

The Denvair News

Volume 47 Issue 6

June 2021

Official publication of the Rocky Mountain Corsa Corvair Club



SeeMore, the cutaway Corvair has been getting around. Pictured at Cripple Creek 2013. This last month in the Springfield Mini-convention.

In this Issue

A note from Springfield
Club News
If it ain't broke
LM Generator Maint
Pictures from Springfield
Afternoon adventure
Minutes

Ken Schiffter
Paul Seyforth
Eric Schakel
Leeky Seel
Rick Beets
Paul Seyforth
Rob Brereton



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Adept at Adapting

Ken Schifftner

Charles Darwin revealed to us in scientific terms how, in order for species to survive they adapt. Those that can't don't. This also applies to institutions and organizations.

The recent pandemic has shown us that some organizations are adept at adapting. We have an example, and a lesson, in the effort CORSA and the Prairie Club made in creating the Springfield "mini" Convention. Given the cancelation of the San Diego convention (which would have been outstanding), the "mini" had to be produced on short notice.

To do this, the lessons learned in the 2016 Convention were used as the backbone for 2021. The same hotel was used. A similar format was used. Experienced teams were reassembled and used. To this, unique events were added (such as Tech and Historic sessions). No time to reinvent the wheel, so, don't.

The lesson?

CORSA, to survive, needs to adapt to the realities that confront us just as we adapted to the pandemic and San Diego cancellation. **CORSA needs to attract new members.**

The reality is gathering of fellow travelers doesn't, necessarily, draw in new members. To draw in new members, one must address those new member needs. One must adapt to those needs.

It is unlikely that new members share the same Corvair memories as the existing members. It is likely, however, that new members want to feel welcome. It is unlikely that new members want to hear "when I was

a boy" type stories, no matter how interesting. The new members likely have their own stories, formed from their own experience or lack thereof. It is unlikely that new members care much about the Corvair "history". That history is well known. It is likely, however, that new members would be interested in making their own history. It is unlikely that new members are interested in "stock" or even in preserving "stock". Indeed, even if they had a relative, friend, or contact who used to own a "stock" Corvair, the vehicle is no longer "stock". The new member, however, likely would enjoy knowing that the creativity they applied to their Corvair is respected and appreciated as part of the "hobby". If they brought their "modified" Corvair to a meeting, would the vehicle be welcomed or scorned? If they just want to show the vehicle (no desire for Concours or awards) would CORSA encourage them? Would there be a place for them?

It is also likely that new members would be interested in how to maintain a Corvair, or where to get parts, or how to modify the Corvair to suit their modern needs. They'd want to know if experienced Corvair repair people are available and the location. They'd also want to know that, if they travel and have trouble, who can they contact. They'd want to know that their "dumb" questions are met with sincere, constructive, answers.

The new members would want to feel that CORSA is focused upon the future (their future) rather than the past. As CORSA has demonstrated, is CORSA adept enough to adapt to the realities needed to attract new members? To survive, it must.

Rocky Mountain Corsa Club News

Things are slowly returning to normal or at least we are able to do some of things we use to. The club met on May 8th at Rick Beet's home in Centennial. It was a pleasant day for the 15 members sharing the time together. Discussion included the summer picnic, the School of Mines show, the Springfield mini-convention, and the New Mexico Tri-State in Albuquerque. Ken Schiffner is going to Springfield to judge the concours. Rick Beets and Tony Lawler are taking SeeMore out to show at the CPF museum.



Saturday June 19th. Jonni Berkman's family have set a date and place for a celebration of her life. The place will be outside at Riverdale Regional Park starting at 10:00AM. They hope the friends of Jonni will be able to attend. Corvairs are most welcome.

Saturday, July 24th, 2nd annual Cripple Creek All Corvair Car show. It's a FREE show for anyone with a Corvair. The Double Eagle Resort and Casino is giving us a discount on room rates. \$89.95 per night. This includes free breakfast for each registered guest. For hotel reservations, call 719-689-5000 and use group #4350.

