

The Denvair News

Volume 48 Issue 1

January 2023

Official publication of the Rocky Mountain Corsa Club



Jon Whiteley's Red Rider dealing at the Pueblo Motorsports Park

In this issue

Presidents column
Christmas party
Forney visit
Events
V P Column
If it ain't Broke
Minutes
Clark's Corvair ad

Rick Beets
Paul Seyforth
Kory Levin
Kathy Green
Ken Schiffner
Jon Whiteley
Rob Brereton



Rocky Mountain Corsa Presidents Message

I hope your Christmas, Hannukah, was well spent with family and friends. I especially enjoyed getting together with everyone at the annual holiday party on the 10th at the Black Bear Café. The current board was re-elected by unanimous vote of those in attendance at the party. I look forward to being your president for another year. Dinner was excellent and the gift exchange was hilarious as usual.



The following Saturday, a group of us headed over to the Forney Museum to spend the morning helping them keep the display vehicles clean and tidy. Since we had plenty of help as the Colorodans car club out of Longmont sent a contingent of volunteer, I felt compelled to spend my time in the display area dedicated mostly to motorcycles. It was really cool to get up and personal with some very historic machines. The Forney is a great organization that deserves our continued support. Either by coordinating a club visit sometime in 2023 (let's look at a possible February or March timeframe), or volunteering for us to spend another Saturday morning to do a dust and shine. The director, Christof, remembered the Corvair display we did several years ago, and expressed a desire to revisit and schedule another exhibit sometime in the future. A handful of us went to lunch after at the Red Rooster (a bit of a dive like Breakfast King or the Littleton Café, but food was great and staff was very friendly). I will keep everyone posted on another date.

My Spyder continues to run well since I diagnosed and corrected my driveability issues last summer. I kept believing I had a big vacuum leak because it didn't want to idle. I was correct and actually found two. One was in the boost retard module (looks like a vacuum advance on the distributor) with a bad diaphragm, and the other was in the carb. One of the bowl cover screws had stripped the threads in the carb body causing a small air leak in the idle circuit where it goes up into the cover before dropping back down into the throttle body section. I got lucky, there was plenty of wall thickness in that area to do a heli-coil thread repair. The best news, is that it isn't quite so cold hearted and starts much easier.

With the turn of the calendar into 2023, membership renewals are due by the end of February. Paypal (credit card) is available on the website if you desire, but John Dinsdale will gladly accept cash or check payments as well. \$26 a year with a dollar discount for cash or check payment.

Excited to see everyone at the annual New Year's Day Brunch up in Estes Park! Thanks again to Kory and Gail for their efforts in keeping our holiday traditions alive and kicking!

Next meeting: Friday January 6th at John Elway Chevrolet on South Broadway in Englewood. Usual time, 7PM. If you can't attend in person, I will have the meeting available on Zoom.

Rick

A Christmas Party at the Black Bear

Thirty of the RMC faithful met for the annual Christmas party on Saturday December 10th. I'm not sure how long RMC has been meeting to celebrate Christmas together but it has been in place as long as I've been a member. It's always been a fun experience and this one was no exception. The last several years Kory and Gail Levin have hosted the event. This year we returned to the Black Bear dinner in Aurora, a family-owned restaurant just off of I225. The party was kicked off with a short meeting as the club reinstated the club officers, followed by dinner. The food and service were excellent. The real fun began with the Yankee gift exchange. As always gifts were exchanged and stolen. This year car models were the top draw (really). I'm not sure but I think Caron Wetter and Steve Goodman were the winners this year. Toys for Tots were also winners as some 15 toys were collected for this worthy cause.



Some of the folks drove their Corvairs. These must be the running ones.

Steve walks away with a model Porsche, for the moment.

Tony Lawler holds up his gift selection.



Christmas party continued



Rob and Tricia Brereton and their granddaughter Lucy, 7 months. Mom and dad, Melissa and Taylor Wallace are off view of the camera.

Our hosts Kory and Gail Levin. Another fantastic job putting the event together!



Dianne Lawler and Chris Kimberly look delighted with their gift selections.



A Forneys Museum Dust and Shine

Saturday Dec. 15th members of RMC along with members of another car club; Colorodans, from the Loveland area met at Forney Transportation Museum. Our club had volunteered to dust off the museum's cars, motorcycles and trains on display.

