

The Denver News

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RMC cars at the 2018 Christmas meeting

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CNM AND COVID-19

The coronavirus situation in our country is dire, and no one can predict with any certainty when it will improve. As you should already know, we have canceled our meeting for April. Beyond that, it is simply not possible to make any firm decisions about meetings or other activities,

The Tri-State presents a very different and difficult decision. Obviously, we would all like it to happen, especially since we have spent so much time and effort into arranging and preparing for it. Whether it is allowed to occur is currently beyond our control, and it is simply far too early to officially announce its cancellation. We signed a contract with Marriott, which in return provided us with special hotel rates and wonderful support for our event, but that contract has a fairly strict, but normal, cancellation clause. If we choose, on our own, to cancel the event, we would be subject to very serious financial penalties, amounting to several thousand dollars. The contract does, however, include a clause that says if the event is canceled due to circumstances beyond our control, such as an act of war, a natural disaster, or government regulations, then we would not owe them anything.

Right now there are no official restrictions on gatherings that extend into May, so we have no basis for cancellation without penalty. We also have no logical reason to cancel yet, since we do not know what the situation will be by then. There is no benefit for our guests if we cancel early, since the only expenses they have so far incurred are the hotel reservations and their banquet checks. The hotel normally allows free cancellation up to 48 hours prior to the stay, and we can return the money sent to us for the banquet at any time. Therefore it makes sense to continue planning for the Tri-State, in the hopes that the pandemic will have subsided by then. If, however, the situation worsens, and the state or federal government extends restrictions into May, then we can cancel without penalty and notify our guests once that becomes official.

The only potential problem is due to the uncertainty. For our guests to get the special rate for the hotel rooms, they must make reservations by April 24. Many potential participants might want to wait to make their reservations, to see what will happen, and then miss the cut-off date if the event goes ahead as planned. My recommendation is that people who think they might come go ahead and make the reservations and ensure they get the special rate. If the event is canceled due to government restrictions, the hotel would then have to accept their cancellations without penalty, so there is nothing to lose.

In summary, we will continue to plan on having the Tri-State meet in May, unless and until we are forced to cancel by government restrictions. The April club meeting is already canceled. We will plan on having the May club meeting until such time as we have to cancel it, and if so, will send out emails and postcards.

Meanwhile, stay at home and avoid contact with anyone outside your family. On the bright side, the improving weather allows you to take your Corvair for a drive or work on it in your driveway. It has been said that sunshine diminishes the longevity and effectiveness of the virus, but I cannot confirm that. It feels good, though. Stay safe.

Dave Allin President CNM

Mystery Parts

I'm sure everybody has at least one mystery part in those multiple boxes of Corvair parts stashed on various shelves around their abode.

While I'm biding my time in (as of tomorrow, not so) voluntary isolation waiting for this Corona virus thing to blow over, I decided to go through a small box of small parts that's been hanging around my office for what seems like forever. Hmm.. Let's see what we've got. Rear view mirror mounting hardware, turbo exhaust gasket, stainless steel staples for a planned convertible top replacement, various small parts for a 4-speed transmission, a bunch of various odds and ends, and this.



The GM box it is in is marked C773 (right EM Vent Window handle) but, as you can see from the picture, it's clearly not a vent window handle. So whatever it is, maybe one of our "experts" can clue me in. Which gives me an idea for the next club meeting. Bring in your mystery part, and we all can make a game of identifying the parts.

In the meantime, while you're stuck at home with nothing to do. Get out and work on your Corvair while the weather is also cooperative.

If you do have to venture out on an essential supply run, please be safe and drive your Corvair if you can.

Rick Beets

RMC Club News April 2020

This year has been a pretty tough one for RMC. The corona virus epidemic has really thrown all of us a curve. We have had to hunker down for the last 3 weeks (socially isolate) and now we are facing another 3 weeks of the same isolation. Casualties so far are the April 3rd RMC club meeting at John Elway Chevrolet and the School of Mines Edays car show. There may be more cancelations to follow. We hope not but stay tuned for more information to follow

April 18th Saturday, School of Mines Car Show. At the present time it looks like this show will be canceled this year. School of Mines has higher priorities right now.

April 24th – 25th RMVR annual drivers school, Pikes Peak Raceway Fountain, CO. Word from Eric Schakel is this event is postponed until September.

May 3rd, Sunday Tri- State tune up at the Schakle's spread. Sorry to say this favored event is canceled for this year.

May 15th-17th Tri-State Meet in Albuquerque, NM. Hosted by the New Mexico club. According to Dave Allin, CNM president they are holding this event in place until ordered not to. Any reservations that are made will be refunded if the Tri- State is canceled.

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

August 1st-2nd High Plains Raceway Deer trail. CO, Race against Kids Cancer.

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

September 2nd or 3rd Sunday. Autumn foliage tour.