Saturday, August 7th. Airport Show and Swap Meet. Rocky Mountain Metro Airport. This show is the primary event for the Colorado Collector Car Council. Car show, swap meet and airplane demonstrations.

Sunday, August 15th. The Dale Wilshire Memorial Summer picnic is back on. We were able to secure a reservation at the Bear Creek Lake Park in Lakewood. The shelter is the Mountain View located in the backend of the park with amenities like parking. Keep this date open.

Saturday, August 21st. Holy Roller Car show, Broomfield. This is one of the best car shows on the front range. Beautiful setting, many cars. Proceeds to St. Vincent de Paul. \$30 registration fee to show your car. Free admission.

Sunday August 22nd. Wings and Wheels Event, 11 AM. Centennial Airport, Englewood. This event is a visit to the Wings over the Rockies Museum and lunch afterward at the Perfect Landing Restaurant. Join the PPCC club on this event.

Rocky Mountain Corsa Club News

continued

Friday-Sunday October 15-17th. Tri-State meet in Albuquerque . The Corvairs of New Mexico Corvair club is hosting the Tri-State at the Marriot Pyramid Hotel. This is the major event of the year. All the information is on the CNN registration website; www.tristatecorvairs.com. There is also a link from our RMC website. Don't miss this one!

If It Ain't Broke, Don't Fix It

Eric Schakel

It's been a full score, 20 years, since a Yenke Stinger became my weapon of choice for vintage road racing. Street legal still, the Stinger faithfully represents the era when you threw a roll bar into your street car and went racing. I drove it home from Chicago in late July of 2000, which should establish street cred. We ran our first race together in 2001, that Stinger and I.

The decades have been generally kind to the car – no MTM (metal-to-metal) events, no barrier contacts, and only a dozen or so agricultural trips beyond the pavement. Wear and tear has been confined primarily to the running gear. My wear has been more noticeable, but like the Stinger, all systems still function.

The Stinger is on the seventh engine, not counting the fabled Junkyard Dog (sorry, that story requires beer as a lubricant!). The brakes were rebuilt weekly when I was required to run drums, but the four wheel disks on the car since 2011 need only an annual cleanup.

In the Covid confusion of 2020, we only raced in a single event, at Pueblo Motorsports Park. A favorite track of mine, the car ran two morning sessions very comfortably, but in the third it abruptly developed a nasty lean misfire under acceleration. There's a lot of acceleration required on a race track! Lean melts pistons, so we retired to drive another day.

That "another day" is upon us soon, and the resolution of the lean condition is a case study in the challenges of racing a 50-plus year old car. YS-066 had a cheap generic electric fuel pump when I acquired it, and it survived a half-dozen years before failing abruptly. No noise, no gas, just dead.

That diagnosis was simple, and I avoided the temptation to step up to a high-dollar competition pump to meet the Stinger's simple fuel needs. The replacement was another cheap generic electric pump, rubber hoses clamped to the OE steel lines, positioned just behind the gas tank. Another six or seven years, same problem again. Dead pump, straight generic replacement.



Last year's failure, though, defied diagnosis. The pump still worked. The car could be driven normally, but after a time it would abruptly seem to be "running out of gas". And lean misfires can be caused by fuel, ignition, or a combination of the two. Though the pump was still clean and shiny on the outside, a fuel pressure gauge revealed the problem: 1.9 PSI of pressure. That's not enough when you're revving to 6000 between every shift.

This time, I decided to step up a bit, and installed a made-in-USA Facet cube pulse pump. Equipped with AN dash 6 male fittings, and capable of flowing 55 gallons per hour at 4.5 to 6 PSI, the new pump is a step up in both safety and performance.

Installation, though, required fabrication of a mounting bracket, and modification of the fuel lines. Although I used rubber EFI line from the tank to the pump, I decided to replace the confusing tangle of steel tubing in the car's tunnel. The previous owner had installed a fuel return line, and had evidently replaced the brake lines. They were twisted around the factory steel fuel line, and bound with tie wraps.

