

The Denverair News

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October 2019



RMC cars at the Budweiser Brewery in Ft. Collins

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A Fall Trip to Ft. Collins

The day was cool. At least it started out cool. The drive from Denver up to Ft. Collins was reasonably pleasant. I25 was it's usually heavily travelled self but nothing out of the ordinary. Ed Halpin, our president, scheduled our regular club meeting at the Budweiser Brewery in Ft. Collins on Saturday Oct. 14th. The purpose was to entice our membership especially the northern part of our membership to attend our club meeting. It was partially successful. John Donahue of Greeley, John and Sandy Drage of Loveland and Jim Reich of Longmont attended the meeting and the tour of the brewery. I guess you could say that I am a northern folk too as I live a bit north of Colfax, the Mason-Dixson line of Colorado.

Joining us from the south was Ken Schifftner, Rick Beets, Rob Brereton, Chris Kimberly, Tony Lawler, and Ed Halpin. There was a real surprise when we entered the parking lot. A car show was in progress featuring hot rods, late model super stocks and special interest cars benefiting Mile High United Way.

We attended a short club meeting in the brewery visitor center, a lovely outdoor facility very much like a picnic area. After the meeting we toured the Brewery with a guide, then we had lunch in the brewery visitor area.

Right: Jim Reich, Paul Seyforth, Ken Schifftner, Rob Brereton



Jim Reich, Tony Lawler, Ken Schifftner



Rick Beets with John and Sandy Drage



Finally a tour of the car show. It was winding down after our lunch but there were many special interest cars left to admire.

A really fun day. I, for one, am glad Ed scheduled this club meeting event. The only disappointment was that the Budweiser Clydesdales were not there. The guide said the horses were on tour most of the time. The drive back to Denver was not quite so cool but it was also uneventful.

Below is the Budweiser Car Show winner, I believe. A way over the top 27 'T' roadster. A professional build for sure.



The RMC club at the Budweiser Brewery



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President Letter for October 2019 Denvair News - RMC

Hello Fellow Members of the RMC!

As expected, September brought with it not only some cooler temperatures, but also some beautiful Fall colors, which blanketed the Colorado countryside. For those of you who had a chance to participate in either of the September Fall Cruise opportunities, driving up in the mountains to see the leaves changing, I hope you had as much fun as I did. For the southern drive to Cripple Creek, sponsored by the Pikes Peak Corvair Club, the Halpin Clan pushed the limits, and we drove three of our four cars, with my wife driving her '63 convertible, "Betty", my daughter Kelina driving her '60 Monza Coupe, and me driving the '67 Sport Sedan. The '62 Monza Wagon enjoyed the day alone in the garage :) . With a couple grandkids along for the ride, it was a real family affair! Building lasting memories is a huge benefit of owning, and driving, a classic car. Great fun!



The September meeting in the Biergarten of the Budweiser Brewery in Fort Collins was a lot of fun, and well attended. To our surprise, there was a car show taking place in the parking lot, to benefit the United Way, so we got a change to see some pretty cool cars as well. Of those on display, two of particular interest were a Corvair powered Bradley GT and an Edsel Ambulance.

As I had mentioned in my notes last month, rotating the monthly meetings around the area has been intentional, providing an opportunity for all of our members to participate in the discussions and the inner workings of the Club. To that end, a reminder that for the months of October and November, we have scheduled the last two Club meetings of the year in the Hagerty Meeting Facility, located at 1010 Johnson Rd. Ste. 150, Golden, CO 80401. This facility has full media support capabilities, and we'll make full use of that equipment for those gatherings, and likely incorporate a couple guest speakers as well. Hope to see you all in attendance.

Thanks for the continued support. See you on the road, and Drive Safe!

Ed

The 1965 Corvair Corsa in my Garage

It was September, 1967. After working a summer in Yellowstone National Park as a dining room waiter at the Mammoth Hot Springs Hotel, I found the car I was searching for at a Ford dealer in Salt Lake City. It was a 1966 Corvair Corsa 140 in Aztec Bronze. Sitting beside it was a 1966 Mustang and my father could not understand why I wanted the Corvair over the Mustang. He had been a Hudson man and I took after him by being particular as to what car I wished to own.



John Donahue

I worked winter months while attending Weber State College in Ogden, Utah at an American Oil service station. After closing for the night, I would cruise Washington Boulevard looking for those 289 Mustangs and having them say, "what have you got in that thing", when I took them at a light change. I would reply, "just a 6!"