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

December 2nd or 3rd Saturday RMC Christmas party.

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Here's a WWII story you haven't heard before

Why did the German Luftwaffe keep on using 87 Octane Aviation Gasoline while the Americans and British used 100 Octane Gasoline in their Spitfire Fighters and Americans used 130 Octane in our P-51 and other fighters.

This is a declassified article by the British Society of Chemists (Declassified in 2014)

It seems that the German and British aircraft both used 87 Octane Gasoline in the first two years of the war. While that was fairly satisfactory in the German Daimler-Benz V-12 engine, It was marginal in the British Rolls-Royce Merlin XX engine in British aircraft. It fouled the spark-plugs, caused valves to stick, And made frequent engine repair problems.

Then came lend- lease and American aircraft began to enter British service in great numbers. If British engines hated 87 Octane gasoline, American, General Motors Built, Allison 1710 engines loathed and despised it. Something had to be done!

Along came an American named Tim Palucka, a chemist for Sun Oil in their South East Texas Refinery. Never heard of him? Small wonder, very few people have. He took a French formula for enhancing the octane of Gasoline, and invented the "Cracking Tower" and produced 100 octane aviation gasoline. This discovery led to great joy among our English Cousins and great distress among the Germans.

A Spitfire fueled with 100 Octane gasoline was 34 miles per hour faster at

10,000 feet. The need to replace engines went from every 500 hours of operation to every 1,000 hours. Which reduced the cost of British aircraft by 300 Pounds Sterling. Even more, when used in 4 engine bombers. The Germans couldn't believe it when Spitfires that couldn't catch them a year ago started shooting their ME-109 E and G models right out of the sky.

Of course, the matter had to be kept secret. If the Germans found out that it was a French Invention, They'd simply copy the original French patents. If any of you have ever wondered what they were doing in that 3 story white brick building in front of the Sun Oil Refinery on Old Highway 90 that was it. They were re-inventing gasoline.

The American Allison engines improved remarkably with 100 Octane gasoline, but did much better when 130 octane gasoline came along in 1944. The 130 Octane also improved the Radial Engine Bombers we produced.

The Germans and Japanese never snapped to the fact that we had re-invented gasoline. Neither did our "Friends" the Russians. 100,000 Americans died in the skies over Europe. Lord only knows what that number would have been without "Super-Gasoline". And it all was invented just a few miles west of Beaumont, and we never knew a thing about it.

Corvair people know hunkering down Ken Schiffner

To the average citizen, “to hunker” means committing yourself to a possibly unending jail term at home. That sentence might include eventually eating whatever is left in the cupboard and refrigerator, regardless of the expiration date.

In general terms, “to hunker” means to squat to bend over. To “hunker down” means the squatting occurs over an extended period of time. “Death” means to hunker down terminally. To a Corvair owner, “to hunker” adds additional meanings. For example: Say you drop your keys and then need to both pick up the keys AND move the trunk lock cover to be able to unlock the trunk. (Let’s also say it is raining). Got to be done in steps. You first need to hunker to pick up the keys and then might need to hunker again to flip open the little door GM provided over the lock. Experience often shows that the door doesn’t stay open. A second hunker may be needed...and an unwelcome opportunity is provided to drop the keys again.

Multiple hunkers are not uncommon.

Then there is the “inspection hunker”. In this one you need to bend at the knees (or maybe do a full squat) to look to see if your valve cover leak is on the right side, the left, or both. While you are down there, better check that pan gasket too. Tires don’t escape a hunker. You hunker down to inspect your front tires to see if they are worn from toe in, toe out, or simply neglect. (You didn’t check the tire pressure because you dropped the tire pressure gauge and no amount of past hunkering could find it).

Then there is the engine hunker. Like when the bolt holding the coil bracket falls into the oily well behind the harmonic balancer. The bolt was specially sized by GM to be small enough not to be easily seen when dropped. (Luckily someone invented the “magnet”, but don’t drop that or you’ll need to do a dreaded subsequent hunker).

The interior doesn’t get a pass. You need to squat, bend, and twist to be able to inspect the ventilator doors to find out why they won’t close completely and why your kneecaps get frozen in the winter.

This is not to downplay or make light of the importance on hunkering during a contagious virus pandemic. Corvair people know how to hunker.

Some more stuff

We are postponing the 2020 Florence Merchants Car show, that was set to happen on May 17th, to July or later to meet all the state and federal requirements and help protect our participants and community from COVID-19. We plan to have the car show later this year. If you would like a refund please contact us at info@florencecoloradocarshow.com. If you request a refund you will not receive a t-shirt or dash plaque for this year unless you purchase it from our website separate. Thank you,
The Car Show Team

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:	Jonni Berkman	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

Rocky Mountain CORSA Meeting Minutes

Meeting Date: March 6, 2020 **Called to Order:** 7:05 pm

Location: Elway Chevrolet, Englewood CO **# Present:** 28.