I decided to cut the steel line just behind the front seats, and use a compression sleeve to adapt to AN (aero-spec) fittings. That would allow a three foot run of extruded PTFE (Teflon) covered by braided stainless on the outside. The PTFE is impervious to all types of fuel, including ethanol blends and even straight methanol.

Removing the original fuel line was a study in blissful human ignorance. At the front of the tunnel, where the hidden fuel line bent along and around the heater duct, the silver-gray steel abruptly became mottled brown, clearly rusted. When I pulled and twisted to remove the unwanted material, the steel line parted. Didn't bend, didn't kink, but simply broke. Rust was evident inside, as well as on the outside, and the wall thickness remaining was negligible.



How many more miles of racing would I have enjoyed before that line parted? Perhaps it would have survived to serve another owner in the distant future. Or perhaps it would have failed in the trailer during a tow, leaving a pond of 100 octane soaking the floor. Can't say for sure, but my hubris meter has dropped dramatically.

All those years, all those hours working under the car, and I never inspected the complete length of fuel line. You know, that long metal tube conveying explosive, flammable liquid? It wasn't broken, but it was certainly in sub-optimal condition. Anyway, no harm done to the Stinger. The new braided PTFE fuel line is very racy, and I can now swap in my spare pump in ten minutes when this one goes bad. But as for me, it will be a long time before I forget the delicate "pop" from that corroded steel tube as I applied light twisting pressure...

Why won't my GENERator come on?

Originally in the Leaky Seel May 2021

Anyone with a DC GENERator knows you need to polarize the GENERator after servicing. This is because the iron inside the GEN (the Field) is very lightly magnetized, and you can change the direction of that magnet, by Polarizing it. That little magnet is what turns on the REGulator, to make the GEN work. The AC GENs used on the late Models also need to be Polarized, but that rarely happens as we take them apart in a different fashion, so not many folks have ever heard of Polarizing the AC GEN (some call it an Alternator, but that's because they GENERate Alternating Current). The AC GENs with internal REGulators are also Polarized.

On an Early GEN you simply "MOMENTARILY" apply B+ to the Field terminal. BIG spark! Best to disconnect the REG while doing it. To do it on a Late, use the wire on the „F" terminal of the REG, Caution, also unplug the REG when you are doing that. This is a little harder with the Internal-Reg on some AC GENs, as the REG is inside (!) the GEN, so it's easiest to just take out the Rotor (which is the Field on an AC GEN) to Polarize it.

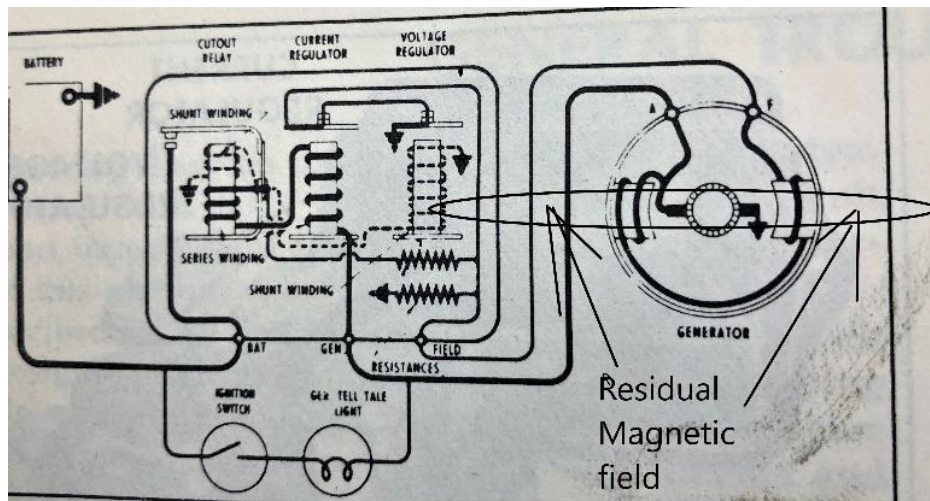
So, we are talking about any GENERator used on a CORVAIR. They all require a small current to tickle them, usually through the Tell-Tale lamp circuit, which comes on with the Key. This current fights with that little magnet to generate the "turning-on" sequence. To turn ON a GEN you have to spin it fast enough to generate a small current. This, in turn, sends current back to the REG and tells it to turn on the GENERating system. In this sketch you can see the Tell-Tale Light feeding current into the system and the Polarization, labeled Residual Magnetic Field, with which the Tell-Tale's current fights.

