

The Denvair News

May 2024

The Official Publication of Rocky Mountain Corsa ↔ Volume 49, Issue 5



Michael Brittan's 55k-mile, two-owner '64 Monza. The crabapple tree is at least 38 years old, with at least three known owners. Looks like Spring!



Enough Of Winter,
Let's Declare This
Spring Time!

E-Days: Show Season Kick-Off

Story and Images by John Green

This year's E-Days show, Saturday, April 13, featured beautiful weather for a wonderful change. We had a great showing of Corvairs at the show. I didn't notice any other clubs there, just lots of random vehicles. There were some Mustangs, a lot of trucks and jeeps, a couple MG's and some random old and newer cars.

Gary Hoffman is an Alumni of the School of Mines, and has been the person getting the Corvairs involved for years. He had his 1946 Jeep there. We met up at the usual spot with 11 Corvairs and a couple of water



pumpers. It was very cool seeing the procession of all the Corvairs over to the parking lot. Unfortunately, one didn't make it all the way. Mario Wibbens's fuel pump went out. So, after the show Steve and a couple of others went over and with a spare pump got it going so he could get home.

At the show we all got lined up nicely to show off the cars. First it was Gary's Jeep. Then began the Corvair lineup: we had one of Tony's Rampsides, Steve Goodman, Larry Yoder, Kevin Shipman, John & Kathy Green, Dale Nielsen, Dusty Dodge, Jon Whiteley, Rick



RMC was the only organized club present, and Corvairs represented the largest single group of vehicles. And did we mention the weather was great?

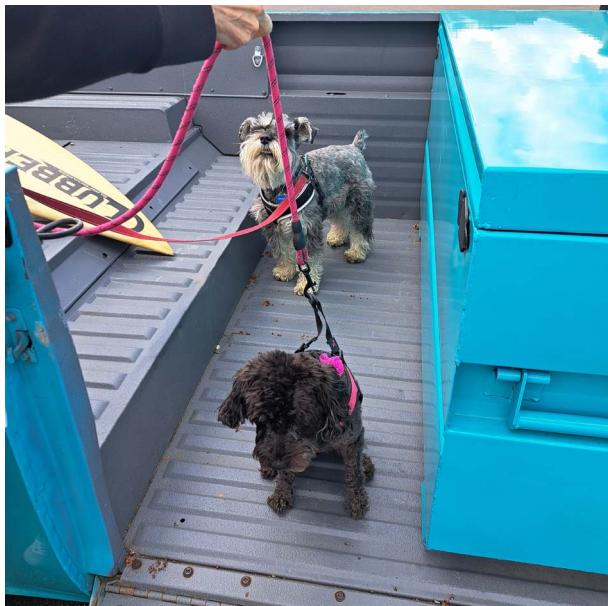
Beets, and Mike Piper all showed their cars. Coda and neighbor friend Winston were there, too, protecting the cars.

We all had a nice time. There were a lot of people and conversation. Kevin won a ribbon for Best Domestic Car of the Show. The Mines students liked all the rear engines. A few of them apologized for this year's show and lack of effort and said it would be better next year.





Above, Kevin Shipman's orange classic won the coveted Blue Gold Ribbon Award!



Above, a very good representation of Corvairedom and pleasant weather car show atmosphere.

Left, guard dogs in Rampside stand down after threatening photographer's ankles.



Rocky Mountain Corsa Official BS & Contacts

Rocky Mountain Corsa (RMC) has been a chartered chapter (#802) of the Corvair Society of America (COSA) 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 20th of the month prior to the desired publication month. Electronic files are preferred, pictures are awesome, but please include descriptions!

Classified Ads

I don't recall RMC doing paid ads in this fine newsletter since the Reagan Administration. Should this section be updated or eliminated now that RMC has a well-maintained web site?

Business Advertising

Ditto Editor rant above - much the same applies.

RMC Mailing Address

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

RMC
PO Box 27058
Lakewood, CO 80227-0058

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 may also be paid online via PayPal at this link: www.rockymountaincorsa.org/dues

Monthly Meeting

RMC 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 (above Parts Department).

RMC Officers & Appointees

President: Mike Piper
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: Rick Beets
void@rockymountaincorsa.org

Activities Chair: **Mario Wibbens!**
activity@rockymountaincorsa.org

Auditor/Trustee: 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: Eric Schakel
news@rockymountaincorsa.org

Webmeister: Dale Nielsen
webmaster@rockymountaincorsa.org

RMC Corvair Happenings!

