

## Quick Facts

**NEXT MEETING: March 23, 2022.**

**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

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

## 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> .....         | Ken Edwards          |
| <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 March and happy St. Patrick's Day!

I hope everyone is enjoying this month so far, staying warm, keeping busy with Corvair projects or other household related projects!

I am glad to see Club members at the local Cars and Coffee events! This is a pretty nice venue to showcase our Corvairs and get out to meet new folks, talk about our Corvairs and learn about other cars that attend. Plus, I really enjoy the free home baked treats or donuts that folks bring.

For upcoming events, we are planning on an April 24th Ice Cream Social at Leatherby's Ice Cream, located at 7910 Antelope Road in Citrus Heights including pre-planning another Club Picnic BBQ in July.

Cal Expo Autorama is on this year. April 29-May 1<sup>st</sup>, 2022. The Club has sent in our applications and fees for the club house. Those that submitted checks, are being returned due to no room in the Clubhouse for our Club Cars.

Short newsletter this month. Reminders, Officer nominations will be taken up for officer positions and up for renewal. Two Corvair engine work parties are being scheduled. Dates and times are being worked on with a Club email blast when the work parties will be held.

Please start thinking of monthly meet up for breakfast and club Corvair outings.

See you at the March 23, 2022 Club meeting.



# Latest CCRC News

## Ongoing Events:

**Sacramento Hollywood Park Auto Club -Classic Cars:** Meets every 3rd Sunday 10:00a.m. Meet at Leonardo DaVinci School, 4701 Joaquin Way, Sacramento, 95822. A CCRC Club Member has started this little gathering. Lets meet up and join this event.

**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.

In Planning stages is to have a monthly Sunday meet-up and a restaurant for breakfast or Brunch then select a tour or cruise.

## Car Shows:

**Cal Expo Autorama:** April 29-May 1, 2022.

## Meeting Minutes

By Erin Sicard

### **February 23, 2022 – Club Meeting Minutes:**

Meeting started at 6:55 pm and adjourned 8:00 pm. 16 members in attendance including a new member....

The monthly meeting was called to order at 6:55 pm by Club President John Heiser. Sixteen (16) current club members were in attendance, as well as a new potential club member, Dave Rohner and his guest. Dave has a 1965 Monza currently undergoing restoration by Sterling Restorations in Fairfield, CA. Dave's first Corvair was a 1964 Spyder.

**Items of Business:** 1) Upcoming work parties and dates were discussed, along with planned events. John will email details to the membership as things get confirmed with various event coordinators. 2) A Spring Ice Cream Social was discussed and it was decided that the club would shoot for a date of April 24, 2022. Ken Edwards volunteered to take his wife on a scouting trip within the next week and report back to John Heiser. It was decided that the preferred location would be Leatherby's Family Creamery, located at 7910 Antelope Road, Citrus Heights, CA 95610 (corner of Sunrise Blvd. & Antelope Rd.). 3) The Annual Club BBQ & Picnic scheduled for July was briefly discussed with further detailed discussion being tabled for a future monthly meeting.

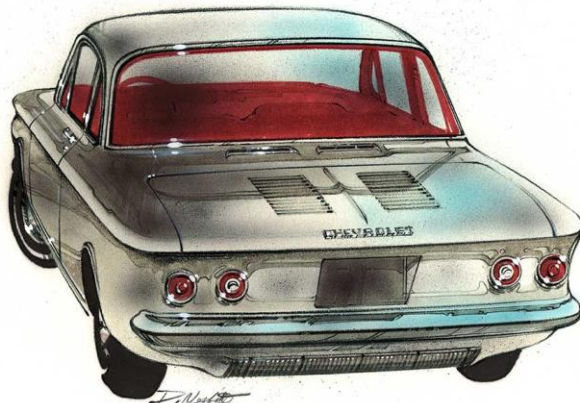
**Tech. Presentation:** 1) Larry Forman presented on gear teeth wear in Corvair differentials and how to check if they were excessively worn, or still serviceable. He brought along two versions of the parts in question so members could visually inspect the teeth on the two samples and see for themselves what Larry was discussing. 2) Wes Nicholas did a brief presentation on available clocks for those Corvairs which originally came equipped with clocks. The clocks Wes had found were spring wound from [clocks4cars.com](http://clocks4cars.com) and were less expensive than similar items from Clark's.