I enjoyed the power that Corsa had and was a believer in using the red line on that wonderful tachometer. I would throw many a belt and I don't know why I never carried a spare. I would just let the engine cool down and then crank up the heater and blower to help cool the engine enough to get to where I could get another belt on.

I was working my last summer at Mammoth Hot Springs in 1970 and got the engine too hot. After having the car sit for 4 weeks, at the end of my contract, I had someone push me to a start and drove the car back to Ogden. I dropped the engine in my parent's garage and found that I had literally melted the cylinder heads around the three exhaust valves on one head. It reminded me of a donut hole but it had an exhaust valve and seat in the center of it! I made my way to the Chevrolet dealer to order parts for the

engine only to be told that GM went on strike on September 14th and no parts would be available any time soon.

The next day, still infatuated with air cooled rear engines, I traveled to Dave Strong Porsche in Salt Lake City and bought a used 1966 911 with a smaller 6 cylinder engine and 20 less horsepower than the Corsa. It did have 6 individual carburetors. Yes, the first 911 cars had 6 individual Solex carbs and in mid-year, they converted to triple throated Webers. Those early 911s are worth north of \$200,000 today.

Later that winter, I was able to rebuild the 140 but it had a knock that I could not understand. I remember it was not extremely loud and I did drive it a few weeks before tearing it down again to identify the issue. The pistons were hitting the cylinder heads so I took the heads back to the Chevrolet dealer and they determined that they had ordered the Turbo 180 pistons instead of the 140 pistons. Putting it back together with the correct pistons solved the issue.

In May of 1973, I married the girl (Lynne) I met in Yellowstone 5 years earlier and after

selling the Porsche and Corsa, moved to Greeley, Colorado. The purchase of a 1969 BMW 2002 and the next year of a 1974 Super Beetle began my habit of driving only German cars. After bringing up 5 wonderful children, 34 years later I was finally able to get another Porsche 911. I had visions of restoring a first generation 911 but prices being what they are on early Porsches, I began looking for a Corsa to restore.

Two years ago this November, I was to drive Lynne to the airport for a flight to Texas to visit our daughter and the day before, received an email of an auction in Denver for several autos including a Corvair. I decided to check it out and low and behold, a red, 1965 Corsa Turbo. No keys, carb and turbo missing but all original paint, including black pin stripe, and trim (except for one fender's Corsa script missing the "a"). I was able to look inside the car and there was a box on the driver's seat that contained parts for the turbo and a carburetor. Not wanting to draw attention, I did not rummage around too much but ended up waiting around all day for the Corvair to sell. It was the last item with a starting asking price of \$2000. I did not see any interest in the crowd and watched as the bid was gradually reduced to \$500. I then bid \$300 and the second American car I have owned was mine!

I took the box home and found inside keys and the parts to rebuild the turbo with a receipt from Clark's for \$620 which included a re-built carburetor dated the year 2000! From what I can tell, the car has been sitting for about 38 years. There is some minor body damage and slight rust on the door

skins. The fender wells have rust penetration where water would collect from cracks that occurred in the tar undercoating.

I have rebuilt the Turbo and removed and cleaned the fuel tank. Installed an electric fuel pump and am now welding the rusted areas. Hope to spend most of this winter getting the car back together and painted for future drives.



Oh yes, the only part I kept from my first Corvair life was an original Corsa script! I was destined to save this car!

John and Lynne Donahue



Upcoming Meetings, Events, & Activities

October

- **Oct 4th--RMC meeting--** in **Golden at Hagerty Meeting Facility**, at 7:00 pm. Address is 1010 Johnson Rd., Suite 150, in Golden
- **Oct 7th—Golden Super Cruise Night—**in Golden. This is the last one for the season.
- **Weekend Road Trip to Okoberfest—**This trip is cancelled due to lack of interest.
- **Oct 12—Espresso and Exhaust—**at the Vehicle Vault in Parker, 8:00 am. The PPCC is the featured club of the month. Bring your Corvair out and enjoy a tour of the museum there and chat with other car enthusiasts.
- **Great Western Fan Belt Toss—**October 25-27, Palm Springs, CA. This is another road trip option but a longer drive. Register at the CORSA WEST website.

November

- **Nov. 1st—RMC Meeting--** in **Golden at Hagerty Meeting Facility**, at 7:00 pm. Address is 1010 Johnson Rd., Suite 150, in Golden
- **Nov 10—activity-** TBA

December

- **Dec. 6th --RMC Meeting—** A short business meeting will be held during the Christmas party on the 14th.
- **Dec. 14th --RMC Christmas Party Luncheon—**at Mimi's Cafe. Gift exchange and Toys for Tots collection. More information will be coming.
- **Jan 1st—New Years Day Brunch—**at the The Other Side Restaurant, in Estes Park, 11:00 am.



