



Quick Facts

NEXT MEETING:

**February 22, 2023 at Denny's
Dinner & Social starts at 6:00pm
Meeting starts at 7:00pm**

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

1. Message From the President
2. Latest CCRC News
3. Ongoing & Upcoming Events
4. Meeting Minutes
5. Classified Section
6. CCRC Stories and Club Member Corner

Firing Order

President	Jim Brown
Vice President	Carl Funk
Activities	John Heiser
Secretary	Erin Sicard
Membership	Open Position
Treasurer	Wes Nicholas
Editor	Kari Emery-Cotner
Historian	Christy Barden

Finding Us

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

Corvair Chatter

Message From the President:

Hello Classic Corvair of River City Members:

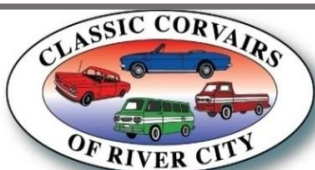
The anticipated turnout for the Autorama looks great with 17 vehicles and the owners committing to attend. Should be impressive to those in charge. We need to make sure everyone who has committed follows through and shows up. I'm looking forward to it.

On a personal note, repairs to our ranch have started. The house roof has been repaired and the barn roof repairs have started. Supplies to reinsulate and close in the screened area of the barn are ordered. The barn will be more dust proof, better insulated, and hopefully immune to this type of damage in the future. The yard trees will be pruned at the end of the month to better withstand high winds, and prevent damage in the future.

My days have been spent dealing with my insurance company and FEMA. My automotive pursuits have been working on the 62 Rampside. It has been rewired, the instrument panel and glove box are reinstalled, and a new radio is pushing out the tunes. Still waiting for door weather-stripping and window rubber to arrive. Then upholstery, proper installation of the windshield and it will have made is transformation from desert find to useable vehicle.

Til next month
Drive Life Safely

Jim



Latest CCRC News

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: 1st & 2nd Saturdays -Town Center, El Dorado Hills, 3rd & 4th and occasional 5th Saturdays, 430 Palladio Parkway in Folsom at the Palladio. 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.

In Planning: Monthly Sunday meet-up at a restaurant for breakfast/brunch then a tour or cruise.

Upcoming Events:

Autorama- Butch Gardner Clubhouse- Cal Expo: Cal Expo Pavilion April 28-30, 2023. Applications were sent out in January's CCRC Newsletter.

Will Rogers Middle School: May 19th, 2023 at the Will Rogers Middle School-This event is hosted by the Introduction to Transportation Class. (free event where cars/engines and automotive equipment is presented to the students).

American Graffiti Show & Festival: June 9-11 in Modesto will open on March 15th

Meeting Minutes: By Erin Sicard 1/25/23

Meeting was called to order at 6:49pm by President Jim. Seventeen members were present. Minutes from the November meeting were approved by motion and a second with unanimous vote. Wes presented the treasurer's report of balances, sales/acquisitions, and expenditures. Report was approved by motion/second and unanimous vote. Reminder to all members that 2023 dues in the amount of \$20 are due to Wes ASAP.

Jim B. presented the president's report and hopes that all members' homes and cars are ok following the recent storms. No items were noted needing approval. Carl F. presented the vice-president's report with a review of the 2022 Christmas party. Discussion was held about venue, space options, gift exchange, entertainment and menu with suggestions for 2023.

John H. presented the activities and membership report. We have added two new members since last meeting. About 35 people attended the Polar Bear Run and it was noted that the inclement weather probably negatively impacted attendance. Gatherings at the Red Bus Brewery in Folsom will continue as previously announced, registration for the American Graffiti show and festival June 9-11 in Modesto. On March 19th is a car show at Will Rogers Middle School in Fair Oaks will hold a car show May 19th, 2023. Event hosted by the Introduction to Transportation Class. (free event where cars/engines and automotive equipment is presented to the students).