The Early GEN the vehicle's B+ is wired directly to the REG because there's a big mechanical "cutout relay" inside the REG that prevents the battery from running the GEN as a motor. That B+ must be disconnected when the engine is off or the Battery will be dead in an hour, or so. The AC GEN has Electronic "cutouts" called Diodes to prevent this „running as a motor". Obviously if the Polarization is wrong the REGulator does not get the correct message and the GEN won't/can't come on. I found a special way for this problem, of a GEN to "not come on", with an AC GEN

Remember the B+ is inside the Early REG. The Late and the Internal REG each have the B+ brought in, to the REG. Normally that red wire is in a place where it remains undisturbed. Note: We are NOT talking about the Brown wire that connects the GEN to the Dash Lite. The one that goes all the way from the REG in the back, up to the Lite on the Dash, the one that people use for control of the Fuel Pump. It's a useful wire but

that's not the wire we're talking about. This „other“ important wire, one that Shop Manuals refer to as “HOT at all times”, is a built-in connection that is always hooked to B+. It is only dead when there is no Battery in the car. Usually!

Well, I once moved one of these wires -to a fused circuit! Unfortunately, when that fuse opened, that wire was not -HOT at all times -that time! I had no GEN and it took some poking around to discover the reason. Everything happened as if the GEN were not Polarized. I did have a reverse-Polarized Late GEN one time, which was a difficult sleuth. It's as if the BAT terminal, in the sketch above, were opened. That made it a „fun“ dig! Since this particular problem won't happen with a DC GEN, y'all can just laugh at us Late-comers. Otherwise, a dead GEN system, on a Late, which acts like a reverse-polarized Field, could be a B+ that is disconnected, from the REG, something you can easily check on your Late REGulator, pin 3.



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Notes from the Mini – Convention

Summer 2021 is around the corner, and with the proliferation of vaccinations in arms, there seems to be a newly found optimism in the air. I'm seeing more and more events coming back to life after being canceled last year culminating with the rescheduled Tri-State in October.

Unfortunately one exception is the San Diego National Convention.

So instead, a mini convention that was already planned for in Springfield, IL, was rapidly expanded to take the place of San Diego. With SeeMore in tow, a small group of us braved the elements to make the trek out and back with only a minor mechanical problem with Chris Kimberly's 64. A distributor cap/rotor failure caused her to make a right turn for the shoulder of I-70. Not the best place for the Monza to quit running, but we were able to get a temporary fix in place and get back on the road and was able to source replacement parts in the next town. All in a steady rain. Look for a complete write up in the July edition.

In the meantime some congratulations are in order. Chris Kimberly won a top honor for her 64 Monza convertible in the early open class at the people's choice show on Saturday. Trust me, when I say she was included in an elite class of earlies including a fully restored 96 point concours car once owned by John Glenn, I'm not exaggerating.



Also, the superstar editor of The Denvair News, Paul Seyforth, was honored for his outstanding work on the RMC newsletter for 2020. Congrats Paul! 2nd place in the western region, is quite a feat!

In other news, I was finally able to find that illusive "round to it" and was able to get under my Spyder to install the new Thermistor replacement sold by Clarks (page 51 in the catalog) that uses a more modern thermocouple technology. Don't have much time with it yet, but it appears to be more accurate than my original Thermistor (best guess was about 75 degrees off to the hot side). If your thermistor is bad or missing, this would be a viable option. The interesting part, is how the unit is "tuned" to the factory Spyder or Corsa gauges using specialized circuitry in line with the sensor. I found it fairly easy to install once the lower tins were off on the left side. If you are interested in learning more, visit VairTrix.com.