Funny thing happened on the way to the Stones concert

This last August the Rolling Stones were in town for their No Filter Tour. It was a now or never time to see the probably greatest rock band ever. I was sitting high up in the 235 section of Mile Hi when some 10 rows below Tim and Lili Shortle walked in. What a coincidence! We had a great visit.

Tim lives in Durango and runs a Volvo repair shop there. He and I hosted the 2015 Tri- State there. Tim is a man of many interests. Corvairs rank very highly. He and Lili have been to every National Convention for the past 10 years, driving a Corvair to the event. He also attends every Tri- State meet and the Fan belt toss in Palm Springs.

He also let on that this concert is their 20th Stones concert. You could say they are big fans.



Below is a reprint of his story of getting his '69 Monza ready for the National Convention trips.

Bringing Back the '69 by Tim Shortle

Consider this a primer bringing back any Corvair that has been stored for years. (Ed.)

I recently picked up a '69 all original low miles (23,000) Monza Coupe. This car is like a time capsule being all original inside and out. It still has all the A I R equipment (smog pump) installed. It also is a unique car in the sense that the original owner (I am the 3rd owner) wanted this car with the 110HP engine, tinted glass, Monza trim package, manual transmission (3 speed in this case). It never had a radio installed-still having the radio delete plate after all this time. But a car this old having this few of miles also means trouble in the sense it has been sitting. In this case it was 12+ years without being moved. I bought this car from my old friend Eric Starkey (2nd owner and long time Corvair enthusiast) that drove it as

his local daily driver up until the time he didn't feel like doing the needed repairs immediately. He parked it for what he thought would be a short time. 12+ years later he decided he wasn't the guy this car deserved and he put it up for sale. Having seen and remembered this car quite a while back I inquired what it would need to bring her back to being roadworthy. He informed me he hadn't even moved it in all these years but remembered it had acquired a pretty good sized oil leak (can you believe that?) from what he thought were the push rod tube seals and then the car got a brake fluid leak from the left rear wheel cylinder. I went to Huntington Beach Calif. with my truck and trailer and picked it up for what I

knew would be a fun (it always is) and cumbersome (always that too) short term project.

Once I got back to Durango the first thing I did was bring it into the shop and remove the spark plugs and squirt a few drops of oil into the cylinders. I turned the engine over a bit with a wrench and then a few more squirts of oil. I hooked up a battery and cranked the engine over with the starter. That done I did a compression test and verified all 6 cylinders had good compression (they all have about 125PSI). I removed all the "gas" that was still in the tank. It sure didn't smell like gas. Of course the pipe on the sender unit was completely plugged up. Once I removed the sender unit the gas flowed out well. Luckily for me it only had a couple of gallons. I proceeded to clean the sender unit pipe using bailing wire, carb spray, and compressed air. After I got this pipe clear I reinstalled it with a new seal and sock (filter) and cleaned out the long pipe running all the way to the engine. Then it was onto the engine. I removed the top shroud (just to verify it was all clear under there) and made sure the top crankcase cover bolts were all tight (they were). I reinstalled the top shroud after lubing the fan bearing. Then it was the turn of the carburetors. I noticed they looked quite clean for a 46 year old 23,000 mile car and after disassembly I realized they had been done shortly before being parked. It was the same on the tune up parts (plugs, points, condenser, and air filter). So being the Corvair guy I am (cheap), I just went thru the carbs simply cleaning them up using carb spray, compressed air, and some very small wire to clean the passages. I made sure the adjustments were set (float level, float drop, etc.) and then reassembled. I reinstalled all the tune up parts after cleaning and gapping the plugs. I cleaned the 4 fuel lines going to the fuel

pump and replaced all the rubber hoses and put a few gallons of fresh gas in the tank.

