

The Denvair News

Volume 47 Issue 2

February 2021



Mike Piper's 65 Corsa at a club meeting. A beauty! Mike drives it everywhere.

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Visit our website: www.rockymountaincorsa.org

Presidents Message for February 2021

I'm beginning to feel that I'm trapped in the movie Groundhog day. Same thing over and over. Work, sleep, eat. Day after day. Now with the winter weather and COVID restrictions, the Spyder is not getting many miles on her. Certainly less than I would like. The good news is, my gas mileage is up to around a couple weeks to the gallon. Hopefully February will present us with more opportunities to get our Corvairs out of the garage (shed, whatever) to put some miles on them. A trip to BMans BBQ down in Sedaila, or a day at the Forney museum comes to mind. Also as the days get longer and the average temp continues to climb (and the fact that my refi finally came through), my thoughts are turning to starting the construction process for the garage/shop I want to build out back where the remnants of the garden is now. Part of the project is relocating and thinning the raspberry patch. If you want some plants let me know. You are welcome to come by and dig some up. Once the site prep is done, I will be looking for bids for the concrete work and would like to keep things in the "family" so to speak. If you have a recommendation, please let me know.



Just so everyone's aware, it's dues o'clock. That time of year where the membership renewals are due by the end of February. Please send to John Dinsdale (his address is later on in this newsletter) by the end of February so we can keep you on the club roster to receive updates about the goings on with the RMC family.

Well, that's about it for this month. I hope to be able to see everybody in person in the not too distant future. And I will see you on the 5th for the next club meeting via Zoom.

Be safe out there!

Rick

Some pictures from last year. There were a few.

Rick's Spyder paint job



Cripple Creek Get together



Jonni Berkman's Drive-by



Rocky Mt. Corsa Club News

Well, this month's news is a little less than earth shaking. It has been a very quiet year for the car clubs at least. Our club zoom meeting was the high light for the month of January. We had 17 members join in, 12 on video and 5 on the phone. It was very enjoyable to touch base with everyone. No major business transpired (see Rob Brereton's minutes for details) but the various car projects and problems were discussed. It lasted an hour and a half or so. No treats, no 50-50. Just good company.

Our 2021 membership drive is still going on. So far 34 members have paid their dues for 2021, but 28 (down from last year) have not. The dues are due the month of January or latest by February. The cut for our membership roster is in March. If you haven't done so write the check (\$25) and send it to John Dinsdale. His address is listed on the club page.

Remember; our sister club, Corvairs of New Mexico has rescheduled the 2021 Tri-State (named the Route 66 Tri-State) to October 15th – 17th. Host hotel is the same; the Marriot Pyramid Hotel in Albuquerque. With just a little luck we all should be able to get together by then.

Last item: 2020 has been a lonely year. Not just for the car clubs but everyone. When I look at the 2020 club roster I see that we have lost some really good members; Bud Duncan and Erica Propst. But we gained have a good number of new members; Charlie and Jessia Beets, Greg Cerza, Chris and Jamie Jackson, Frank Krejsa, Eugene Limon, Rilie Timmons, and Taylor and Melissa Wallace. Unfortunately we have not been able to meet these folks in person (except Melissa who we have seen at many of our events). I would like to invite these new members to write something on themselves and send it to me on MS Word or just in an Email to pseyforth@comcast.net.

Here are some questions the club would like to know:

Q1; Tell us a little bit about yourself.

Q2; Who, what, when got you interested in Corvairs?

Q3: How many Corvairs have you owned. How many do you currently own?

Q4: Do you have a Corvair project?

Q5: What do you hope to get from joining our club.

And they say a picture is worth a thousand words. It is. Send one along if you can..

CORSA--SHOULD YOU BELONG OR NOT

by Steve Goodman

CORSA was the brainchild of Richard Langworthy in 1969. He immediately advertised in car magazines of the day (Road & Track/Car & Driver/Sports Car Graphic and more) and membership climbed quickly. Initially the magazine was named THE WINDMILL but changed to COMMUNIQUE. Then later the s was dropped. In regard to publications: the newsletter was just that and monthly. A color magazine was also developed as interest grew called CORSA QUARTERLY. Another step at the same time was getting the Corvair community across the country involved with their own local clubs. In 1978 the COMMUNIQUE listed 86 local clubs and 4 outside of the USA.