This is a monthly function in which various car clubs from the Car Council volunteer to help Forney keep their vast transportation collection clean and dust free. Those participating were: Rick Beets, Bruce Parizek, Andrew Child, Ken Schiffner, Dusty Dodge, Caron Wetter, Jimmy Riley, Rob Brereton, John Dinsdale, and Charlie Beets

Chris Kheim, the museum's director welcomed us, and provided much appreciated coffee, and assorted pastries. Before we got started Chris talked about the history of Forney, its origin and the background of Mr. J.D. Forney, who started the Museum. We learned that Mr. Forney once displayed his vast car collection at Cinderella City mall.

Those who participated, enjoyed helping to keep the museum's collection dust free, and also were able to view this wonderful collection as we moved through the building.

Kory Levin



Upcoming Events

2023 Corvair Tri-State May 19-21, 2020 Salida, Colorado

The Pikes Peak Corvair Club (PPCC) is proud to announce that registration is now open for the 38th Tri-State meet to be held in Salida, Colorado the weekend of May 19th-21st, 2023. The host hotel is the completely renovated Hampton Inn & Suites, located at 785 E. Highway 50. PPCC has secured a Tri-State special rate of \$119/room plus tax for either a King room or a double Queen room. Breakfast is included. To register for the event, order tee-shirts, reserve a room, and sign up for the banquet to be held Saturday night, please log onto the PPCC website <https://pikespeakcorvairclub.wixsite.com/ppcc> and click on "2023 TRI-STATE" on the top menu banner. This will open the information page with all the information you need to do on-line registration, or to print the registration form. There is also a direct link to the hotel registration site to register at the hotel and a schedule of events and times.

If you have any questions, please email ppcctristate@gmail.com. We look forward to seeing you there at the Tri-State next year in Salida, the Heart of the Rockies.



**Do not forget to pay your club dues this month.
\$25 due in January.**

Vice Presidents Column

They are ALIVE!

Ken Schiffner

It starts with a greasy engine. Say a straight six, an old V-8, or even a VW engine. The theme is to show the video 's "star" being taken apart, disassembled, cleaned, rebuilt, and reassembled, The stop action videos show bolts loosening, turning out and marching off, as if alive. Parts are cleaned, machined, measured and where needed replaced. Piston and connecting rods take their turn. Camshafts are carefully guided in. Assembly lube is lathered on as needed. Gaskets and/or sealants are applied. And human hands are rarely if ever seen.

I like these Hagerty Red Line Rebuilds. Educational and revealing. Entertaining and for mechanics and car nuts who have rebuilt engines (with success or otherwise), memorable. And recorded for history, showing the way it was.

Maybe someday, someone will connect such videos to the demise of what was for a time very much "alive", the internal combustion engine. The videos will record the parts no longer used, the repair techniques no longer applied, and the skills no longer needed to do it, and the jobs lost or that had to be modified.

Think of the parts seen. Will there be piston, rings, and connecting rods in the future? Carburetors or fuel injectors? Intake and exhaust manifolds? Spark plugs? Ignition wiring? Rotors and distributor caps? Valves, springs, crankshafts and camshafts? And what will happen to the parts stores? What will happen to the related jobs?

Maybe it will be like when the horse was replaced by mechanical power. What will happen to the hay supplier? The carriage builder or the blacksmith? Times will change. Perhaps with electric vehicles (EV's), whole assemblies like the motors might be rebuilt at shops specializing in that service. Complete assemblies might be removed, crated (perhaps) shipped to and from those suppliers and be replaced locally. Machinery might be designed and built to renovate the electric motors. Repair facilities may, instead of having shelves filled with tiny individual parts, have lifts and carts to move larger components and have complete units on the ready. Maybe some standardization will occur after a whole variety of EV manufacturers burst onto the scene and eventually become just a few. Battery design and configuration may, through competition and price, result in standardization and create a new group of service providers skilled in battery replacement, sensor system electronics repair and replacement, and problem diagnosis. Test equipment hardware may change from timing lights, feeler gauges, to laser and computerized designs targeting the demands of close tolerance component repair.

And there may be "performance" shops that tweak extra range, speed, or reliability of the "new" technology. Humans are inventive and many have the skills to adapt and change.

I only have one complaint about the Red Line Rebuilds. Unless I missed it, why not rebuild a Corvair engine? How 'bout a nice turbo? Make one come alive. For history.