I crossed my fingers and hit the starter. Lo and behold it fired right up and ran, sounded good as it just sat there idling away. It revved up fine when giving it gas so next was cruising it around the shop parking lot. After it ran awhile I realized I had a winner. Next was to tackle the oil leaks. I warmed up the engine (again) and then drained the oil and removed the filter. I proceeded to replace the push rod tube seals (original GMs). I thought I should also replace the 12 plate engine oil cooler seals (how hard could that be). After the oil leaks were repaired I started to look at the ALL ORIGINAL bias ply tires and started wondering about why the brake pedal went all the way to the floor without any resistance. I remembered what our club historian said ("Brakes are important"). I removed the dual brake master cylinder and sent it off (to our club historian) for rebuilding. Then I took the brake drums over to our local NAPA auto parts store for machining. I took all 5 rims over to a local tire shop for them to install my new radial tires. Then I proceeded to rebuild all 4 wheel cylinders and with all 4 brake lines disconnected I thought I should blow compressed air thru the 2 pipes in the trunk (1 for the front circuit and 1 for the rear circuit). Needless to say I was unable to blow air thru these lines. Then I disconnected the 4 rubber hoses from the lines and THEN air flowed freely thru all the lines. Luckily for me I had all 4 brake hoses in stock (purchased for a different project some years ago) including the '69 ONLY front brake hoses! I cleaned all the brake parts (springs, hold downs, backing plates) and after some brake lube on the backing plates proceeded to replace front and rear shoes with new Bendix "riveted" shoes (also in stock from that same different

project). I repacked the front wheel bearings, installed new seals, and reinstalled the drums.

I lubed all the grease fittings on the front suspension and checked all the oil levels on the transaxle (3 speed?). About that time my delivery truck showed up with my rebuilt brake master cylinder. I "bench bled" it and reinstalled it back onto the car. I also cleaned out the brake block and pipes using compressed air and proceeded to bleed all the wheel brakes. Immediately the pedal felt great and then the new tires went on along with the original hub caps. Now this car was ready for the road except 1 more thing to do first. I called my classic car insurance guy (Haggerty) and added this car to my policy. Then it was on to the motor vehicle department for current registration. I drove it around town for a bit (probably 100 miles) and then I knew it was ready for a "test drive". I looked on the CORSA website and found the Kansas people were getting together that weekend for their annual "Cold Tuna" event at Terry Kalps shop. I checked the weather forecast and all was clear until that Sunday so it was onto Wichita for my test drive.

The trip to Wichita was totally uneventful (675 miles). After rechecking the weather I decided to go home might me more prudent to go the southern route (adding an additional 250 miles) thru Albuquerque. Of course winter sort of hit and my drive thru north western Texas and eastern NM was a bit exciting but luckily my heater worked OK (not great

and my wipers were fine. Once I got to Albuquerque the road was dry and the weather fine all the way up to the Colorado border. I have included a list of the parts I used to make this car roadworthy. Luckily most I had in stock. I also have to thank Steve Goodman for his work and his ability to locate and provide me with a rebuildable brake master cylinder after it was determined mine was too pitted for rebuilding. Steve also provided me with some very helpful fine tuning tips for the smog equipped Corvair engine. In closing I have a question for everyone: when is the last time you changed your brake fluid? (I believe it should be done every 2 years as brake fluid is ascorbic i.e, it absorbs moisture causing pitting in the cylinders, blockage of hoses and lines, reduced braking by lowering the boiling point of the fluid=safety).

My first test drive was just about 1650 miles. My only issue was the left hand pin wanted to come out of the shroud which kept the thermostatically controlled door from closing which keeps the heater from functioning properly. Besides that this car is doing quite well and rides and cruises along very nicely. Makes me think the 3 speed is almost as good as the 2 speed (the jury is still out on that though).

LIST OF PARTS TO MAKE CAR ROADWORTHY AFTER SITTING 12+ YEARS

- New battery
- Oil and filter and filter seals and gaskets
- Fuel hoses for filler pipe and to engine
- Fuel filter, sock, and seal for sender unit
- Push rod tube seals and oil cooler seals
- Wheel cylinder kits (4)
- Master cylinder kit and rebuildable cylinder
- Brake shoes front and rear

RMC Club Page

Rocky Mountain Corsa (RMC) has been a chartered chapter (#802) of the Corvair Society of America (CORSA) since October 1974 and is dedicated to the preservation and enjoyment of Corvair automobiles.

The Denvair News is a monthly publication for members and affiliates of Rocky Mountain Corsa. The Denvair News is now available as a PDF.

Editorial Contributions We encourage your participation! Please forward stories, ideas, jokes, recipes, and/or photos to the Editor. Content must be received by the 15th of the month prior to the desired publication month. Electronic files are *mucho* preferred.

Classified Ads Individual RMC member ads are free. Classified ads are limited to 25 words and may include a photo. All ads will run for three issues. Non-members may advertise for \$10.00. Please submit ads to the Editor, with payment due in advance to the Treasurer. Please make checks out to RMC.

