

The Denvair News

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June 2020



On May 8th the call went out for a drive-by to celebrate an Arvada boy's 16th birthday. Some 60 collector cars of all types showed up for the event. The RMC Corvair club was well represented with 6 cars.

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Some more Arvada drive-by pictures

Mike Piper in the lead car



Who is that masked lady? Chris Kimberly



Tony Lawler Above



Michael Timmons Above

Larry Yoder below



Tin Lizzie Model-T year unknown

RMC Club News June 2020

Another tough month for RMC. The club did hold a May 1st Zoom meeting thanks to our president Rick Beets. Present were Rick, John Dawson, Rob Brereton, John Green, Dale Nielsen, Jon Whitely, Mike Piper, John Dinsdale, Tony Lawler, Michael Timmons, and Bruce Parizek. Some new old faces; Garrie Fox and George Murnoch, and some brand new faces; Greg Cerza and Charlie Beets. Ken Schiffner was in for a bit and so was I (your editor). It was a good meeting and an interesting round table. Nothing like talking Corvairs. We hope we can do that again.

Again we need to report our club membership drive has been a bit of a disappointment this year. Our treasurer John Dinsdale reports we have 52 paid members so far this year. This down 20 from last year. We are not sure what is caused the failure to renew the memberships but we can't blame it on the Corona epidemic. Member renewal dues were due in January and February. If you haven't renewed please contact John Dinsdale and send him a check. It's still only \$25.

July 6th-11th CORSA National Convention, Crown Plaza in San Diego, CA.
Postponed until July, 2021.

August 1st-2nd High Plains Raceway Deer trail. CO, Race against Kids Cancer. This is still on the High Plains schedule.

August 9th, Sunday. Dale Wilshire Memorial Picnic. The RMC club has reserved the Dixon Grove shelter at Cherry Creek State Park, Dixon Grove area. Keep this date open. Hopefully we will be out from under the isolation restriction by this time.

September 2nd or 3rd Sunday. Autumn foliage tour. If we can find a restaurant I'll bet this will be a go. Right now we are looking for a coordinator

October 2nd-3rd, Octoberfest. Sidney, NE. Join Caron Wetter for the Saturday parade and farmers' market. More news later on.

December 2nd or 3rd Saturday RMC Christmas party.

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Mike Piper remembers his Dad and his Cars

I offer this article about my dad since he bought the Corvair I learned to drive in 1966. It was a Tropic Turquoise Sedan with a 110 4-speed. My brother and I both learned to drive the car and I believe it only ever had one clutch which says something. It had roughly 120K miles on it when a drunk turned left in front of my brother. He and his girlfriend (now wife) were injured but walked away. The car was totaled, and Steve Goodman parted it out. I kept the wheel covers, the horn button, all of the locks and the Craig Chevrolet dealer tag. All except the dealer tag have served on cars since.

I recall at one point my dad had a De Soto. It was not a reliable starting car, particularly in a Nebraska winter so my dad used to put a hot plate under the engine to keep it warm until the cord finally burned up. He also tried a dipstick heater. I suppose the car had a 6-volt electrical system so starting was never a sure thing. My dad had a 1964 Triumph TR-4 which probably replaced the DeSoto. He was a member of a sports car club in Grand Island and had at least two friends with Sports cars. One was a Sunbeam, probably an Alpine and the other an Austin Healey Sprite. I was about 4 years old, probably before kindergarten when I remember going out in the garage again in winter to watch my dad overhaul the engine in a Studebaker Lark. The block was cracked so that car was replaced by a 1960 Dodge. That I can remember those early cars and details about how to start them and work on them probably says I was bitten by the automotive bug pretty early. My mom used to tell the story about how I showed her how to pump the gas pedal to get the Studebaker started.

We moved from Grand Island Nebraska to Saint George Utah and then to Arvada. I used to sit in the padded package area behind the seat of the TR-4. I eventually got too big for that so my dad traded the TR-4 in on the '66 Corvair at Craig Chevrolet in Arvada. The Dodge was traded in for a '65 Chevy Impala SS, unfortunately with a 283 and a Powerglide but that is still one of my favorite body styles.

I can't say that my dad was a Corvair enthusiast exactly, but I think he liked the car and always liked the simple tune-ups and not having to mess with coolant. Our neighbor had a 1960 Corvair which might have influenced my dad somewhat. I do recall he complained for several years about how expensive it was to buy but he did buy it. That was my mom's car, our second car, and eventually the car my brother and I learned to drive. I recall it was pretty reliable except for two transmission issues before my brother and I started driving it. It was a tremendous snow car in its day. We never put snow tires on it and could still get around better than almost everybody as long as you could avoid high centering it. What's a little steam on the windshield when you went through a puddle? I can't speak for my brother, but I hammered that car in the mountains. With the 110 you had to have your foot in it all the time. It was great fun.

While my brother and I were wearing out the Corvair my dad continued to buy some nice and frequently interesting cars. The '65 Impala was replaced by a '69 Caprice with the 396. My dad used to pull travel trailers so the 396 was a good engine for that and it was a nice car. Then he bought a late 1975 International pickup to pull a trailer. You could really customize an International and that one was built to tow. It was one of the last pick-ups made it turned out. It

was crude but stout. Eventually he had a Dodge Diesel pick-up, a gas Ford pick-up and a Chevy Diesel pick-up and a GMC Yukon, all for towing trailers. He had two different Peugeot diesel cars, one a 504 non-turbo and a 505 turbo which was a great car. He had a '76 Trans Am with the big bird decal on the hood. He had a Chevy SS which was also a great car. He had a Chevy volt for a while which he admitted was a great car for in town, but he had a flat once and hated the lack of a spare. He bought a gray market Mercedes 450 SL from the guy he bought his Peugeot parts from. It was imported in the mechanic's mother's name and had some custom body panels on it. He still owned that when he passed away. Ultimately, he purchased his dream car which was a 2017 Corvette Grand Sport convertible. He was really fond of that car and enjoyed driving it.

