com)  
[www.corvairforum.com](http://www.corvairforum.com)  
Parts - [www.corvair.com](http://www.corvair.com) (Clark's)  
[www.californiacorvairparts.com](http://www.californiacorvairparts.com)  
[www.mikescorvairparts.com](http://www.mikescorvairparts.com)  
[www.rockauto.com](http://www.rockauto.com)  
Sale - [www.jaxed.com](http://www.jaxed.com)  
[www.corvairtrader.com](http://www.corvairtrader.com) (Parts & Sales)  
Resources –  
<https://www.corvair.org/chapters/corvanatics>  
Car Building – <http://autoexer.skiblack.com>  
Fun - [www.youtube.com/user/davemotohead1](http://www.youtube.com/user/davemotohead1)  
[www.deansgarage.com](http://www.deansgarage.com)



X-1000 Corvair SuperGT at LeMans by Roy Lonberger

## Birthdays

**August 2: Rosie Walker**  
**August 4: Brian Ellano**  
**August 5: Laurie Blanchard**  
**August 7: Ginger Hess**  
**August 13: Larry Forman**  
**August 15: Curt Tate**  
**August 21: Susan Fierro**  
**August 21: Donna Oppelt**

## 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](mailto: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](mailto:edieboopboop@yahoo.com)

# Classified Section

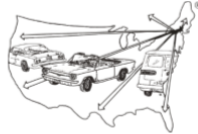


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**For Sale:** Rampside. Contact Anthony Martinez at (209) 507-2544



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

**For Sale:** 1964 Corvair Convertible located in Elk Grove. Contact. James Koch: [edselhusband@aol.com](mailto:edselhusband@aol.com)

Steve McGee: Looking for a late model convertible or coupe, but will consider just about anything. I'm looking for something that's a solid running, driving project all the way up to a completely finished car. Not really into show queens. Email: Steven McGee: [minor\\_1000@hotmail.com](mailto:minor_1000@hotmail.com)

If you would like to submit a Corvair or Corvair's including related items to the classified section of the newsletter. Please send me electronic pictures of the item, pictures of the Corvair(s), including engine, interior, description, such as the year, mileage, manual or automatic transmission, if possible, asking price and contact information. If you are placing a classified regarding "In Search Of" related to Corvairs, please email the information to me. Please provide these items prior to the next months publication. Which is about the first week of the month. If the car or item has sold, please let me know. My email: [Johnh1@thegrid.net](mailto:Johnh1@thegrid.net). Thank you.

# CCRC July 2021 BBO Picnic



## **Part II: A Speech by Robert P. Benzinger at the Corsa National Convention Seattle, Washington, July 26, 1975**

*Robert P. Benzinger is a Professor of Industrial Design at Arizona State University. He was Senior Project Engineer at Chevrolet during the development of the Corvair engine, Design Engineer for the Corvair Engine between 1959 and 1962, and later Staff Engineer and Chief Engineer at Chevrolet until 1970 when he became associated with Arizona State University. The following is the speech he made at the CORSA National Convention in Seattle in 1975 which held us all spellbound until late that night.*

*We are indebted to Bob Helt for the transcript of this speech.*

At any rate production began in the summer of 1959. I think the public introduction of the Corvair probably raised more commotion, more interest, more ruckus in the marketplace and general public than anything that's happened automotive-wise before or since. And of course the start of the controversy - both technical as well as an emotional controversy - that we really don't see any end to at this point. Shortly after model introduction, a fellow from the Chicago area who was a dealer there - a man by the name of Dick Doan- got the idea to take three Corvairs down the Pan American Highway from the US into the Canal Zone.

Now maybe this doesn't sound too tough, but at that time in 1960 the Pan American Highway was no more than a line somebody had drawn on a map. It looked great on the map but there was no road there. Well he took these Corvairs and a tanker for fuel with another truck to carry supplies, spares and so on. With seven or eight men in the crew, off he went. Dragging and driving these cars over mountains, thru the mud they crossed innumerable streams and took some beautiful films. The pictures were just absolutely fascinating. Cars churning thru unbelievable amounts of mud, crossing streams, and not across them but thru them. And the Corvair can ford some pretty deep water. Much deeper than those two trucks that he had with him. He said that on the first couple of crossings, they would stop, drain all the oil and change all the lubricants. They quickly got sick of that just because of the number of streams they had to cross. In some cases they would have help from the road crews that were working in certain places. They would run a Cat thru the stream beds and clear out the biggest rocks so they could wench the cars thru. He had films of dragging these cars thru where they were totally submerged. With the roof under water they were dragging them thru streams. He said the cars weren't hurt any but you can imagine after a few weeks of this how the cars smelled.