In those 'old days' the publications were our only connection to everyone else. Pictures of cars and monthly events and tech tips plus pages of 'for sale' and wanted' made most members anxious for the letter carrier every month. Same applied for each local club newsletter and it served as a reminder of upcoming meeting too.

CORSA served as the center for all of this. Even merchandise including badges/belt buckles and lapel pins and decals were sold by CORSA. CORSA was the background support as well as money for the national conventions each year. The home office could apply leverage for hotels/tracks and parking lots to allow us the participants better rates and nice areas to spend the week.

Because of CORSA involvement in the national convention insurance coverage was necessary. The early company was



Steve Goodman

K&K and they were involved with many automotive ventures. (They even sponsored a Grand National stock car) The insurance went a step further too, it covered events held by each local club and even meeting locations. *Briefly this insurance did NOT cover a member's car. It covered the club against liability if property was damaged by the event. If a parking lot was damaged by an autox the local club did not have to defend itself OR pay for damages.*

Up to 1978 CORSA was a volunteer run operation. That changed at the San Diego convention when a management company was hired to oversee the CORSA daily business. Shortly after that K&K realized that the local club membership numbers were far greater than CORSA members. They first requested, then demanded every local club member also belong to CORSA. (actually it makes sense, car insurance demands each car in use be paid for)

When *mandatory* membership was first announced in the COMMUNIQUE there was an uprising. Countless letters to the editor were printed each month with a large

Continued

number being on the side of "I refuse to be told I have to do anything". Many local clubs devised ways around the issue by having 'associate' members etc. RMC chose another path and changed the by-laws to read that CORSA membership was part of belonging to RMC. RMC was doing a lot of autox and rallies in those days and we felt the insurance coverage was necessary. Plus finding local insurance was difficult and expensive. After the initial battle with a few local members it was just accepted that joining RMC and CORSA was the rule. ALSO the conventions each year attracted many from RMC as well as RMC hosting first in 1981 and again in 2011.

PPCC also had mandatory membership for a few years due to the efforts of the late Ben Benzel. When he passed away the rule was removed. PPCC members attended early conventions and both clubs travelled often to the fan belt toss and mini-conventions in Phoenix. PPCC also had shows/rallies/and at least one gymkhana.

After the initial battle with many of the clubs CORSA was concerned over membership loss plus damage to local clubs numbers and a new deal was worked out with the insurance company. Instead of membership dues from everyone, CORSA and the insurance company chose to penalize/fine clubs with non-CORSA members. Many clubs immediately dropped the mandatory CORSA membership but RMC remained until the rule was removed a couple of years ago.

So this brings us to today January 2021. The question of being a CORSA member remains. The membership count is dropping. Yes it is difficult to interest younger folks in our old cars. Yes we are

losing members due to aging. Yes it is difficult just to interest new owners in joining our clubs. How many RMC members still belong to CORSA at the beginning of this year? How many PPCC members are still CORSA members?

Everything has changed anyway. The internet brings us local event news from around the country and the forums provide constant tech help and news. CORSA can be joined cheaper as a 'virtual' member and the COMMUNIQUE shows up on your PC. Both RMC and PPCC don't even use the delivery of the newsletters each month as a meeting reminder.

The only things left for reasons to support the parent organization is for their ties to the conventions and a centering point for everything Corvair and the continued publication of the COMMUNIQUE and lastly their insurance coverage.

Can anyone guess at the insurance costs involved when RMC hosted the 2011 national convention? How would that cost have affected the registration fees? Does both RMC and PPCC want to find insurance for our turns at the Tri-state? Imagine how much additional charge to register now!! How about the occasional autox or even show n shine at a park? Again think of additional entrance fee with insurance costs to an autox!! Maybe not much with 100 entrants but a lot for 20 or less!!



A Bit of Banter

In my senior year of New Jersey high school (1966) my parents said they would buy me a vehicle. I could use it to drive to high school, cool! The budget? About \$500. Fine print. I'd had to pay for gas and maintenance. But I didn't have a job. Then the local paper had an ad for the NY International Auto Show. This was an annual event for my Dad and I. I saw the latest (indeed pre-latest or future) vehicles on display I loved what we now call the "late models". In about a year I'd was going into engineering college (then called Newark College of Engineering but now called New Jersey Institute of Technology). I was fascinated by the rear suspension of the Corvair. And the Corvair in general. It was unique. When I got home I started to think about a Corvair.

