

The Denvair News

Volume 44, Issue 6

June 2018



News You Can Use June 2018

Friday, June 1st: Rocky Mountain Corsa club meeting at John Elway Chevrolet, 6200 South Broadway, in Englewood Colorado. The business program will likely consist of last minute planning and job designations for the upcoming Tri-State meet in Crested Butte. Once that business is finished the program will be displaying (and explaining) of old car show advertisements, window placards, and posters

Friday, June 8th thru June 10th: The 34th Tri- State Meet in Crested Butte hosted by our very own Rocky Mountain Corsa Club.

Here is a last-minute update from our coordinator Rick Beets. Talking with our local contact at the Crested Butte Chamber of Commerce, and I got the word that we won't be the only large group in Crested Butte the weekend of June 9. It's sounding like the hotels are filling up. So, if you are planning on attending this year and haven't made your room reservations, please do ASAP!

Planning on entering a car in the car show? Please let us know by registering on the RMC website. We need to get a final car count to the town management Monday the 21st. We are also space limited to 75 cars. Banquet (and car show reservations) closed Friday May 18 as we needed to give a head count to the caterers.

We will try to accommodate walk-ins as best we can.
<http://www.rockymountaincorsa.org/2018-tri-state/>

Cutaway Corvair Update

Cathy and I took the Cutaway Corvair to the 33rd Annual Chevy Showdown in Tucson last weekend. It was a big hit and got mentioned several times during the award ceremonies, with thanks from the show organizers for bringing it out. They let us parallel park in two parking spots so people got the best view and angle for photos. We even got to be in a shady spot! It will likely not be shown again until we arrive at Crested Butte in June.

I entered the Cutaway in the May 2018 "Corvair of the Month" competition on the Corvair Forum website. Voting has started between the two cars entered so please ask your club members to vote. We should know if it wins just before the trip to Colorado. I thought that would be cool if it won and made it on their annual calendar. Vote on

<https://www.corvairforum.com/forum/viewtopic.php?f=15&t=14080>

The only loaner item I need back when I hand it over is a single hubcap, and Steve Goodman said he will bring a replacement to the Tri-State, so all will be good. It's been a blast showing the car off around Arizona and California. I'm so happy I got the opportunity to save it. The Tri-State will be a great time for its homecoming.

Regards,
Dave and Cathy Wenzlick

Continued on page 2

Sunday, August 12th: The club has made reservations for the summer Dale Wilshire Memorial Picnic at Bear Creek Lake Park in Lakewood. Keep this date open.

Saturday August 18th: Holy Rollers Charity Car Show in Broomfield. Finally, a car show for the northern folk. It will be held at South Midway park. The inaugural show hosted over 120 cars, hundreds of spectators, and raised nearly \$6000 for the Society of St. Vincent de Pau. See www.holyrollerscarshow.com for more information

differentials between the axles meant to run on narrow twisty track. They were not fast but had tremendous torque for pulling mining ore.

TRI-STATE TUNE UP 2018

Steve Goodman

Mother nature showed us a gray weekend plus other events dampened the attendance for the annual Tr-State Tune Up hosted by Eric/Linae Schakel in Sedalia on May 20. Eleven RMC members drove 7 Corvairs to the event.

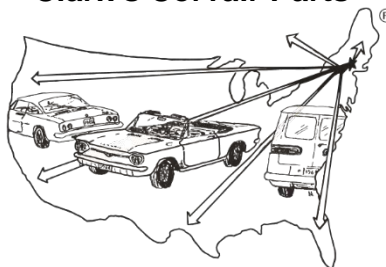
Jerry/Nancy Gertiesen (62 convert) Bud/Linda Duncan (62 convert) Kory/Gail Levin (66 cpe) Larry Schubert (64 cpe) Steve Goodman (67 cpe) Larry/Lynn Yoder (66 cpe) and late arrival Rob Brereton (66 convert). Also included in the group were two couples that are friends of Eric and Linae. Dave/Diette Berry (Ford PU) and Jeff/Karen Hager (Ford PU). It is well evident that both couples are 'non-believers' of the Corvair lusting.

The food was good and included the goodies brought by the attendees and pulled pork for the sandwiches prepared by Linae. Eric has his latest venture in the garage so everyone looked it over. It is a 65 140hp CORSA with a good body and yet needing attention as all Corvairs seem to crave.