Business Advertising Commercial advertisers are welcome. The following per-issue rates apply:
Business card size – \$2.50 ¼ page – \$5.00 ½ page – \$10.00 Full page – \$20.00

RMC Mailing Address

Correspondence, ads, & articles may be snail-mailed to:

RMC
PO Box 27058
Lakewood, CO 80227-0058

Web Site: www.rockymountaincorsa.org

Membership & Dues

Rocky Mountain Corsa annual dues are \$25.00, due each year by February 28. Checks should be payable to RMC, mailed to: *RMC, c/o John Dinsdale, 3240 Billings St., Aurora, CO 80011-2231*

Monthly Meeting

RMC typically holds meetings the 1st Friday of each month at our host dealership, Elway Chevrolet, 5200 South Broadway in Englewood. Join us at 7:00 PM in the upstairs meeting room.

RMC Officers

President:	Ed Halpin	prez@rockymountaincorsa.org 303-619-0080
Vice President:	Mike Piper	veep@rockymountaincorsa.org 720-255-1007
Secretary:	Rob Brereton	sec@rockymountaincorsa.org
Treasurer:	John Dinsdale	treas@rockymountaincorsa.org
Member at large	Ken Schiffner	m.a.l@rockymountaincorsa.org
Past president	Eric Schakel	

Appointed Chairpersons

Activities Chair:	Chris Kimberly	activity@rockymountaincorsa.org
Auditor:	Jonni Berkman	auditor@rockymountaincorsa.org
CCCC Rep:	Rick Beets	cccc-rep@rockymountaincorsa.org
Historian:	Steve Goodman	history@rockymountaincorsa.org
Membership Chair:	Tony Lawler	membership@rockymountaincorsa.org
Newsletter Editor:	Paul Seyforth	news@rockymountaincorsa.org
Webmaster:	Dale Nielsen	webmaster@rockymountaincorsa.org

Rocky Mountain CORSA Meeting Minutes

Meeting Date: September 14, 2019 **Called to Order:** 10:45 am

Location: Budweiser Brewery Experience, Ft Collins CO **# Present:** 11

• Guests, long distance, new members: John Donahue was in attendance. He is a member for a few years from Greeley.

Standard Business:

Minutes from past meeting: The August minutes were approved.

Treasurer's Report: The end of August balance of \$5,468.56 was reported by Ed. The Treasurer's report was approved.

Mailbag: Nothing.

Old Business:

- Activities review:
 - Autocross was discussed briefly, it went well and was reported in the newsletter. Sunday August 25th. It came in less expensive than anticipated, because Eric Schakel found cones for rent at a great price and venue cost less than planned. Expenses are not all in yet.
- Events—Lots going on today and during the month.
 - Sat Sept 14 Northglenn Elks Car Show, Erma Drive. Call Robert for details at 720-413-6348.
 - Sat Sept 14, 10-2 All Chevy Car Show, Century Chevrolet.
 - Sat Sept 14, St Jude's Benefit Car Show, 5000 S Broadway, invite by car show production company.
 - Sat Sept 14, Littleton Cruise, 12-3, 1500 W Littleton Blvd.
 - Sept 20-22, PPIR, show and camping on infield, drag race. Look up Hot Rod Rock.
 - Sat Sept 21, Pioneer Parade Florence, Bars and Brothels theme, parade, games and fun in city park.
 - Sept 28, Fall Tour, Details coming soon. Clear Creek Canyon, 119, Nederland, James Peak Brewery & Smokehouse. Meet in Golden, US6 and 119. Need lunch count by Sept 25th.
 - Sun 29th Corvairs and Cheeseburgers, details to come.
 - Road Trip to Sydney NE Oct 4, 5, 6. Octoberfest and car show. There has been little interest for this trip so it will not be a club event.
 - Oct 12 in Parker, show at the Vehicle Vault--a garage condo and museum complex at Parker and 20 Mile Road.
 - October 18-20, Great Plains Roundup, Missouri.
 - Oct 25-27 Great Western Fan Belt Toss, Palm Springs
 - 12/14 Holiday Party, 1-4, gift exchange, Mimi's, First drink and apps free. Collect for Toys for Tots. Do not wrap.
 -

New Business:

- Ed moved that the club pay the \$5 entry fee for the Budweiser Experience tour. Chris seconded, and those present approved the motion.
- The meeting was brief as our time for the tour came up quickly.

For Sale or Wanted, Recently Purchased

- Not discussed.
- Rob Brereton showed an idler pulley and fan belt from Melissa's '62. The shaft came loose in the base casting and walked partway out to the passenger side, causing the belt to abrade on the distributor advance mechanism. Plastic cover for the advance was not found. The shaft moves in and out by hand.

50/50 Raffle: Not held.

Adjourned: 11:00 am

Respectfully Submitted by: Rob Brereton