I'm looking forward to seeing everyone's smiling face at the next meeting on June 5th. Masks will be optional with the loosening of COVID restrictions. Until I can get confirmation that we can get back into the meeting room at Elway Chevrolet for Friday nights, we will continue to hold the meetings on Saturday mornings in my backyard with a 10 am start.

Until then, drive and baby your Corvair!

Rick Beets



Chris Kimberly's 64 next to John Glenn's car owned by Bill Hubble



On the right is John Glenn's air-conditioned convert

Below is Carl Sagan's 64 Spyder Convertible



An Afternoon's Adventure

Paul Seyforth

I currently own a 1966 Corvair Corsa coupe. It's a very good looking car. I wish I could say I was the one that that restored or refurbished the car but I was not. I answered an ad for the car a few years ago and immediately purchased it. I believe over the years the car changed hands many times and I found each previous owner had put their stamp on the car. It had been set up for Autocross with heavier sway bars and fast steering. The engine had been rebuilt with a modified camshaft. The body had been repaired expertly before paint was applied. And it had a set of somewhat over the top aluminum multi spoke wheels. These wheels while very striking really did not fit the car. I have been looking to replace these wheels since I bought the car.

I wanted a retro look for the wheels. I always favored the early Camaro rally wheels with the center caps and chrome rings. Easier said than done. I have been looking for those wheels for well over a year scanning craigslist and visiting swap meets with little success. I was beginning to wonder if the supply for old Camaro rally wheels had dried up. Well, it's been 50 years. Then just two weeks ago I saw an ad in our local craigslist. 'Early GM 14 inch wheels', not much more than that , no picture. I called the ad placer and he sounded credible. I decided to make the trip across town and up into the foothills to see if these were the wheels I was looking for.

They were! Way back up in the hills of Conifer I met Bob Fisher. He had placed the ad. This gentleman was a very involved car restorer. He was working on 2 El Caminos in his shop, one early seventies and another an eighty one. He had two Buicks under tarps; one a fifties and the other an eighty something Riviera. He had several barns of old cars and parts. He led me up to one barns and showed me the wheels; Early seventies El Camino wheels in very good condition. Then he disappeared into another barn and came out some 20 minutes later with 4 chrome trim rings. To top it off he volunteered to remove the tires from the wheels which he did with an old tire removal machine out of the fifties. I almost believed I had run into Santa Claus.

One last thing, Bob has had some experience with Covairs over the years. In one of his barns I spotted a 63 Spyder. When I asked him about it he said it had been repainted and the interior refurbished. He didn't seem to have much interest in the car and said he would be willing to take an offer on the car. I'll pass along his phone number if anyone is interested.



Rocky Mountain Corsa Meeting Minutes

Meeting Date: May 8, 2021

Called to Order: 10:10 am

Location: Rick Beet's sunny backyard **# Present:** 20 + 4 on Zoom

Guests, long distance, new members: None.

Standard Business:

Minutes of last meeting: April minutes were reviewed and approved with correction: Meeting date was given as Fri May 8.

Treasury report: The end of April balance was \$6,068.69. The check for the Forney Museum donation was not entered until the past month. An audit will be performed this month. The Treasurer's report was approved.

Mailbag: Membership application for James Ianson. Rob forwarded check to Treasurer, application to Membership Chairman.

Old Business:

- The picnic discussion continued. Westminster is not taking reservations right now due to concern about groups of 50 or more. Rick proposed Citizen's Park in Edgewater as a possibility. This is on hold for now, but still working on it.
- Ken Schifftner reported on a planned Corvair show at Wings over the Rockies at Centennial Airport, followed by lunch at The Perfect Landing. Date is Sunday August 22nd with a show at the air museum, with aircraft on the tarmac with the Corvairs. Plan is for an 11:30 arrival, with show at 12-2:00 followed by late lunch at the Perfect Landing, with room for 30. Exhibit will be Boeing's Exploration of Flight. See More to be there.
- CCCC Airshow Rocky Mountain August 7, Parking is covered by Spartan College. Looking for volunteers for teardown. 2:30-5, helping vendors get out. There will be a small nonpublic car show event by Renegades.
- School of Mines E-Days was held on April 17, a wet and snowy/rainy Saturday. There was one Corvair in attendance, Mike Piper, and he had the only collector car there.