Three (3) problems. One was I had a budget of \$500. Second was I just got my license and the insurance costs were staggering. Third, I didn't have a job. Only three problems? No biggie. I got a job in a local bakery to work on weekends (I made hard rolls, butter crème frosting, and scraped the wooden floor with whatever the real bakers dropped). My Dad found a 1961 Corvair Coupe (faded silver) with reversed somewhat chromed wheels that was within the budget (I think it was bit more). He bought it. I paid gas. I put a wrap on steering wheel "glove" on it from J.C. Whitney. Eventually, dual exhausts were added.

Regarding the mechanicals, I was blessed. My backdoor neighbor, "Red" Topping (real name Ernest but to me was Uncle Red) to me was previously a mechanic. His other more recent profession was working for a firm that septic tanks. You didn't want to talk to Uncle Red after he came home from work. He also



Ken Schiffter

scavenged for scrap that included aluminum from Corvairs. With Uncle Red, I learned the importance of listening, of not being afraid to try. Anyway, Uncle Red helped me tune up the '61. I found it interesting. It gave me confidence to do not only mechanical work but just to have the courage to take on new challenges.

My Dad, as part of a labor union that went out on strike, took me aside one day and said he had to sell the Corvair. I had driven it to high school and gotten a lot of enjoyment from it. He sold it. I went on to college. My Dad fell ill of cancer. In talking with him one day a month or two before he died, he suddenly asked "Do you remember the Corvair?" He confessed that he really did not want to sell it. I told him I understood. I liked that car. Doing so I was eventually committed to buying a Corvair. I did. I joined CORSA. I joined the local clubs when I moved. How did I become "me"? Parents, Auto Shows, Red Topping, my Dad, the '61 Corvair, and a bit of confidence. I also learned the importance of sharing stories...the "banter".

Do you have a story to share?

Collector Car Council of Colorado, Inc. Minutes of Meeting, 6 January 2021

Due to Corona-19 virus lockdown, this was a “hybrid” meeting, partially in-house at the Forney Transportation Museum in Denver and partly via Zoom over the internet. Approximately 45 clubs were represented, 30 at the Forney and 15 via internet. This constituted a quorum. The meeting got underway at 7:41 after virtual attendees were recognized. All in-house attendees had forehead temperatures taken; masks were worn and social distancing was followed.

Legislative: Leo Boyle reported that the Colorado Legislature will convene on January 13th for swearing in reconvene on February 16th, hoping that vaccines and social distancing will have brought the Covid-19 epidemic somewhat under control. He is not aware of any proposed legislation that would affect the car collecting hobby.

Minutes: Official minutes of the October 2020 meeting were approved as published.

Treasurer’s Report: Tom Kay reported balances as of the end of 2020 (December 31).

Election of officers for 2021: Officers for the positions of president, first and second vice presidents, and secretary (as shown in the header) are willing to continue. Tom Mansfield has volunteered (been volunteered?) to act as treasurer for one year and one year only. There were no additional nominees. Acceptance of the slate of officers for 2021 was moved by John Mack, seconded by Jim Nielsen and approved unanimously.

2021 Budgets: Tom Kay presented the proposed budgets for the Operating, Legislative, Car Show and Swap Meet, and Cruise Accounts. Recognizing the financial difficulties due to lack of certain fund-raising in 2020 and 2021, Leo Boyle has offered to be “furloughed” for the time being. He intends to still monitor bills at the Legislature and will advise CCCC of those that could affect us but he will not actively be involved with attending hearings. His furlough will reduce the cost to the CCCC, and we have thanked him for his generous offer at this time. Copies of the budgets will be sent out to 2020 club representatives (I have not received updates for 2021 from clubs).

The Operating, Government Relations, Car Show & Swap Meet, and Cruise Accounts were discussed and each approved unanimously. The Cruise account is zeroed out in 2021 since the Havana Cruise will not take place. Dues for 2021 will remain the same and the Assessment for legislative activity will be reduced from \$4 per club member to \$1 per member. Renewal forms will be sent out immediately.

Airport Show and Swap Meet: The event is tentatively set for August 14.

Freedom to Drive Coalition: The coalition is concerned that there may be a push to increase auto license fees in 2021 in response to Colorado’s budget deficits.

Mecum Auction: Mecum has set the dates for their Denver auction to be April 13-14. More details to come.

Volunteers needed: Ted Rossi appealed for assistance with the Friends of Collector Cars Committee, and Dick Thompson added that volunteers are needed for SEMA coordination and for Legislative issues.