- Guests, long distance, new members: Welcome new member Greg Cerza. Gene & Rozella Limon also joined recently.

Standard Business:

Minutes from past meeting: January minutes were reviewed and approved. No February meeting due to weather.

Treasurer's Report: The end of February balance was \$5,001.10.

Mailbag: Postcard from Corvairs of New Mexico re Tri-State and other events received. Discussion below.

Old Business:

- **The Tri-State** is May 15-17 (with dinner on 14th) in Albuquerque. RMC needs chair for 2021, and location announced at the Tri-State. Tony Lawler can't chair but suggested several locations including Cripple Creek and Salida. Due to situations where gambling establishment won't let children enter, Salida is primary choice being explored. 5 volunteers for Tri-State.
- **CNM Requested Roster** to send mailings. Rick asked if we want to share, citing privacy questions. Jessica Beets volunteered to do the mailing as was done in PPCC. Our website has a page about the Tri-State, and we have a full page in newsletter. Register at TriStateCorvair.com.
- **Hotel Parking for CNM:** Chris Kimberley reported that if you call the Tri-State host hotel they might say that there is a parking charge, but there is no charge and the hotel is hiring private security with the cars parked in a special area.
- **Dues Reminder:** \$25 due, pay by 3/31 (extended a month due to last month's cancellation). Several reminders coming.
- **Final update on Brunch:** Waffle were not provided and venue credited \$4 per attendee. Discussion about donating back to club toward Wilshire Picnic, or buy Feather flags, 2 for about \$221. Cory Levin recommended separating issues. Steve Goodman moved that funds go to treasury, and if requested back, Treasurer will pay back. Seconded, voted, and approved. See John if you want your \$4 back.

New Business:

- **CCCC Update:** Cruisin Havana, 9-3, Sat June 20, 1 venue (The Stampede and Kaiser Permanente parking lot) 2430 S Havana (Havana & Parker) Vendors, live music, food and drink. Volunteers needed, ~6 per shift to handle traffic etc, there will be 3 shifts per day. See More will be shown. Sat Aug 8, 8-2, Rocky Mountain Air Show and Swap Meet. \$5 at gate, free parking. Small air show, swap meet, car show. Leo Doyle, lobbyist, northern counties getting out of air quality compliance, lots of stationary sources contributing, but no real standards and regulations on them. Nothing on the docket that affects us at yet. Lots of issues with collector and Horseless Carriage plates.
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- **Cherry Creek, 2nd** Sunday Aug, 9th, Dale Wilshire Memorial Picnic, same shelter has been reserved. Discussion of modifying name to include Joan who has also passed. Voted to name it for the Wilshire Memorial Picnic.
- **Feather Flags:** Tony / Eric motion re Feather flags, voted, passed.
- **CORSA membership** is not required by bylaws. Rick asked for a show of hands and most present are members. Rick proposed sponsoring 4 new members CORSA for CORSA Membership 1 yr. This was not well received, so no vote was held.
- **Pinewood Derby race with car show:** John Dawson noted that the Black Feather group recently formed and is doing a huge Pinewood Derby event at the Douglas County Fairgrounds. Register by 3/16, see John.
- **Forney Museum:** Jimmy Riley proposed a trip to Forney, featuring Lead Sleds. On Sundays, \$10/\$8/\$4 adult/senior/kids, +\$4/person for guide but may be able to get a deal. Looking for interest—will share plans.

Upcoming events:

- 3/6 March meeting, Elway Chevrolet, 7pm
- 5/17 Florence Car show with Cruise over the Gorge. Sign up in advance. There is probably a fee.
- 6/14 Chris K, Concourse de Elegance, group of Corvairs representing CO. 12 cars last time across years & body styles.
- 7/25 Cripple Creek District Museum, invited to have a show in parking lot, free, bed races.
- 9/5-7 Mike Piper mentioned the Alamosa car show Labor Day weekend.
- 10/3-4 Octoberfest in Sydney NE in October, discussed by Caron Wetter.

For Sale or Wanted, Recently Purchased, Projects

- John Dinsdale—looking for a window mounted swamp cooler.
- Mike Timmons—looking for early door panels, any color.
- Tony Lawler shared about having a valve seat walk out and back, and now in repair. Listen to your car.
- Paul Seyforth has a single 110 head, reported to have had a valve job. Available for swapping out a head.
- Mike Piper has LM convertible weights (dampers), and a 67 steering wheel to get rid of. That's marketing!
- Thank you to the Schakels for snacks. Next volunteers April: Dale Neilsen May: Duncans and Gerteisens.

50/50 Raffle: \$ 102 Winner gets \$51. Winner: Mike Timmons.

Adjourned: 8:40

Respectfully Submitted by: Rob Brereton