OUR 50TH ANNIV - 2023

Thanks to the support of 1,000's of Corvair owners over the last 50 years we continue to grow and reproduce more parts every year. Have a great year and enjoy our monthly sales and specials all year-Joan & Cal Clark

SPECIAL SALES EVERY MONTH- each month we'll send an email (if you have signed up) and list in a sale section on our Home page www.corvair.com

FREE 50th MEMENTO gifts with your first order in 2023

LIST YOUR CORVAIR FOR SALE- NO CHARGE- sell your Corvair or a spare you just don't have time for! For all of 2023 we will list it on our website at **NO CHARGE-** check website (Corvairs For Sale)

CLARK CAR SHOW & PARTS SALES- See our 2023 supplement or website for more details. We expect around 130 cars, and will offer tours of our buildings including the Upholstery Dept. Slide show by Cal. Parts on sale! **SEPT 16, 2023 - rain or shine**

2023 SUPPLEMENT- On our website or as a hard copy -many new repros & updates.

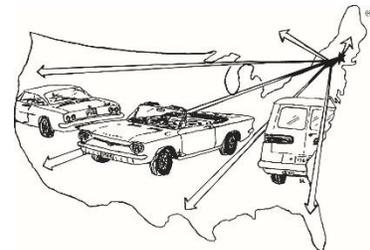
INTERNATIONAL CORSA CONVENTION -Wisconsin- We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello. Convention dates June 19 - June 24

CATALOG- over 450 pages, free with an order, \$8 postpaid in USA

Clark's Corvair Parts
400 Mohawk Trail
Shelburne Falls, MA
01370

413-625-9776

www.corvair.com



If It Ain't Broke.....and C.H. Waddington

[The planned preventative maintenance, whose purpose was to prevent unplanned failures, was actually creating unplanned failures. The behavior was termed “The Waddington effect”. It was as if the old parts were jealous of the new parts and chose to ruin it for everyone.]

Vintage racing season in the Rocky Mountain region is pretty much done for the year - the red racecar is safely tucked away for a while. Following my last race in October at Hallett, but before it got cold enough to discourage any serious wrenching in the garage, I performed my usual post-race inspection on the racecar. I was also curious to see if anything major might need to be accomplished (engine rebuild maybe?) over the winter months when plenty of time was available to accomplish such.

The jets were changed back to a size appropriate for Denver's altitude. I did compression and leak down tests and inspected the plugs. Everything looked good there. Oil change and sample sent off to Blackstone. Their report returned a couple weeks later stating no indicators of concern seen.

The engine has seen 20 race weekends and a number of lapping days since I'd built it in 2018 and the car still ran pretty well. But if necessary, I should have time to address something major before the start of the next season. Was there really any reason to “open ‘er up” and search for possible problems?

To quote an old adage: "If you go looking for trouble, you'll likely find it." Then again, “If ain't broke, don't fix it”. Let me share an interesting bit of history and its lessons about “over-maintenance”.

Disclaimer: don't take this as an excuse to validate poor vehicle maintenance habits!

THE WADDINGTON EFFECT

Excerpts from Mike Busch – *Sport Aviation* March 2011

Professor James P. Ignizio of the University of Texas wrote an article that appeared in the September 2010 issue of *Phalanx*, the quarterly journal of the Military Operations Research Society (MORS). In his paper, Professor Ignizio cited the little-known work of a gifted British scientist named Conrad Hal (C.H.) Waddington (1905-1975), who was a developmental biologist, paleontologist, geneticist, and embryologist—a rather unlikely person to make major contributions to the field of aircraft maintenance. During the war, however, Waddington's career in biology was temporarily interrupted when he became involved in operations research for the Royal Air Force Coastal Command.

The principal assignment of Waddington and his fellow scientists in the Coastal Command Operational Research Section (CC-ORS) was to advise the British military on how it could more effectively combat the threat from German submarines. Waddington and his colleagues developed a series of astonishing recommendations that defied military conventional wisdom.

For example, the bombers used to hunt and destroy U-boats were mostly painted black. At the suggestion of CC-ORS, a test was run to determine the best color to camouflage the aircraft, and it turned out that bombers painted white were not spotted by the U-boats until they were 20 percent closer, resulting in a 30 percent increase in successful sinkings. Waddington's group also issued a recommendation that the depth charges dropped by the bombers be set to explode at a depth of 25