New Business:

- Mike Timmons discussed electronic payments. A commercial Paypal account can be obtained, and costs 2.9% of transaction value + \$0.30 per transaction. The rate drops to 2.4% for nonprofit. The Paypal account would receive funds, then they can be transferred to checking. Paypal guarantees the transaction on both sides. Venmo has no fees to payer, but transaction is not guaranteed and is generally used between individuals. Michael to continue research and have a proposal.
- Rick had a discussion with Mike and Amanda on T-shirt designs. Could add a store to website. There was a question about an option for a Polo shirt? More info is needed. Some sites allow small volume shirt orders.
- Dexter Norris, former member passed away. Rick and Tony visited and looked at his 64 Spyder on title but has 140. It encountered a front-end wreck and may be more of a parts car but did start and run.
- We are past the renewal period and have 58 paid members. Down a bit from historic high but returning.
- Marc Miller was very appreciative of the drive by visit for his birthday. He continues to deal with pancreatic cancer and is facing a new and more significant procedure.
- Jerry Gerteisen has not sold his car yet. It is listed on the website. He is really looking for right owner who will continue to care for it as he has.

Upcoming events:

- May 19-23 Mini Convention expanded, in Springfield IL. SeeMore to be there. Chris Kimberley adding 3-4 days on Route 66, contact her if you want to join. Eric attending but not with a Corvair. Rick and Chris heading out with See More.
- Fri June 4 Monthly Meet. Planning for Elway Chevrolet & Zoom. Backup is Sat 5th in Rick's yard. August Mtg will be at Picnic.
- Castle Rock Car show on, Vintage Car Club Castle Rock site, Sat Father's Day weekend June 18.
- July 24, Sat, all day, Cripple Creek Historical Museum, Cripple Creek All Corvair Car Show. A band is planned, same weekend of bed races. Discount rate at Double Eagle 7196895000 Group code 4350, \$100 inc tax & breakfast.
- Sat Sept 12 Concours at ACC 9-3. \$50 registration, fundraiser for Ability Connection Colorado. Registration open.
- Oct 15-17, Tri State, Albuquerque Marriot Pyramid N near Tramway. Registration form online. Pay for banquet up front.
-

For Sale or Wanted, Recently Purchased, Projects

Rob Brereton believes he dropped a valve seat Friday with the 65 convertible.

John Dinsdale reported that his Corvair and his money have gone to the body shop in Florence, with no news on progress yet.

Tony reported his Rampside is expected to be at car show in Guffey next week, followed by the Florence Car show. This is great news for John and his sedan. The Rampside is all gray primer right now. Guffey show is Sat 10-4, sponsored by Ryan's Rod Service and Guffey Garage.

Corvair airplane for sale in Littleton on Craigslist, \$5,000. Get it for the Centennial Air show!

Dale Neilsen had heavy duty springs from Gary Hoffman, too tall. Cut them down to lower height but became so stiff that ride was just unpleasant. He just got new HD springs from Clark's, put in as is, and height and ride is much better. Rick echoed same experience with regular springs.

Rick reported that Clark's selling electronic head temp sensor for Spyder and 140 to replace a thermistor. Old gauge was reading high. Works well but messed up exhaust seal so it ran poorly until that was corrected.

Got Michael's Rampside new motor in, ran well for a couple trips.

50/50 Raffle: \$40 to Club, \$40 to winner: Caron Wetter. Congratulations on being first 50 / 50 winner in a long time.

Snacks Volunteers: Charlie and Jess Beets for June. Caron Wetter for July.

Meeting adjourned at 11:22am

Respectfully submitted by Rob Brereton

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
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Member at large	Ken Schiffner	m.a.l@rockymountaincorsa.org
Past president	Ed Halpin	

Appointed Chairpersons

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