Forney Museum: Several representatives expressed concern about the financial stability of the Forney, since the museum has suffered from the lockdowns. So far as we know, the Forney will continue, and in fact the Pontiac and Model T Clubs will have displays this year.

Kids Can Be Very Quick Minded!

TEACHER: Why are you late to class?

STUDENT: Class started before I got here.

TEACHER: John, why are you doing your math multiplication on the floor?

JOHN: You told me to do it without using tables.

TEACHER: Glenn, how do you spell 'crocodile?'

GLENN: K R - O- K-O-D-I-A-L'

TEACHER: No, that's wrong

GLENN: Maybe it is wrong, but you asked me how I spell it.

TEACHER: Donald, what is the chemical formula for water?

DONALD: H I J K L M N O.

TEACHER: What are you talking about?

DONALD: Yesterday you said it's H to O

TEACHER: Winnie, name one important thing we have today that we didn't have ten years ago.

WINNIE: Me!

TEACHER: Glen, why do you always get so dirty?

GLEN: Well, I'm a lot closer to the ground than you are

TEACHER: George Washington not only chopped down his father's cherry tree, but also admitted it. Now, Louie, do you know why his father didn't punish him?

LOUIS: Because George still had the axe in his hand

TEACHER: Now, Simon, tell me frankly, do you say prayers before eating?

SIMON: No sir, I don't have to, my Mum is a good cook.

TEACHER: Clyde, your composition on 'My Dog' is exactly the same as your brother's — Did you copy his?

CLYDE: No, sir. It's the same dog. (I want to adopt this kid)

TEACHER: Harold, what do you call a person who keeps on talking when people are no longer interested?

HAROLD: A teacher.

Due to current economic conditions the light at the end of the tunnel has been turned off.

Thanks to Steve Ratcliffe, Atlanta Corvair

Queen Manx

Bonhams



Queen Manx, Bonhams. Bruce Meyers created an entirely new class of car when he shortened a VW Beetle floorpan and dropped a lightweight fiberglass body on top. The Meyers Manx dune buggy had dozens of imitators, but the real deal is still what many collectors admire most. The Manx in its original form was already a bit of a Frankensteined car but one in particular, built for the Steve McQueen and Faye Dunaway film *The Thomas Crown Affair*, fits the bill even better.

This custom buggy, known as the Queen Manx, features extended side pods, recessed headlights, a wraparound windshield, and hot-rodged flat-six power from a Chevy Corvair. It was recently brought back into the public eye and was restored before it was put up for auction at Amelia Island earlier this year, where it brought \$456,000



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



The Preventive Maintenance Series

Mike Dawson

This article is from the Dec. 2020 issue of "VairCor", the newsletter of the Heart of America Corvair Assc.

Fuel pump manufacturers have struggled with Corvair pumps for decades, with loose valves and leaking gaskets becoming revolving issues. This time there is something new with the regular Airtex pumps, both branded and re-boxed units. In addition, I can report on another brand of pump that is being offered for sale. Issue One: Many of the Airtex fuel pump boxes over the past few years have a red card inside telling you to tighten the screws before installation. That would be a good idea if their engineers had designed reasonable fasteners. The screw heads were changed on different production dates (the most recent screw used is a 5/16 hex) and with that change, the length of the screw was shortened causing the potential problems.

As can be seen in the picture right, the pump on the right has an issue with short fasteners

- The screws on the right pump are shorter.
- The protruding screws on the left pump are missing 1 ½ threads; the same was true for the screws on the right pump when they were removed.
- The aluminum casting has only ¼" of threaded depth.



In the second picture below left you can clearly see the number of threads that are not utilized by the screws and with the tapered end missing threads, you have the scenario that failure is probable during tightening. Heat cycles might cause pulled threads also.

Pictured below right is a replacement screw you could utilize to correct a problem in damaged holes or as a preventive measure in undamaged holes. The left screw is an Airtex original.



continued

The screws I used are 10-24 by 2" and are slightly larger with deeper threads than the original 10-32 screws so they cut their own threads into the stripped holes. Any screws in stripped holes should have a nut and lock washer added to the bottom and I also added a lock washer under the head when I installed them one at a time into undamaged holes. They seated into the original 10-32 threaded holes and held the torque I felt was necessary. The extra length of the screws will clear without cutting them off if you were replacing screws without removing the pump. If you question whether it would be better to use coarse or fine threads, please refer to the following link and decide for yourself (thanks to Ke Hammett):

<https://resources.tannerbolt.com/articles/coarse-vs-fine-thread-what-thread-type-do-i-need/>

Issue 2:

There is a new mechanical fuel pump being marketed by US Motor Works: USMP09970. The cost is \$53 plus shipping. It is manufactured by our Trans-Pacific Trading Partner and the pump I received needed immediate attention before installation as the tapered mounting hole had not been installed in the casting. Overall the PRC pump weighs 17 oz. while the Airtex design weighs 28 oz.