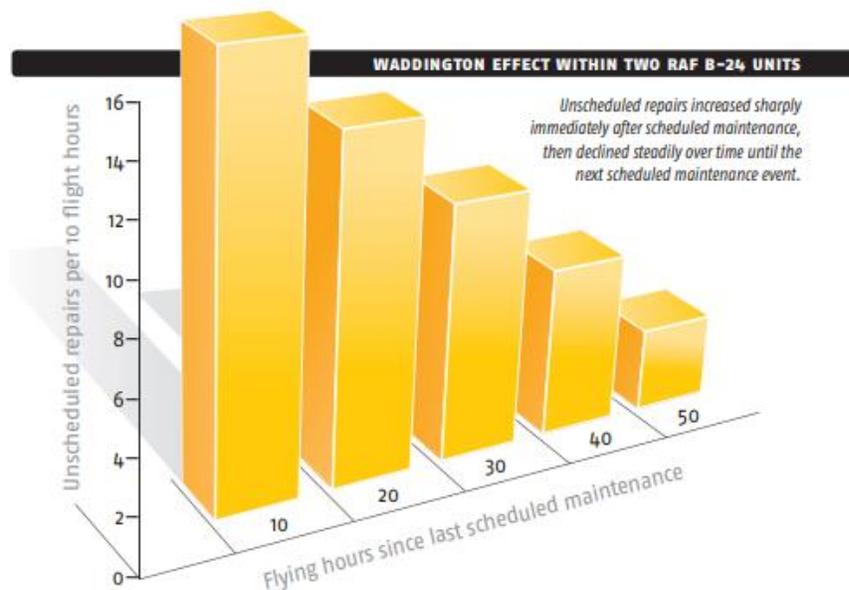
feet instead of 100 feet. This recommendation, initially resisted strongly by RAF commanders, ultimately resulted in a sevenfold increase in the number of U-boats destroyed

Waddington subsequently turned his attention to the problem of what would be called “force readiness” today. Specifically, the RAF’s B-24 Liberator bombers were spending an inordinate amount of time in the maintenance shop, both for scheduled preventive maintenance and for unscheduled resolution of what the British called “breakdowns” or “downs” or “gripes” and what we’d call “squawks.” Obviously, the more time bombers spent in the shop, the less time they could spend hunting and killing U-boats.

As Professor Ignizio put it: “In July 1943 the two British Liberator squadrons located at Ballykelly, Northern Ireland, consisted of approximately 40 aircraft. However, at any given time only about 20 of these were flight ready. Aircraft were down for any number of reasons, but mostly as a consequence of undergoing or awaiting maintenance—either scheduled or unscheduled—or perhaps waiting for maintenance personnel or spare parts. Conventional wisdom held that if more preventive maintenance events were performed on each aircraft, fewer problems would exist—and potential problems could be caught and fixed—and thus the effectiveness of the fleet would surely improve. Conventional wisdom was, as is so often the case, wrong. It would take H.C. Waddington and his Operational Research team to prove just how wrong.”

Waddington and his team started gathering data about the scheduled and unscheduled maintenance of these aircraft, and began crunching and analyzing the numbers. When they plotted the number of unscheduled aircraft repairs as a function of flight time, they discovered something both unexpected and significant: Such unscheduled repairs increased sharply immediately after each scheduled 50-hour maintenance event, then declined steadily over time until the next scheduled 50-hour maintenance, at which time they spiked once again.

When Waddington examined the plot of this repair data, he concluded that the scheduled maintenance (in Waddington’s own words) “tends to increase breakdowns, and this can only be because it is doing positive harm by disturbing a relatively satisfactory state of affairs. Secondly, there is no sign that the rate of breakdown is beginning to increase again after the 40-50 flying hours, when the aircraft is coming due for its next [scheduled preventive maintenance event].”



Continued from previous page

In other words, the observed pattern of unscheduled repairs—dubbed “the Waddington effect” by Professor Ignizio— demonstrated that the scheduled maintenance was actually doing more harm than good and that the 50-hour scheduled maintenance interval was inappropriately short.

The solution proposed by Waddington’s team—and ultimately accepted by the RAF— was the development of an improved maintenance program that:

- Increased the time interval between scheduled maintenance events;
- Eliminated preventive maintenance tasks that were not demonstrably beneficial;
- Improved the scheduling of maintenance personnel; and
- Created better, clearer maintenance guidance and documentation.

Once these recommendations were implemented, the number of effective flying hours of the British Coastal Command bomber fleet increased by more than 60 percent.

FINIS Jon Whiteley



REAR-ENGINE SPECIALISTS

Steve Goodman 16010 W. 5th Ave., Unit 12
Golden, CO 80401
(303) 278-4889
Fax (303) 936-7420
e-mail: rearengine.steve@att.net
internet: <http://rearenginespecialists.com>



BLACK HAWK ENGINEERING

Precision Mechanism Design & Fabrication

Chuck Riblett, P.E.