**Treasurer's Report:** Wes Nicholas also reported that he had filed the necessary paperwork with both the State and Federal Governments to keep the club in compliance with our 501c(3) status (Federal) and allow for the move of clubs funds to another financial institution (State), in compliance with the previous vote of the membership. The Club needed the State's recognition of the name of "Classic Corvairs of River City" as our state-recognized club name, before we could open a new account at the chosen Credit Union. Wes also reported that Kari Emery-Cotner and Ken Edwards are in process of auditing the Club's financial records from calendar year 2017 up through the end of calendar 2021.

**Future Business:** All members are reminded that nominations (including self-nominations) for the positions of President; Vice-President; and Events Coordinator are still being accepted. Nominations can go to John Heiser. The meeting was adjourned at 8:00pm by John Heiser, Club President. Next meeting will be held at the Orangevale Denny's on Wednesday, 03/23/22.

## 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](https://www.youtube.com/user/davemotohead1)  
[www.deansgarage.com](http://www.deansgarage.com)



## Birthdays

**March 1:** Bill McDonald  
**March 7:** Joseph Spruell  
**March 9:** Suzanne Barnes  
**March 13:** Lida Almeida  
**March 15:** Bonnie Howard  
**March 18:** Brett McKenzie  
**March 31:** Jon Von Kahle



## 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

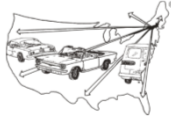


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(413)625-9776 [www.corvair.com](http://www.corvair.com) email: [clarks@corvair.com](mailto:clarks@corvair.com)

1961 Corvair 95 Rampside pickup for sale. \$15,000 Bob Melvin. (916) 644-1965. Runs Great. New Clutch Differential, Pressure plate, flywheel, Disc, throw out bearings, and fork. New gas tank, New 2 tone vinyl and cloth seat with thick foam. New Alternator and battery. New automatic duel chokes. New tires. The owner has receipts for all of this and more over the last 6 months. I have put on about 300 miles since the above work was completed. It cruises at 70 MPH with no problem. Surface rust in spots one dent driver side. Body and "frame" are straight. It does need body work an a great paint job.



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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)

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 2022 – Highlights – Carmichael Cars & Coffee March 13, 2022



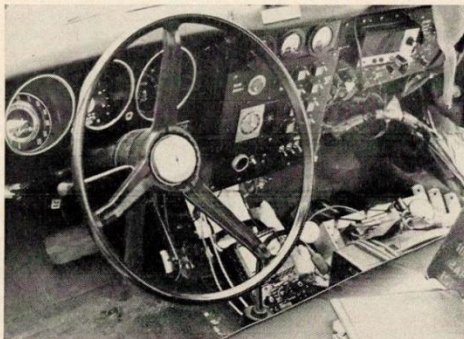
# CCRC 2022 - Highlights



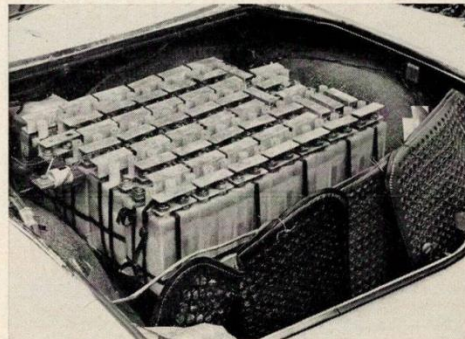
**Part II: December 1968 Road and Track  
Article  
“The Great Electric Car Race”  
By Ron Wakefield & Karl Ludvigsen  
Drawings by: Jon Dahlstrom**