- Friday, May 3, 2024 — RMC Meeting at Elway Chevrolet on Broadway, 7:00pm
- Friday, May 17-19, 2024 — Annual Tri-State Meeting, Las Vegas, New Mexico
- Sunday, June 9 — 41st Annual Colorado Concours, ACC, Littleton, 9am - 3pm
- Monday, July 21- 24 — COSA National Convention, Dayton, Ohio



President's Letter, April 2024

Hi all!

This month has been interesting. As several fully retired folks have told me, they stay busy. I'd say I'm semi-retired and I seem to be pretty busy and not always with fun stuff. I'm still in a mild state of disarray...

We've managed to go on a short trip to Orlando (Oh boy, Spring Break!) with our youngest grandson and our son and middle grandson. We got a bit of rest one day when it pretty much rained all day. Otherwise, we managed two separate day trips to Disney world. Standing in line was the largest majority of our time.

The more interesting quick trip was to go to Buffalo, NY for the eclipse. That was Karen, me, our youngest daughter and youngest grandson. Before we left, I spent some time getting the red car ready to remove the drive train to replace the pilot bushing to the point where 3 bolts and 2 nuts were holding the drive

train in the car. Day one was rainy when we arrived. Then next day in Buffalo it was sunny, and we drove into Toronto, Canada and back. I was



not necessarily fond of Toronto, but it is the largest city in Canada and the architecture is quite different. The surrounding scenery was different from here. The roads were very good, the metric speed limits are odd to us but manageable, and when they do bridges, they don't fool around. The next day was bright and sunny, and we went to the Canadian Side of Niagara Falls.

I have not been very interested in the falls to

this point, but in the end, it was well worth it, and I'd consider going back again when the botanic gardens for example are in bloom. The Canadian side of the falls are quite spectacular, and the Canadians have a lot to do from a tourist point of view. The high point at least to Michelle and I was the historic Niagara hydro power plant which is now a museum. It was built in the early 1900s by

Nikola Tesla and George Westinghouse. Considering the entire project was really a mining job, and no high-tech tools beyond dynamite, hand tools and animal power were used, it was an amazing construction effort. There are eleven 25 Hz AC, vertical shaft generators, each with an exciter and a governor. The tunnel to take the water from the turbines to the lower Niagara River is 2200' long and is about 180' below the upper river and is

lined with brick. I'm not paid by the Canadian Tourism folks, but it was pretty amazing.

The next day was eclipse day so of course it was cloudy and overcast. My oldest cousin was 75 miles away visiting a relative, just by chance. We decided to stick in Buffalo and Karen found a park with a playground, so we went there. We did manage to see bits of the eclipse through the clouds.

Dark glasses were not necessary. We did manage to see the sun through the clouds at the point of totality. You could see the ring, it did get dark, the birds seemed confused, and the kids played on. By dinner time the sky was clear with a great sunset.



The last full day there we went into Canada for a third time, plus we went on the boat named **Maid of the Mist** on the US side which went to the base of the falls, so we got wet. The boat is large, and it is electric. They recharge the batteries during the time they unload and load the boat. Another bright sunny day...

When we got back, I removed the drive train from the Corvair, replaced the pilot bushing and put the car back together. I achieved 4 hours of sleep before E-days, and I made it with the car to the car show. I'm glad I did because that was probably the best E-Days weather I've experienced, and I managed to get most of the greasy hand-prints off of the back of the car. There are still a couple of minor mechanical things to clean up, but it was pretty satisfying to go through that much work and have the car start and run right off the bat. I'm obviously getting older and am less resiliency because it took me several days to recover so I could replace the parking brake cable in my granddaughter's 2012 Focus so I can recover again.

Now that I've burned my self-imposed page, a couple of Corvair items. We have the Tri-State tune-up at Eric's house coming up. I was glad to see Eric a few days ago and he seems to be recovering from shoulder surgery much faster



than I did but I'm not envious and I'm happy for him. After E-Days the car show and car related events season begins, including the Tri-State in Las Vegas, NM. John Dawson has a list of potential monthly events that the club will work some to support.

I'm hoping I can get through the immediate car repair stuff and begin to look a bit farther down the road. We still need to have our board meeting so maybe in a week or two. Paul and our Tri-State team will soon need some support to get the long-range items worked out and crossed off the list. Please let Paul know if you are able to help. Please continue to give Dale and Eric content for the web page and the newsletter,

and let Mario know about events you see along the way. We can't do everything but if a few of us can show the cars along the way it will keep us visible. I sensed a lot of interest at the E-Days car show for example.