Sacramento Autorama at CalExpo registration is due at the end of this month for the April 28-30th event. It was decided by unanimous vote that the club would reimburse members \$50 per car entered and shown. We would like to have at least 14 cars participate.

No new business was presented. Review of old business with no modifications. Publications report was presented by Kari and Danita for the newsletter and by Wes for the website. Members with suggestions or submissions for either outlet are encouraged to contact these members. Kari and Danita welcome any article submissions and car-related classifieds.

Tech presentation was given by Michael regarding valve spring repair. The next meeting will be 2/22/23 at the Orangevale Denny's with no host dinner around 6pm and meeting beginning around 7pm.

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

February 02 ... Tabitha Heiser
February 05 ... Leo Scopesi
February 09 ... Jim Brown
February 09 ... Barbara Miller
February 09 ... Steven Walker
February 10 ... Dawn Ann Johnson
February 18 ... Denis Schoen
February 21 ... Jon Larson
February 23 ... Bruce Bradley

CCRC Club Member Assistance:

CLASSIC CORVAIRS of RIVER CITY CLUB MEMBERS

In the last couple of years, our club has lost several 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.

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 at JohnHeiser6@gmail.com 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 at JohnHeiser6@gmail.com & Kari and Danita at 4484.business@gmail.com.

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 & John, JohnHeiser6@gmail.com.

Classified Section



Mike's Corvair Parts



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.



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FOR SALE:

#1: Variety of Corvair specific parts are available for purchase. Please reach out and see if we have what you have been looking for to complete your project. Contact Wes Nicholas at (916) 202-8762.

WANTED:

#1: 1966 Corsa Convertible turbo, 4 speed car, either a #2 or a 3 if its original, straight, complete and running. Contact Chester Keeton: (832) 281-8009

#2: Corvair engines in any condition. 102 hp, 110 hp, 140 hp and turbos. Contact Wes Nicholas at (916) 202-8762.



[Corvair Tech Talk by:](#) Michael Nyberg

“A Tale of Two Work Parties”

It was the best of times, it was the worst of times, it was the season of light, it was the season of darkness. Last summer, my 1966 Corsa convertible with a hopped up 140 developed a leaky float in one of my primary carburetors on my way to the annual club picnic. I never did make it. The float sunk and proceeded to flood the bank of cylinders causing backfires and a complete lack of power. However, the car did manage to get me home that day without a tow.

With the help of the former club president, John Heiser, and Mike Deklotz(aka Mike's Corvair Parts), we had a “Carb Party” on a sunny July afternoon with assorted brews, chips, and two primary carburetors. We identified the flooded float that was filled with gasoline and replaced it with a known good one. We checked the various measurements and double checked the other parts. As a note to myself, when pulling both primary carbs at the same time, make sure you have a way to identify which side each carb came from. I lost track and that made diagnosing my running issues more difficult.

With both carbs freshly checked and rebuilt, I reinstalled them and as luck would have it, my formerly trusty mechanical fuel pump started leaking. Luckily, I had a couple of spares and went through two of them to find one that didn't leak. Ironically, it was an older used one that I had picked up at the Great Western Fan Belt Toss the previous year. After getting that sorted out, it was time to start it up again. It still sounded rough and was not smooth running like I had known it to be. I did a compression check and PSI values were as follows: 1-176, 3-148, 5-185, 2-185, 4-161, 6-183. Not bad for an older motor. However, spark plugs 2, 4, and 6 were heavily black and oily compared to plugs 1, 3, and 5.

I parked the car for a few months while I worked on another car and then resumed my diagnostics on the Corvair. When I fired it up, it sounded just like I had left it: rough with a noticeable snare-drum sound at anything above idle. The backfire was still there and my vacuum gauge was reading only 6-inches of mercury at idle. Additionally, my oxygen sensor on the left bank stopped working at idle. Something was still very wrong. I pulled all the plugs and discovered the number 4 plug was now completely covered in oil. I used an endoscope camera and discovered oil in the cylinder and no sign of a clean combustion chamber like the other five cylinders. A compression check on number 4 revealed less than 30 PSI. It was time to go underneath and inspect the valve train. I removed the valve cover and discovered a broken intake valve spring on number 4. It was time for “Valve Train Work Party” in January!