Thanks to the Shakels for hosting the event. Below are two pictures from the Tri-State Tune Up



Clark's Corvair Parts®



Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints. Check us out at www.corvair.com or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

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June Club Dues

The Dues due list reflects the local club dues. CORSA notifies the member when national dues are due. John Dinsdale requests that you pay the local club dues to him and pay the national dues to CORSA by check or online. If your name appears on the overdue list and your dues are not paid by the following month you will be dropped from the roster.

Overdue	Mark Miller
May	Jeff Golden Chad Church Jim Depres Dusty Dodge Garrie Fox
June	Rich Beets John Dinsdale Bud Duncan Jean Olwine Joan Wilshire
July	Jonni Berkman Ed Halpin Tony Lawler Laura Wilshire



REAR-ENGINE SPECIALISTS

Steve Goodman 16010 W. 5th Ave., Unit 12
Golden, CO 80401
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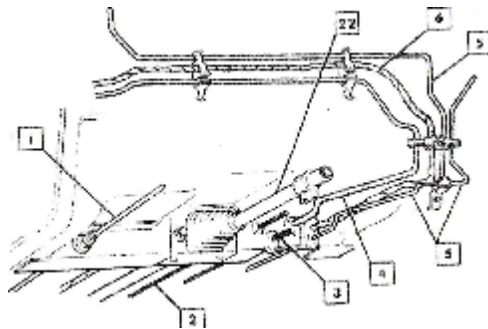


Sometimes it doesn't always work

Ken Schiffner

I repeat that phrase often when I fiddle with my '64 Corvair. You'd think I'd learn. Are the Corvair Gods against me? Is it just plain incompetence? Maybe a combination of both? Or maybe more of the latter and less of the former? Case in point. Ignoring suggestions that I change the main wiring harness while I had the engine out, I decided to wait. I had more dust in my wallet than pictures of Presidents so the "waiting" was an easy decision. But I later noticed some frayed wires so I thought I better someday replace the wiring.

The car is a "Sponza" (a Monza with a Spyder dash). A previous owner (likely a novice like me) had done the Spyder dash "upgrade" and had pulled wires for the tachometer and thermistor and had run the plastic hose to connect the "boost" gauge (new duty...vacuum gauge) back to the engine carburetor balance tube. I figured installing the new harness would be easy. It was...until I got back by the engine. That is when a series of "that didn't work" started. Back there, the main harness runs out of the main tunnel then up towards the heater/cooling blower then parallel to the brake line then passed the starter then up through the grommet at the "fire wall" by the engine harness connector. (Please see diagram). In that No Man's Land around the transaxle I could see the old wiring path but could not reach the clips that are supposed to secure the harness. Adding to the Degree of Difficulty is that the harness end has the wide multiple connector that must be fed past openings that say, "oh no you won't".



The critical area was near the passenger's side rear wheel where the brake line junction that blocks the passage of the connector (unless you have the engine out). I guess I tried a dozen "that didn't work" attempts until finally turning the connector to run parallel with the harness (secured temporarily with electrical tape) allowed me to push the connector and harness passed said obstruction. There was various pulling and pushing of the harness to get it over to the engine (which may have led to another problem, read on).

But then, I couldn't reach high enough to get the harness up and over the transaxle. I fished a wire over the transaxle and used it to pull the connector and harness over towards the starter. I was able to reconnect at the engine harness but still could not secure the harness out of harm's way near the engine because I couldn't reach with both hands to secure the harness. I started the engine and drove the car around the block...but still worried about the harness not being secured. I put the car in the garage to wait for another day to fiddle. When that day came, I went to start the engine and...nothing. I had dash lights and starter action but no running.

I found that somehow, I had lost voltage at the coil. Some checking revealed that the multiple connector under the dash had somehow come loose. Perhaps my pulling the harness had loosened the connection? Reconnected, I now had voltage at the coil (and the harness was still hanging above the transaxle though). Not being able to be two places at once (turning the ignition switch and being back by the engine), I couldn't tell if I was getting spark. In the meantime, I had had my starter rebuilt by Steve Goodman and it was ready to install. Rick Beets offered to come by to help with the harness and to find out the cause of the failure to start. (Note: Steve Goodman suggested the use of a remote starter, but I didn't have one. Note to self...get a remote starter).

Steve also suggested that I remove the Pertronix (sometimes they become expensive fuses) and switch back to points. Great idea but I couldn't find my spare points! I did have a spare Pertronix so I installed that (when I ordered the spare Clark's asked if I also wanted a new coil...I said "No thanks...my coil is fine").