*Often-repeated scene as the MIT entry is hitched on behind 427 Corvette to be towed to next regular charging station.*



*MIT car's cockpit shows arrangement of supplementary controls.*



*Air passing through wet seat cushions helped cool batteries.  
Typical scene at a recharging stop for the MIT Corvair team.*

## **ELECTRIC CAR RACE**

trunk. This helped keep the batteries cool but at night the air conditioning unit became a pneumonia machine and the crews suffered. This also caused the windows to frost over and at one point driver Jim Martin found himself on the wrong side of a 2-way entrance-exit ramp—which he and co-driver Kaminski found rather thrilling.

At St. Clair, Mo., while tow-car mechanic Fred Kern was installing a set of sintered metallic brake linings on the Corvair to replace those worn out holding back the 5200-lb missile when traveling downhill, somebody mis-positioned one of the Masonite strips separating the upper and lower battery packs so the venting holes of two of the cells were covered. Three stops later at Springfield those two cells blew out in a fine example of a hydrogen-oxygen explosion. Team





*Chase car towed portable generator to recharge Caltech entry's batteries when regular charging station couldn't be reached.*

member Van Brunt is said to have set a new world's record for the 6-ft sprint and Kaminski, sleeping 100 ft away, awakened with a start.

After Missouri, things went relatively well for a while. At Tucumcari, N.M., the recharge power supply was so weak that it took 3½ hours to recharge. At Hector, Calif., the power station applied its amperage incorrectly, zapped the MIT charger and sent a 2-ft ball of blue flame into the air.

After leaving Hector, the Corvair covered only 15 miles before running out of power again. Hooked up to the Sting Ray again, they started off. Jim Martin recalls that the car was towing especially well at this point, not requiring nearly so much braking as usual; then there was a horrible noise from the back end—whirr, zing, zing, crunch. Then all was smooth again and the MIT Corvair was towed right on to Pasadena. What happened was that Martin had left the gearbox in first and at 65 mph, with the motor turning 10,000 rpm, it came apart and the gearbox destroyed itself as well.

So, at 3:26 a.m., of the seventh day, the MIT car arrived at Caltech. It showed evidence of having made a hard trip. Because of the weight, they had lost body welds (pop, creak, snap) every time they had to jack it up during the trip and by the end the body was sagging so badly that the tops of the doors had developed a negative gap. The crew was careful not to leave a door open very long for fear of further settling.

The crew was also pretty battered. But as far as they were concerned, it had been a great race and they felt pretty lucky they hadn't been zotted into oblivion.

SO THE Great Electric Car Race was over. On straight elapsed time, the MIT team arrived at their goal fully 40 hr, 20 min before the Caltech Electrobus crew reached theirs. But the MIT entry had been towed 450 miles and thus accumulated 37½ hours of penalties on that score alone. With all the penalties computed for both teams, the final calculations showed the corrected and official time for Caltech to be 210 hr, 3 min, and for MIT, 210



*Control panel on bus was simpler, neater than MIT Corvair's.*

hr, 33 min. Caltech was the winner by 30 corrected minutes, and it was inevitable for somebody to say, "Caltech, socket to 'em!"

Did the Great Electric Car Race accomplish its goal—that of demonstrating the feasibility of the electric car as practical transportation? Ummmmm, no. The batteries were too heavy, the cars too slow, with too little power and too short a range. In addition, the vehicles were crude, even by today's state of the art, and not representative of the best that might have been done with more money, more personnel and more time. You might even say their greatest accomplishment was a negative one, as they showed very clearly just how far away the practical electric car still is.

Nevertheless, the Great Electric Car Race did take place and, while the Caltech and MIT entries may not have illuminated a whole new era, they did push back the darkness a little. Such has it always been with pioneers. We salute them.