Enthusiastic help piled on with Travis Fowler offering to donate replacement parts as needed along with cutout valve covers for adjusting the rocker nuts. Bryan Miller signed on and brought specialized tools that would prove to be instrumental. And finally, John Heiser graciously signed on to guide all of us. Like all work parties, there is always that one guy who does all the work while the rest just tell him what he is doing wrong. This party was no different and we all laughed the whole time. However, I have to say, each one of us were instrumental in getting the job done safely and efficiently. Collectively, past experiences were shared while new experiences were being created. It was great time and very fun. We all pontificated on the best method to keep the valve firmly in place while we, okay, John, replaced the spring. We tried an air compressor pressurizing the cylinder, but it was noisy, and we were not certain it was capable of keeping the valve closed. We were also not sure if the exhaust valve was completely closed as we did not remove its rocker or if we were dealing with multiple broken springs at the time. We thought about a bent screwdriver or similar implement like a coat hanger but did not want to damage the aluminum threads on the head or scratch interior metal areas. (Cont. page 6)

(Cont.)



We eventually settled on the “rope trick”. Travis kindly visited the local box store and purchased 50-feet of yellow polypropylene rope. Bryan had brought his super-long industrial tweezers and we then inserted about 12-feet of it through the spark plug hole into the cylinder at BDC. It was a bit slow at this point because cylinder 4, like cylinder 3, is the most difficult to deal with on a 140 engine. There is not a lot of room to get to the spark plug hole between the two carburetors. We carefully rotated the engine to have the piston compress the rope to hold the valve in place. It only took a quarter turn to bind the piston, rope, and valves. The benefit of this method included not having a noisy compressor running the whole time. You could take your time and inspect other areas of the valve stem and seals. It also avoided any potential damage to either the spark plug threads in the head or scoring of the cylinder or valve. John used his spring compression tool and removed the broken spring. Interestingly, it was broken in two spots – both breaks at each end of the spring. This rather explains why it ran how it did. The spring must have initially broke but still allowed the intake valve to operate to some degree, giving erratic vacuum and air-fuel mix readings. The second break completely sidelined the car as the valve stayed open. I was lucky the spring damper prevented the valve from falling into the piston. I could have been facing a complete rebuild or finding a replacement block and heads.

Once John installed the replacement spring, we did a static setting of the rocker and then started it up with a cutaway valve cover in place. We adjusted the rocker again while it was running to silence the lifter. I re-installed the valve cover and let it sit overnight. The next morning, I started the car and it was ticking noisily again. Off came the valve cover and a quick quarter turn on the nut silenced it. I cleaned and resealed the valve cover and let it setup overnight to dry. The following day, I fired it up and the engine sprang to life and sounded like its old self again. The vacuum gauge was now reading a strong 13 inches of mercury, far higher than I had ever seen it. It was time to test it out on the road. I made a couple of local trips around the block and to a friend’s house. After that, I drove my car to Cars & Coffee in Carmichael from West Sacramento that Sunday. Let the good times roll!

None of this would have been possible without the support and unbridled enthusiasm of members of Classic Corvairs of River City. John Heiser, Mike Deklotz, Bryan Miller, and Travis Fowler were all instrumental in getting my car back on the road. They all had the enthusiasm, knowledge, specialty tools, and spare parts to make this happen. An important takeaway for me was removing the mystery of the valve train and seeing how to replace parts and check their operation. I came away with much more confidence in my engine and a better understanding of where I can focus further maintenance work. In fact, it was so much fun that I am planning another work party. I will call it “The Twelve Springs of Spring.” You guessed it: I have ordered a new set of heavy duty valve springs from Clarks. Now, where did I put those phone numbers...