With Rick's help (about 99% him) the harness was secured with cable ties and one existing clip. With the rebuilt starter in I turned the key. Cranked beautifully but.... Hmmm, "that didn't work".

Then Rick, standing back by the engine, said. "Stop, I see it!". I had a nice strong ignition spark all right but not at the spark plugs. There was an arc between the + terminal of my "fine coil" and the coil housing! The housing had cracked! (See the small white line showing the crack).



Rick replaced the coil with my spare and.... I turned the key and the engine fired right up! Many thanks to Rick and Steve for their help and suggestions! Asking for help DID work!

Remember when; The JC Whitney catalog

Kids: Want to know how we (once) pre-teens and teens spent the way-too-much free time we had back in the electronic dark ages of a half-century or so ago? We read books. The classics, of course, like the famous J.C. Whitney Automotive Accessory and Parts Book (J.C. deliberately called it a book in order to let us tell our parents we were indeed reading a "book"— as though they really cared then, before the invention of helicopter parents). Now, one simply didn't read a JC W book cover-to-cover or randomly, without some higher purpose; no, we exercised our developing minds by using this book in a very specific manner, kind of like an app. Before even opening it, you had to pick a certain make, year and model of car that, for some inexplicable reason, was of intense interest to you— and no, not a new one; that didn't really work. You'd pretend that at the age of 12, you somehow had the requisite amounts of money and legitimacy to buy a used car. We were modest back then; after all, this was long before Lamborghini Countach posters became the wallpaper of choice in the '80s. For instance: Around 1965, one of my favorite subjects for this exercise was a 1961 Chevrolet Impala two-door sedan with a four-barrel 283 V8 and four-speed stick. Why that particular car? Well, the 12-year-old mind is a mysterious thing, but let's say that among its virtues was that it was highly unusual; in fact, it was the only two-door Impala sedan ever made. Whether one could have talked a Chevy dealer into ordering it with the four-speed is another question, but one not relevant to our topic.

PIPE ORGAN SPEAKERS

The advertisement features a black and white illustration of two organ-style speaker units. Each unit consists of a chrome-plated plastic base with several vertical pipes of varying heights. The pipes are arranged in a row, and each pipe has a speaker driver at the top. The units are shown from a top-down perspective. Below the units, a diagram shows the speakers installed in a car's front door panel. The car's interior is depicted with a steering wheel and a dashboard. The speakers are shown in their respective positions, with lines indicating their connection to the car's audio system.

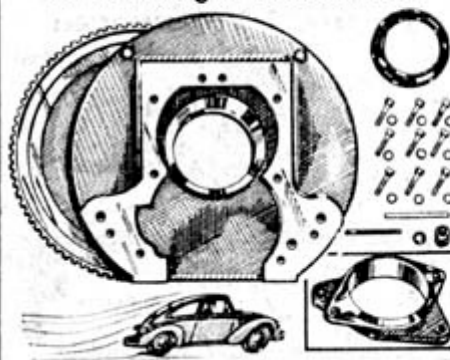
They LOOK like they sound great . . . and they do! Beautiful chrome plated plastic organ style pipes with full range 6" x 9" heavy duty 10-oz. magnet speakers. 4-8 Ohm impedance, 10 watt maximum output per speaker. Frequency resonant to accent high tones and the lows with full, rich sound.

12-1623U— 1-Pair \$24.95

It's important that those of you born after the JCW golden era understand the real legitimacy of calling these catalogs "books". They were substantial, and offered virtually any and every part or accessory even the most crazed MM addict could want or imagine—everything from pipe-organ speakers, to complete engines (taken from Chicago's many wrecking yards, I assume) that opened up all sorts of possibilities for engine swapping.

CORVAIR to VOLKSWAGEN ENGINE ADAPTER KIT

**Adapts any Corvaire Engine to
All Volkswagen Transmissions**



Increase Power to 100 HP! Have POWER to spare by installing a larger, more powerful Corvaire engine in your Volkswagen car, Transporter, Karmann Ghia, or Dune Buggy (using Volkswagen chassis). Precision fit adapter and flywheel makes it easier, less costly to convert your car to a real "bomb." Kit includes adapter, NEW MODIFIED Volkswagen 1500 Transporter type flywheel (stronger than passenger car flywheels), all necessary parts, (except starter adapter and starter drive kit—see below), grease retainer, bolts and instructions. No exchange necessary on any parts. Some modification to engine compartment is necessary in sedans and transporters to accept the Corvaire engine.