Subsequent testing on a running engine (thanks to Scott) was almost disastrous. The pump immediately pegged my Snap On fuel pump tester (15lbs max) and started leaking profusely around the pushed on hose connection. The original pump we started with produced 7lbs, and as noted in GM manuals, it should be 4.5lbs. And as shown in the pictures below, the pressure spring is taller, has no flattened coils (top & bottom) and some kind of epoxy used to seal the center of the diaphragm was already coming apart.



Rocky Mountain Corsa Meeting Minutes

Meeting Date: January 8, 2021 **Called to Order:** 7:08pm
Location: Zoom Meeting, Anywhere, USA **# Present:** 16 on Zoom.

Guests, long distance, new members: None

Standard Business:

Minutes of last meeting: November and December minutes were reviewed. Accepted.

Treasury report: The end of December/ End of Year balance was \$5,693.69. Treasurer's report was approved. \$250 dues received in December.

Mailbag: Nothing.

Old Business:

- Appointed Positions: John Dawson was selected for Auditor and will serve.
- Toys for Tots: Rob Brereton hosted a collection and delivered, article in newsletter. Thanks everyone who contributed.
- Rick Beets attended Bud's funeral. We shared some stories of our time with Bud and Linda. The '64 convertible went to a nephew in Cheyenne, and Linda will continue with activities with the club. For those on the call, the last time we spent time with Bud was at the event for Jonnie last fall.
- Paul was asked for an update on Jonnie. Nobody from the club has been in to see her lately, due to limited visits at the facility. She has a hard time communicating. The club will consider another drive by event in the spring.

New Business:

- CCCC had a Zoom event the previous Wednesday. The Havana Cruise is cancelled in 2021, but so far the Swap Meet / Car show is still on at Rocky Mountain Metro Airport on Aug 14. CCCC dues were decreased to \$1 per CO member +\$50 per club and will be sent 1st of March based on membership at that time.
- Mecum Auction will come to Denver at the Convention Center on April 23-24.
- There was a discussion of Denvair News and the Editor position. Paul would like to leave the position but so far is continuing on a monthly basis. Thanks so much Paul!
- The Tri State is now planned for Oct 15-17 in Albuquerque at the Marriot Pyramid N near Tramway. We will need to announce a location for 2023 at that event. The Lawlers will check out Salida, did not get to do so last year.
- There was a question about School of Mines E-Days? Gary Hoffman is an alum and usually promotes the event in late April.
- Paul was looking for a list of newer members with emails. Tony or Rick will call and follow up with non-renewing members, then a new roster to be sent out.

Upcoming events:

- Feb Meeting: Zoom meeting to be held on regular day / time.

For Sale or Wanted, Recently Purchased, Projects

Mike Piper discussed fixing wiring for lights, but now has a broken defroster and other stuff. He says you fix 1 and break 3. Tarmo Sutt in Albuquerque managed to bend 20 valves on a Volvo, and just got the car back. Tim Shnortle and others shared various Volvo stories and a few Corvairs. Cristy Barden went to replace a clutch cable and the new one came with more parts than he took off. He also installed a clock on the '67 sedan and has been struggling with turn signal issues.

Tony Lawler should have his truck back form paint at end of month.

Mike Piper has been working on the once blue car and has been powder coating away. He found a new trunk bottom panel in a car in a yard. He also had a carpet set that didn't breathe resulting in leaky pinholes in the floor. He will get suspension in and trunk bottom and then will get the rest going.

Rick Beet's red Spyder had a floor lined with tin foil so he had lots of rust to deal with.

50/50 Raffle: None.

Meeting adjourned at 8:05pm

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
Treasurer:	John Dinsdale	treas@rockymountaincorsa.org
Member at large	Ken Schiffner	m.a.l@rockymountaincorsa.org
Past president	Ed Halpin	

Appointed Chairpersons

Activities Chair:	Caron Wetter	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