737 West 10th Street
Loveland CO 80537
Cell 970-635-4769

chuck@blackhawkengr.com



Rocky Mountain Corsa Meeting Minutes

Meeting Date: December 4, 2022 **Called to Order:** 7:05 pm
Location: John Elway Chevrolet, Englewood CO **# Present:** 15 on site, 2 on Zoom.

Standard Business:

Minutes of last meeting: Minutes from November meeting were reviewed and approved. Secretary was not present, so Jimmy Riley took notes. Thanks!

Treasury report: The end of November balance was \$6924.00. Treasurer's Report was approved.

Mailbag: None

Old Business:

- Thanks, Paul, for a great newsletter and for continuing to produce them.
- Tonight's snacks are provided by Rick Beets. Bruce has January, Schakels will cover February and Dale Nielson will cover March.
- Holiday party 12/10, 2:30 at Black Bear Diner, I-225 and Iliff. Order off menu, appetizers and 1st drink paid by club. Bring exchange gifts marked his/hers/either. Exchange rules were reviewed. Please bring Toys for Tots gifts, unwrapped. Elections for officers to be held. Current board is available to serve in the next year.
- New Year's Brunch, 1/1, 11am, Big Horn Restaurant, 40 W. Elkhorn Ave in Estes Park. An RSVP page is available on the website, sign up by 12/24. Discussion by Eric of issues staying in Estes Park in recent years. Reviewed past locations. Eric will look at alternates.
 - **Membership:** New member badges were made but were not brought.
 - Dues are now due, \$25 for cash or check, \$26 for Paypal. Ken Schiffner was first to pay!
- Volunteering at the Forney Museum, 12/17, 9-12. We will be cleaning cars and bikes. 11 signed up. Lunch afterward.
- 2023 Tri-State update: May 19-21 in Salida hosted by PPCC. Hampden Inn and Suites. PPCC looking for raffle prizes

New Business:

- Activities Coordinator needed. Some events already set, like Concours at ACC. Discussion of up north events to engage members north of Denver. Budweiser plant Hops and Hot Rods, discussed the Orphan Car Museum in Yuma, model railroad in Greeley. Discussed some standing events, and CCCC events: The combined car and air show will be August 4, potential show in early June as an event to replace the Havana Cruise.
- Tri-State Tune-Up discussion was held, discussed 1 event rather than 2.
- Club Business cards handed out with QR code to RMC website on back.
- Jacket Patch discussion, looking into costs. Eric will share contact RMVR uses, or we can tie in to an RMVR order.

Upcoming events:

- 12/10 (Sat) 2:30pm Holiday Party, Black Bear Diner, I225 & Iliff
- 12/17 (Sat) 8:30am Corvair people dust and shine cars at the Forney Museum. Donuts and coffee provided.
- 1/1 (Sun) 11am New Year's Brunch
- 1/6 (Fri) 7pm Monthly meeting, John Elway Chevrolet

For Sale or Wanted, Recently Purchased, Projects

- Example of original thermostat bellows and a later repro were shown.
- Eric Schakel spoke about the 24 hours of Lemons Race in Austin, drove several 1-hour blocks in Infinity G30 flood damaged car. \$500 car but no limit on safety gear. Must have driver's license and all the safety gear, but on competition license. 168 cars on track at same time, 133 finished and no contact. "Entertaining" penalties assigned for over \$500 items-one car got an 87-lap penalty.
- Tony researched bumper chrome plating. The place in Salt Lake City recently closed. A place in Yuma could only do 50". ABC Plating in Sparks NV can do them but it's expensive, including shipping.

50/50 Raffle: To Club: \$40 To Winner: \$40 Winner: Charlie Beets

Meeting adjourned (not recorded). **Respectfully submitted by** Rob Brereton based on video and Jim Riley's notes

Holiday Party Addendum:

Elections were held at the holiday party. 2023 officers are:

Rick Beets, President
Ken Schiffner, Vice President
John Dinsdale, Treasurer
Rob Brereton, Secretary
Tony Lawler, Member at Large.

RMC Home 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* Dues can also be paid on line via PayPal at this link www.rockymountaincorsa.org/dues

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:	Ken Schiffner	veep@rockymountaincorsa.org
Secretary:	Rob Brereton	sec@rockymountaincorsa.org
Treasurer:	John Dinsdale	treas@rockymountaincorsa.org
Member at large	Tony Lawler	m.a.l@rockymountaincorsa.org
Past president	Ed Halpin	

Appointed Chairpersons

Activities Chair:	Open	activity@rockymountaincorsa.org
Auditor:	John Dawson	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