I know I need to figure out a different closing, but I hope with warmer weather headed our way (but not ridiculously hot) folks with health issues may do a bit better. In my case, I'm looking forward to my hands and shoulders functioning more smoothly. As always, be safe, avoid the hail and strong thunderstorms, stay warm or cool as needed and I'll hope to see you all at the next meeting.

- Mike

R.I.P. Tim Shortle

On April 29, 2024 the Corvair universe was disrupted by the news that long-time RMC and CORSA member Tim Shortle passed away. He is survived by wife Lilian and sons Matthew and Anthony. No other details are available at this time, and the family requests privacy. Memorial details will be shared online as they become available.

MEETING MINUTES - APRIL**Meeting Date:**

April 5, 2024

Called to Order: 7:04 pm**Location:** John Elway Chevrolet, Englewood CO **# Present:**

16 on site, 2 on Zoom.

Guests, long distance, new members: None**Standard Business:**Minutes of last meeting: Minutes from March meeting were reviewed and approved.Treasury report: The end of March balance was \$6,802.61. \$25 cash for dues was received last month, but the name was missed. Others suggested it was likely Chris Jackson. Treasurer's Report was approved.**Mailbag:** No mail.**Old Business:**

- Meeting was hosted by Ken Schiffner as Mike Piper is chasing the solar eclipse in Buffalo NY. Thanks Ken!
- Thanks Eric for a great newsletter. Please contribute your articles, with pictures.
- Tri-State Discussion, next steps we need a chair, and committees. Paul Seyforth will continue to serve as the chair. Minimally by Tri-State, we need a fixed date, location, and hotel. Rob noted that we do not at this point have a contracted hotel (guaranteed date) and asked if we are OK announcing without it, the decision is yes, it will be announced without the hotel contract in place. Not much to update, next steps are banquet location, assign tasks and responsibilities such as T-shirt design, table settings, raffle, registration, hospitality.
- Dale Neilsen brought tonight's snacks. Mario Wibbens will cover April, Caron Wetter took May and the Levins will cover June.
- Dues are now overdue for 2024. Cost is \$25 by check or cash or \$26 on Paypal. Please pay soon! Lawlers have list and will do calling.

New Business:

- School of Mines Engineering Days, or E-Days is a week from Saturday on the 13th. Show up around 8 at Centurylink building, 19th and Jackson to drive in together to park together. Corvairs are often the largest group showing there.
- Continued discussion of "Event a month" plan. Board was not able to meet before the meeting. John Dinsdale to share list he rattled off last month with Mario.
- Tony Lawler told the group that the '63 Rampside is at Denver Auto show, parked by a GT40, in a space hosted by the Man Cave owner.
- Lawler, John Green, needs more cars for Concours. June 9, \$50 deductible. Select club judged.
- Rick Beets gave the CCCC update. Nothing new in state house, one bill died in committee. The Forney Museum Dust & Shine. Was moved to June 15 due to conflict with another club's request. But Tony noted it now conflicts with Castle Rock Show. Will look to reschedule. The Air and Car show is on August 3 (1st Sat).
- Mario discussed the Castle Rock Cruise-In on 6/15, with a plan to muster ahead so Corvairs can park together. He has a shop there and can stage Seemore in advance. Registration opens 4/15 with a max of 318 cars, and now restricted to "classic" (He didn't know exact age.)
- Steve brought album from Montrose '76 Tri-State. Georgetown New Year's picture.
- Steve's shop reached 57 years age on Monday, April 1. He was presented with a cupcake with candles, and mini-cupcakes for all were on the snack counter. Congratulations!
- Chris Shade to host a car show on May 5 at a Jerry Spady Chevrolet in Hastings NE.

Activities:

- April 13 (Sat) School of Mines Engineering Days (E-Days).
- April 28 (Sun) Tri-State Tune-Up, Schakel Ranch in Sedalia, 11am
- May 3 (Fri) Monthly Meeting, 7pm, Elway Chevrolet
- May 17-19 (Fri-Sun) Tri-State, Las Vegas NM
- June 9, (Sun) Concours d' Elegance, John Green coordinating
- August 3 (Sat) CCCC Air and Car Show, more details to come.
- August TBD Wilshire picnic.

For Sale or Wanted, Recently Purchased, Projects

There was a discussion of Corvair front air dams and modifications to make them hold up better.

Tony noted that Phil Degroot needs to sell '65 Monza coupe, automatic 140, all new mechanicals. It is red original paint but needs some body-work. He has \$14k invested and would like to see go to a club member.