CCRC Work Party

CCRC has just acquired a 1964 4 door that we are going to part out. It has a 95 HP PG, the bumpers front and rear are good. Some where along the way it had new cylinders, pistons and rods replaced. It has the transverse spring in the rear and sway bar in the front. There is a replacement windshield in the back seat.

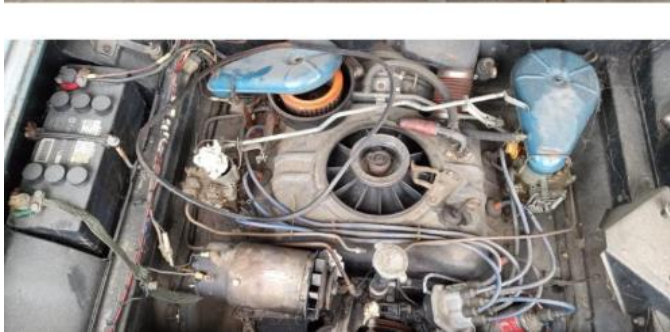
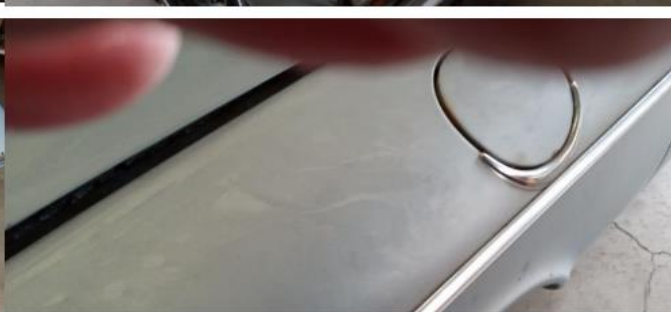
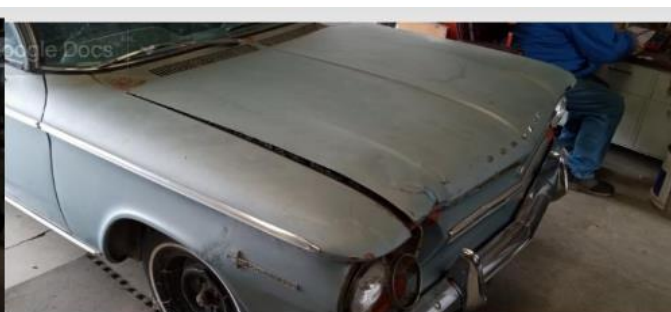
We plan to have a work party next week to try to start the engine and evaluate it. We will then remove the power train and strip any useful parts.

We will email broadcast a date soon for the work party. Any club member that needs parts from this car *contact Wes Nicholas 916 989 8929*

I will be sending out the work party date and time soon.

Thank you,

John Heiser JohnHeiser6@gmail.com



Events Announcement / Updates



Greetings fellow club members and friends: We need to have a group presence this year at the 2023 Autorama to continue to celebrate, preserve and educate others regarding the wonderful Chevrolet Corvair.

When: April 28-April 30, 2023

Location: Cal Expo Club House

Autorama 2023 Theme: Keep On Truckin'

ENTRY DEADLINE PER EVENT: 2/1/2023 *LATE FEES NOW APPLY*****

Please ENTER and MAIL TODAY! Please send the completed and signed entry form and photo of your vehicle, along with your check or money order made [Payable to: Rod Shows](#) ([Entry form on page 8](#))

Please mail applications to:

Sharon Gardner

4790 Artesia Road

Shingle Springs, CA 95682

Website form:

The reimbursements of \$50 per club car registration was approved at CCRC's January Club meeting held at Denny's restaurant on January 25, 2023. We have approximately 17 Corvairs registered for this years Autorama (that have notified the club leadership)

The 2023 Autorama is going to be an extremely fun time and we all are looking forward to seeing our club proudly representing the wonderful world of Corvairs.