They never did get dried out. It was a fascinating trip. Some of the stories he told about the border crossings were a circus. Along with that, I've got to tell another story. A neighbor of mine who worked for an outfit called Chrysler, showed a film, to a neighborhood group. Something that Chrysler had made at Riverside. It was a perfectly nauseating bit of hard sell commercialism. I thought, by golly I'll show these guys some real films. I'll get a hold of the Doan films from the trip down the Pan American Highway and really bug out some eyes in this group. But what I failed to realize was that between the time I had seen the original films and the time I asked for the films from the Sales Department, the agency and the Sales Department had done some editing on this thing. Most of the pictures of the cars that had any mud on them - they were gone! Bright and shiny clean crossing the Mexican border. All kinds of those. When they washed the cars in Panama and cleaned them up again, there were lots of those going down the boulevards in Panama City. And all the good stuff was gone. Well it was a perfectly nauseating bit of commercial hard sell. And talk about somebody looking for a hole to crawl into. I thought I would never live that one down. This is, though, a fascinating film and I wouldn't have any idea what's happened to the original. Even the edited one isn't that bad but the original would be priceless to a group like this. Maybe some of the fellows from the Chicagoland area could do some bird dogging on it and see if there is a copy of that film around. It's worth its weight in gold. (A discussion follows that the original already is in their possession).

It was along about this time, too, that we had another nasty surprise. We had a road trip out in the fall of 1959, right after introduction. Early fall, almost late summer. We had a regular circuit for these road trips. We'd take off from Detroit for Colorado Springs and climb Pikes Peak to find what disasters were there. What wouldn't idle, what wouldn't start, and what wouldn't run on top of the mountain and so on. Then we'd fix everything up. From there we'd take it down to the desert Proving Ground in Mesa (AZ) and find out what a mess had been made of the hot weather running, by what had been fixed up on the hill. Well this particular year, '59, there was an early record breaking snowstorm in Colorado. The wet sloppy stuff came down in great quantities. Well the first day the fellows ran into this, they called in and said they were wasting their time. "We can't do anything in weather like this." "Do you want us to come home?" Well you scratch your head for a while and say "No you're three days from home. Stay there and do what you can." Next day they call up complaining bitterly about fuel pumps. The cars were starving for fuel. What on earth was the matter with the fuel pumps? Well we started off on a witch hunt after fuel pumps. (We) Panicked AC. "Send somebody up." "Get somebody out there at Colorado Springs." "Find out what's going on with your lousy fuel pumps." Next day they call in hat in hand. They said "We've found what it is." it's carburetor icing." Of course when you look at the design, everything that we had done and were so proud of to keep cool inlet temperatures in the hot weather and keep the air density and power up, turns into disaster in icing weather. That one, at that time was probably the worst icing car that ever hit the streets. So panic the program again. Dynamometer and cold room running. And of course that's where the heat pipe came from that goes down between the cylinders, up thru the turkey roaster and puts some warm air up there. For those of you who had '60's and were in icing country, you knew that this was almost a fix, It handled a fair amount of the icing problems, but when you got really into the rough part of it, when it was 33 or 32 1/2 degrees and 100% relative humidity, you were likely to be shut down by the side of the road anyway. It really wasn't totally satisfactorily resolved until the complete redesign with the damper doors on the outlet which recirculated air. From then on we completely forgot about any kind of icing.

The turbocharger is not only interesting to me but it's interesting to everybody here. The work on the turbocharger really started at Thompson Ramo Wooldrich (TRW) in Cleveland. They'd been building turbo-chargers for quite some time for diesel applications. Mostly for long haul operations of commercial trucking. Up to this point supercharging had been fairly discouraging for street automobiles and production automobiles. There were lots of problems with any kind of supercharging. If it was a positive displacement, you had durability and drive problems with the blower. Always had control problems, this foolishness with waste gates, combustion problems, carburetor problems, and on and on. So it was discouraging. But incidental to this usage and application with commercial trucking, TRW had developed among other things, experience and a computer program that helped precisely match the turbocharger to the engine, rather than a haphazard sort of a match. Rather than take care of the spill over and all of the problems with a waste gate, they could really then begin to match the turbocharger with the engine requirements. So we got it set up, put it on a dynamometer and began to run the thing.