His last Corvair driving experience was several years ago when I loaned him my '66 convertible with the 140 PG in it. He drove it for a week and really enjoyed the throw back experience. I did need to remind him once it didn't have power brakes, so you had to get on the brakes early. It was always hard to correct your dad.



Here are some photos with my dad. One with the red Convertible shows four generations of Corvair owners/drivers. My dad, me, my brother (our wives both were passengers), my oldest daughter and my grandson and granddaughter. My daughter and grandson have both driven them, my grandson even drove to a Corsa convention in Independence MO and two Tri-States.

So, there was a lot more to my dad than just the cars he owned but this is a car club newsletter and he always enjoyed working on and driving cars. He certainly kept them cleaner than I do...



Tools Explained

We have all been there.

John Dawson



DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh*t'

DROP SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand

OXYACETYLENE TORCH: Used almost entirely for lighting on fire various flammable objects in your shop. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race..

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK : Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW : A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

ADJUSTABLE WRENCH: aka "Another hammer", aka "the Swedish Nut Lathe", aka "Crescent Wrench". Commonly used as a one size fits all wrench, usually results in rounding off nut heads before the use of pliers. Will randomly adjust size between bolts, resulting in busted buckles, curse words, and multiple threats to any inanimate objects within the immediate vicinity.

Son of a bitch TOOL: Any handy tool that you grab and throw across the garage while yelling 'Son of a b*tch' at the top of your lungs. It is also, most often, the next tool that you will need.

Leaving well enough alone

Ken Schiffner

A few months ago, David Feasel installed an electric fuel pump on my '64 convertible. It worked great! He removed the mechanical pump, installed the plug where the old pump was mounted, installed and wired the switch to manually run the electric pump as well as the cut-off switch. Getting an oil pressure signal from where the oil pressure light sending unit is normally mounted, he added a pressure sensor to give authority to the pump to run when there is oil pressure and to the idiot light to tell the idiot driving that there indeed is oil pressure.

Then, I couldn't leave well enough alone.

With all of this time on my hands, I figured I'd go through my parts stash to do a little inventory and exploration. I found a "dummy" fuel pump, the kind that allows the fuel to pass through while maintaining the appearance of the mechanical pump. I also found an inlet fuel line.

So, I removed the afore mentioned plug , removed the inlet fuel line, removed the "tree" that contained the oil pressure idiot light and sending unit for the electric pump. I transferred the fuel outlet pipe and tee from the old mechanical pump and fitted it to the dummy pump.

Then I put the dummy pump assembly where the mechanical pump used to live. It became clear that there wasn't a whole lot of room to reinstall the oil pressure "tree". There was little clearance between the alternator pulley if a pipe was installed straight up out of the threaded hole in the end housing where the old oil pressure sending unit used to be.

I also saw that to gain installation access and be able to use wrenches, I had to remove the alternator. An attempted dry fit of the inlet fuel line showed I had to remove the left side carburetor.

While removing the carburetor, I found that the mounting gasket "sandwich" was broken. I use a sandwich of a thin gasket, the plastic thermal isolator, and thin gasket. One of the thin gaskets was broken.



Gasket sandwich

I was able to get the new inlet fuel line in place and through the four (4) hole rubber grommet in the firewall (some silicone spray helped). I connected the inlet fuel line to the fuel filter located behind the rear wheel.

Given the limited available space, it became obvious that the oil pressure piping would have to come up, out to a side, and then up again. It would have to clear the alternator pulley, belt, and not interfere with the oil filler cap. I'd have to have enough room to tighten the pieces of pipe without hitting anything. Since the idiot light sensor references to ground, I'd need sealant that conducts rather than insulates (I luckily had some sensor duty compound).

A thought was to use a brass pipe nipple to connect to the oil pressure tap in the end housing then come out at a 45-degree angle, then a straight section, then another 45 degree, then up vertically. But I only had one 45-degree 1/8" elbow. So, it was two 90-degree elbows or nothing.

I quickly found out that a close nipple in the end housing was too short. If an elbow was attached, the elbow could not be swung around enough to tighten it. I had to buy a longer nipple. I applied sealant and carefully tightened it (worried about stripping the aluminum threaded port in the end housing). The elbow cleared. I installed a longer brass pipe nipple to go under the fuel infeed pipe, then another elbow, then another vertical nipple then a tee to mount the idiot light sensor and the oil pressure sensor for the electric fuel pump.



Whew! Here is what it looks like. It works. But I could have left well enough alone. I hope it doesn't leak. Ken



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.

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:	Rick Beets	prez@rockymountaincorsa.org
Vice President:	Michael Timmons	veep@rockymountaincorsa.org
Secretary:	Rob Brereton	sec@rockymountaincorsa.org
Treasurer:	John Dinsdale	treas@rockymountaincorsa.org
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Past president	Ed Halpin	

Appointed Chairpersons

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