50/50 Raffle: To Club: \$33 to Winner: \$34 Winner: Mario Wibbens**Meeting adjourned** 8:32 pm **Respectfully by** Rob Brereton

Check Your Harmonic Balancer

- Steve Goodman

The harmonic balancer is also known as the crankshaft pulley. In 1964 when the crankshaft stroke was increased the engineers added the harmonic balancer instead of the simple pulley on the 1960-1963 engines. The concern was the longer stroke could set up some vibrations (harmonics) in the crankshaft at certain rpm and cause cracking/breaking of the crankshaft. The balancer is two pieces, the inside which is the hub to bolt to the end of the crank and an outer ring with a rubber type sleeve between the two metal parts. There was a vulcanizing/gluing adhesive applied to keep the two parts together. Unfortunately after heat works at making the rubber hard and oil spillage and leaking tries to soften the rubber there comes a time when the outer ring becomes loose.

Sometimes the outer ring will wobble while running and quickly catch the eye of owner or mechanic or on-looker. Since the timing mark is on the outer ring many times the looseness of the part will show while setting the timing due to being in a different position. While running the outer ring always is pulled away from the engine (towards the rear of the car) and what is in the way of the pulley as it comes backing out??? The oil filter!!! The oil filter 'can' is very thin metal and within only a few minutes of having the ring rubbing against the side of the filter the result will be a very quick mess and oil will cover the engine; especially if the engine is at speed on the road.**

There is NO quick roadside repair for this, the balancer must be replaced.

BUT sometime luck is on the side of the driver (and mechanic). In this case John and Kathy Green had set a date for me to do a simple oil/filter/lube front susp and general check of their 1968 coupe before the start of the driving/car event season this year. John was going to hang around with the car and I raised the rear and started draining the oil. I always slip a baggie around the oil filter so no leaks/drips get on the engine or body.



Notice outer ring pulled away from center and mis-alignment of the hash marks. This balancer is a goner...



Above: Note pulley rubbing filter.

Below: Rub marks on filter, not good!



Hmm, the baggie will not slip between the pulley and the filter and I immediately see the reason: the outer ring of the pulley is against the oil filter. I will admit that I was intent on getting the oil filter off and simply did not bother to look at the balancer before that point.

So everyone got lucky and no bad story about a Corvair broken down alongside the road.

If the pictures show well look closely at the oil filter and notice the paint worn off and metal showing. Also there is a 'hash mark' across both pieces of the balancer and the old part shows the movement between the two pieces. The picture of the fresh balancer shows where I used a white Sharpie to highlight the hash mark and also the timing notch on the outer edge of the pulley.

The balancer failure is not the most common occurrence but occasionally look the engine over while idling and just watch things in motion as well as listen the nice smooth 'whirring' of the engine.

Right; The rings in alignment, marks visually highlighted.

Below; Inner hub and outer ring in same plane.



***Unless your engine has A/C or smog, then the 90 degree filter adapter keeps the filter out of the path of the spinning ring. In these cases the ring finally falls off the hub, the fan belt is flipped, the gen/fan light shines brightly and the driver sez "darn my belt has come off". When the mess is discovered towing insurance is necessary.*



A Few Memories From the 2015 Fanbelt Toss

Editorial Ramblings

- Eric Schakel

As I sit here the evening before the Tri-State Tune-Up, there is snow on the spreading grass, and rain is still sprinkling down. Our springtimes have been a tad more unpredictable in recent years, but I'm sure there will be a few Corvairs hanging around tomorrow. Springtime is literally just around the corner.

I appreciate the surge of images and stories, all very helpful now that I'm essentially a one-armed man for another month or two due to shoulder repair surgery. Please keep the good stuff coming as the season blossoms!

- Yer Editor



Busted...

Nice, shiny, not busted

Tech Corner - Balancer Options

As Vair Doktor Goodman points out in these pages, the harmonic balancer fitted to the 164 cubic inch 1964 and later engines should be inspected from time to time. If you engage in speed contests or rev your Corvair to the upper reaches of the tachometer on a regular basis, it's prudent to conduct a balancer inspection every time you check the oil level. A blown balancer leads to other blown things, none good.

Also remember that the GM-supplied balancers are all well over a half-century old now, and subject to wear and fatigue. I get no commission from Clarks, but for serious performance work consider the USA-made, CNC-machined balancers they sell. One local Corvair nut who has experienced two balancer mishaps in the past 20-plus years of racing has since converted, and reports zero issues with the CNC versions.

They're even available with degree marks, for those of you who don't have dial-back-to-zero timing lights! That, of course, makes them not only reliable, but very sexy.

- Izzy Guiffe