85-0907U—.....I-Kit \$134.95

STARTER ADAPTER. Permits easy installation of 6 volt, 6 cyl. or 12 volt Chevrolet starter. (6 volt starter may be used to retain original Volkswagen 6 volt system if desired.)

85-0908B—For 6 volt starter, \$16.95

85-0909P—For 12 volt starter. Ea. \$16.95

♦Note—For 12 volt systems order 85-0910Y below.

STARTER DRIVE KIT. Adapts Corvaire starter to flywheel gear (not shown). Used with 85-0909P adapter for 12 volt systems.

85-0910Y—.....I-Kit \$18.95

How about a 392 Hemi in a Jeep CJ2? Why not? More than likely, JC even had the adapter kit so that the MM session rules need not be violated. Obviously, I was raised Catholic.



Anything and everything one could dream of that even vaguely related to use in, with, or on an automobile was in the pages of this holy book. Yes, an Emergency Oxygen Unit! (upper left on right page). My 1956 DeSoto definitely needs that. An Auto Shaver (upper left on left page)? Well, of course! I can practically feel my beard growing at the very sight of it. It'll look fine on the dash of my 1961 Falcon Futura, and really impress the girls.

PPCC and RMC Help Make Some New Memories at Care Center

Sunday, April 29 dawned sunny and breezy in Castle Rock for our mini-car show at the Pine Trails in Castle Rock Assisted Living and Memory Care Center. John and I arrived about 30 minutes before 'show time' to make sure we had enough spaces blocked off for the cars. Larry Schubert was pulling in at the same time. We connected with Cathy Deschaine, Program Director at Pine Trails, and began parking cars.

Right at 1:30 the residents started coming out to visit. PPCC and RMC members that brought out cars included: Dusty Dodge, Dave and Mary Ellen Feasel, Steve Goodman, Ed Halpin, Chris Kimberly, Chance Parker, Mike Piper, Larry Schubert and John and I. We also had a rogue Mustang in the mix, owned by a friend of Cathy's who just loves classic cars. All total we had 10 Corvairs and a Mustang for the residents to view.



We set up our Lakewood with a small 'picnic' display that included cookies. We joked that we were 'dealing Oreos' out of the back of the wagon. The sweets seemed to be a hit!



A couple of the ladies didn't want to actually tour the parking lot due to the wind but were content to sit at a sheltered corner and admire the 'beautiful cars'. Several residents were aided through the cars in their wheelchairs and walkers, and a couple were able to walk around the cars on their own. One delightful gentleman, the 'pilot', spent the entire time outside, loving the cars, and thoroughly enjoying hanging out with everyone and talking.



We also had a few folks who were in the neighborhood and saw the cars drive through the lot or walk through the cars and chat. Around 3:00 everyone who was interested had come out, so we started packing up. We had a hard time getting our 'pilot' friend to go back inside when it was time to leave!!

As we disbanded several of the members enjoyed a late lunch and conversation together at the Rockyard Brewery in Castle Rock.

Several days after the 'show' residents were still talking about the cars. It just goes to show we can NEVER underestimate the impact our sharing may have. Many thanks to all who gave up a chunk of their Sunday to share their hobby with those who appreciate every kindness!

Rocky Mountain Corsa (RMC) has been a chartered chapter of the Corvair Society of America (CORSA) since October 1974, and is dedicated to the preservation and enjoyment of Corvair automobiles.

The Denver News is a monthly publication for members and affiliates of Rocky Mountain Corsa. The Denver News is now available as a PDF by request to the Editor.

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 Merchandise

Past event t-shirts, RMC name badges and other merchandise are available. Please contact Earl Nelson for a current list of goodies.

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, Corvair Society of America (CORSA) annual dues are \$45.00, which includes a subscription to the Corsa Communique, an award-winning monthly magazine. Combined dues are \$70.00 annually. Checks should be payable to RMC, mailed to: *RMC, c/o John Dinsdale, 3240 Billings St., Aurora, CO 80011-2231*

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.