I wish now that I had a movie of the astonishment of the faces of everybody in that room. Astonishment first that what was supposed to happen, really did. That that kind of power was coming out of the engine. Unbelievable! And perhaps, even more unbelievable was that the engine kept on running. It didn't blow up in our faces. There was enough encouragement with this that we wanted to keep going with it pretty desperately. But it became obvious that we had some problems. First cooling. Those of you have turbochargers have probably found out that the full output of the engine can not be cooled! And of course we knew this. There was no way to cool the full output of the turbocharged engine. We just went on, I think, the reasonable assumption that the driver would either run out of road or run out of guts before the engine overheated. I think that's about the way it works out, doesn't it? Now if anybody hauls a trailer with one of those, he's got real problems. We also had combustion problems. Compression ratios had to be worked out to fit the capability. That rather strange distributor with the fixed setting and pressure retard came out of this program. We had problems with RPM.

With the turbocharger, the engine would run to some fantastic RPM's. And of course, structural problems. The pistons, rods, crank and valves all were problems. The valves were a very serious problem. Years back, Studebaker had a Chief Engineer by the name of Stan Sparrow who was quite a character and quite a comedian. He once said that the automotive poppet valve was a metallurgical triumph over a mechanical monstrosity. And I think with the turbocharger we proved that he was right. Temperature checks that were run on these valves rapidly told us that the alloys that were familiar for exhaust valve use, just weren't going to make it. We were over by X hundred degrees what these materials would hold still for. Eaton Manufacturing's valve division came up with a material and method for manufacture. The material called Nimonic 80A. This was a material that was developed in England for turbine buckets in turbine engines. A nickel based alloy. No iron in the stuff at all. And this was the answer. We thought that we were home free. Everything was running great. No more valve heads falling off. No more valves turning inside out. No more holes thru them the size of a pencil. Until we lost one. It was a dynamometer engine. Of course the power suddenly dumped.

Take it apart! There was a hole thru the valve head about the size of a pencil. You'd have thought that all of us had lost our last friend. Doom and gloom. Eaton, with some very fine detective work and metallurgical analysis finally doped out that one maverick bar had gotten mixed up on the stock shelves. We had one bar of another totally inferior alloy that had gotten mixed in with the run on the Nimonic 80's. Although we were all sure of it, dead certain that there was no problem, it takes a little while to get your confidence back. You're a little bit careful for quite a while on how confident you can be of this thing. But of course everything did work out pretty well with the exhaust valve. And by the way in the same process we ended up with inlet valves that are made of materials that are normally used for exhaust valves.

About this same time, with the higher RPM's, we were into further difficulty with the belt drive because of the higher speeds and even the more tempting temptation to do your shifting by moving your foot on the clutch sideways instead of back and forth. This gets kind of tough on the belt. Perhaps you have not thought of it but the weight and the inertia that's represented in the cooling blower is much more difficult to handle than the actual power it takes to drive the fan. The cooling power the belt can take in stride, but it's this inertial loading from the weight and inertia in the blower that stresses the belt rather badly. Particularly on speed shifts. We had been looking for a lighter construction or some way to lighten up this blower. We worked with DuPont on a new material. This material was really brand new at that time. It was called DuPont Delrin. It was an acetyl plastic which looked like it had about the right density, had the right fatigue properties, with good strength, temperature resistance, etc. The program really came along quite well. We fussed of course about what would happen to this blower when the engine was overheated due to belt failure or whatever. If you did get the engine too hot, the blower just kind of wilted over the engine.

By this time the engine was gone anyway and who was worrying about one blower. We had it released for production. We were pretty proud of things the way we gained improvements in belt-. I shouldn't really use the term belt durability, but in belt tolerance to high speed and over speed. We put one of the Delrin blowers on a turbocharged car that belonged to one of the fellows in Cleveland with TRW. He drove the thing home. Next day he called us up. Said Bob, "I don't know what I got into but just south of Toledo, I was driving away from the toll booth on the Ohio Turnpike and I started to choke and my eyes started burning." "Some kind of a gas in the car." "I don't know what it was but maybe it's got something to do with that blower you put on yesterday." It happened to him a couple of times more. We looked high and low. Searched everything. Just an enormous program to try to find out what in the devil we got. Some of the strangest theories came out of this. That it was something in the air in Toledo. That it was down wind from a plant that was doing something or another. And we ended up - I don't know whether this is going to be believable or not. We set up four cars, each with two men in it. An engineer from Chevrolet and an engineer from DuPont. We included the guy from Cleveland and took the same trip at the same time of day that this fellow had taken on his way back from Detroit to Cleveland.

***Stay Tuned for Part III.***