RMC Officers

President: Eric Schakel	prez@rockymountaincorsa.org	(303) 319-0788
Vice President: Larry Yoder	veep@rockymountaincorsa.org	(303) 420-1279
Secretary: Rob Brereton	sec@rockymountaincorsa.org	(303) 730-0820
Treasurer: John Dinsdale	treas@rockymountaincorsa.org	(303) 341-2327
Historian: Steve Goodman	history@rockymountaincorsa.org	(303) 278-4889
Newsletter Editor: Melissa Klomp	news@rockymountaincorsa.org	(303) 909-0850
Auditor/Trustee: Jonni Berkman	auditor@rockymountaincorsa.org	(303) 659-4525
Activities Director: Steve Goodman	activity@rockymountaincorsa.org	(303) 278-4889
Membership Chair: Paul Seyforth	membership@rockymountaincorsa.org	(303) 280-2025
Webmaster: Dale Nielsen	webmaster@rockymountaincorsa.org	(303) 601-8544

Rocky Mountain CORSA Meeting Minutes

Meeting Date: May 5, 2018

Called to Order: 7:07 pm

Location: Elway Chevrolet

Present: 33

Guests, long distance, and new members:

Tom Gay, invited by Tony Lawlor—sells vintage license plates, some still in original envelopes. "Vintage Plates Colorado"

Drew and brother Don. Drew's first car was a Corvair. Has '64 Spyder 180 turbo, for sale. Flyer up front.

Standard Business:

Minutes from past meeting: The April minutes were approved.

Treasurer's Report: End of April balance was \$5288.55. The Treasurer's report was accepted.

Mailbag: John Baghley from Missoula MT joined, payment received.

Old Business:

Tri-State update:

- Eric Schakel sent in all application paperwork for car show to shut down Elk Ave. Not yet approved. If not, we might be able to use the parking lot at the resort ("for a fee"). We have someone who can represent us at the town council meeting to get this approval.
- Rick Beets reported that shirt preorder now closed - about 78 orders. Showed a sample of embroidered graphic for polo and final graphic for T-shirts. He is looking for volunteers for registration, and several volunteered.
- A map was shown for show/tour loop. There is an automatic gate-opportunity for pics to use in banquet.
- Also looking for volunteers for direct traffic on Elk Ave, and got some sign-ups.
- Crested Butte Museum happens to have a 60's exhibit during event.
- Banquet projector needed. Mike Piper will bring one, he will also bring laptop. PA System? Liane can get portable PA to use.
- 63 rooms are booked and as a ballpark guess, about 50 cars, with ~12 people from UT in 3 cars. Banquet currently up to 112.
- Those present approved a \$300 budget for centerpieces and welcome room snacks.
- Hagerty sent lots of swag to hand out. The committee will plan a bag stuffing party.
- looking for more prizes/ raffle stuff for ladies...

First Golden Supercruise is Tomorrow May 5

Nancy Gerteisen still had scrubbies for sale as a charity fundraiser.

New Business:

- Christmas party update... contacted a few places. Wrigley's in Golden, Simms Landing, Mimi's. Mimi's reported the heating issue from last year has been resolved. Those present chose Mimi's on Sunday 9th 1-4pm, due to PPCC event on Sat. Club will cover appetizers and first drink.
- Presidential opening --- No candidate at the moment... Larry will fill in until a volunteer steps forward.
- Eric has volunteered to look up some possibilities for a feather sign and send them out, cost of ~\$100. One design proposed.
- Steve reported a Corvair for sale, 62 sedan, red on red, low HP engine and Powerglide. Call Eloy, # on front table.
- Nursing Home visit: John and Kathy Greene organized this event for last Sunday. 10 Corvairs present. Some residents walked around and others were wheeled around for a look. It was a fun couple of hours.
- Club got a small trophy made of bearings at E-Days for having largest participation. Gary Hoffman won award with his 46 Jeep.
- Eric Schakel received "Distinguished Friendship Award" as a gift for being president, and RMC framed appreciation award.

Upcoming Events:

May 5 (Sat)	Golden Supercruise--first official (Tomorrow)
May 20 (Sun)	Tri-State Tune Up, also Florence Car Show
June 1	Monthly meeting, 7pm, Elway Chevrolet
June 8-10	Tri-State Corvair Meet, Crested Butte
July 6-8	CO Flatlanders Rod Run in the Park, Sterling
July 23-28	CORSA Convention, Pittsburgh
July 28	Longmont Cruise. More details to follow.
August 12	Dale Wilshire Memorial Picnic, also Colorado City Car Show

Break Time:

Refreshments Tonight: Karen Piper June: Gail Levin July: Linda Duncan August: Linae Schakel

Entertainment: Trinkets to bring to Tri-State. Crickets were heard chirping so we moved on due to no participation.

June Entertainment: Not yet decided, Steve will get it in the newsletter

50/50 Raffle: Amount to Club: \$59 To Winner: \$60 Winner: Dale Neilsen

Adjourned: 8:42 pm

Respectfully Submitted by: Melissa Brereton