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# The Denvair News

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**August 2024**

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## WeatherTech C&C

On Sunday, July 14th I attended the WeatherTech Cars & Coffee gathering, about 10 minutes from my house. I was uncertain about the start time, and I ended up being quite early. There were very few of us to start and I was immediately embarrassed because I had passed the pick-up in the handicap spot (lower right pic) on the way up the hill and waved as I zoomed past. I thought he was pulling over to let me pass but he was having engine trouble.

I got confused on the directions, and he got there before I did. He's got a good sense of humor. There were quite a few cars when the lot filled out, but since it was hot and I was still recovering from 100 degrees in Pueblo the day before I didn't walk around much. Several people stopped by to talk about Corvairs, and I spotted another Corvair which belongs to a former RMC member. The car has an interesting story; hopefully he will rejoin RMC soon.

- Story and Pix from Mike Piper



Left, early morning Sunday open spaces at WeatherTech facility.

Above, Mike's short list of Corvair history and accomplishments.

Below, handicapped guy and broken truck that beat Mike to lot after he passed them.





# Dumpster Diving, Anyone?

You are cordially invited to a unique Corvair gathering at El Rancho Schakel on Sunday, September 22. The occasion will be our first ever **Swap 'n Dump Party**, where you're invited to bring a blanket or tarp and set up like a swap meet vendor on the asphalt area to see if you can lure other Corvair owners to your treasures. Trades may ensue, cash may change hands, and at the end of the afternoon you'll have the option of tossing any and all unwanted leftovers into a big dumpster (after making an appropriate donation to the Dumpster Fund!).

Of course, if you have broken parts, or reasonable hunks of household junk, you can go straight to the dumpster (see donation note above - dumpsters ain't cheap!). But there's always a potential market for good parts or tools, and there'll be shade where wiser humans (typically wives) can sit and shake their heads at the insanity. We'll provide a reasonable area of flat ground, a 10 yard dumpster, shade in the workshop for spectators, pulled pork BBQ, plus cool water & lemonade. Visitors should bring folding chairs, any preferred beverages, and potluck food items that go with the sandwich fixin's.

You're welcome to join in as spectators, participants, or anywhere in-between. Potential traders should remember to bring an ample stash of cash, predominantly in small bills for making purchases and change, along with Corvair-related treasures to be sold, exchanged, or scrapped. Because of the expense of having the dumpster standing by, we ask that you RSVP at least a week prior if you're planning to attend.

**What:** **Swap 'n Dump Party**

**When:** Sunday, September 22, 2024 - 10:00 am until we're plumb wore out

**Where:** 7082 Piute Drive, Sedalia, 80135. Google it, we're on the map

**Applicable Items:** Swap/Sell/Junk items (no 'Vair requirement for dumpster)

**Other Stuff to Bring:** Potluck fixin's to go with pulled pork BBQ, folding chairs, any specific refreshments. Desserts are always welcome.

**PLEASE RSVP by 10/16/24 to:** [gearhead066@gmail.com](mailto:gearhead066@gmail.com), or text to 303 319-0788

**THIS SPACE LEFT BLANK  
ON PURPOSE 'CAUSE THE  
NEWSLETTER NEEDS  
TO BE SENT OUT AND  
THERE'S NOTHING LEFT  
TO STICK IN IT...**

Red? What's with all the red Corvairs? I suppose we should be grateful they have "color", as opposed to new cars, which are lovely shades of white, black, or the latest style trend: "Concrete"



# Baby, It's Hot Outside

## Or, How's Air-Cooling Holding Up To Global Warming?

Our Corvairs were designed in the mid-1950's, when summers were simply hot, not scorching hot for days on end. In central Indiana where I grew up, that meant upper 70's to mid-80's, with 90+ the rare scorcher. Today, though, scorchers are the norm. Adding insult to thermal load, our Corvairs are now frequently idling through extended stop-and-go traffic, while sipping ethanol-blended gasoline that's much more likely to flash into vapor.

In contrast, modern high flow, wet-cooled cars with pressurized cooling systems and electric on-demand radiator fans are almost overheat-proof. Wet coolant absorbs far more heat at a much faster rate than air, thanks to direct contact and density. Our new cars idle just fine during rush hours, past accidents, and through dense urban landscapes with the AC cranked down to 68 degrees and the blowers on high, all the while charging our myriad devices and thumping our 16 inch subwoofers.

That's not ideal for Corvairs. Today's sustained summer heat trend is 10+ degrees Fahrenheit above the median high temperature range our air-cooled Corvairs were designed to operate in. Excessive engine heat can accumulate if the revs don't maintain cooling air volume through the shrouding and oil cooler. Alternately, running with AC, a heavy foot on the gas (particularly with a turbo!), or even heavy electrical demand like halogen lighting, big amplifiers, or charging a deeply depleted battery can challenge the heat rejection capability of the cooling system in high ambient temperatures.

### Corvairs Were Designed In A Galaxy Far, Far Away!

Current climatic and operating conditions weren't a glimmer in anyone's mind in the mid-1950's when the Corvair's design came together. It was intended to be an economy car, a starter Chevy for the masses, and GM was focused on build and maintenance costs. GM had gained a lot of air-cooled experience in WWII, and air-cooled engines had proved reliable without the heavy maintenance-intensive wet cooling pumping and heat exchange systems. An Army tank with a big radiator leak left GIs stranded, while a tank with a few clips of bullet holes in the cooling shroud kept on rumbling along.

The cost and reliability factors, along with the surprise success of VW's Beetle in the US market, were what convinced Ed Cole's engineering team to adopt air cooling. And recall that post-war auto air conditioning consisted of opening and closing vent windows on cool days, with side windows and floor vents in play on hot days. Compressor-driven refrigeration was coming, but viewed as suitable only for high-end cars such as Cadillacs.

Successful air cooling requires maintaining a high volume of airflow. GM looked at adding more heat exchange

contact area (fins), but that added complexity to casting the aluminum cylinder heads, which were already pushing the era's pre-computer technical capability. Ditto cylinder barrels, which could have been finned aluminum with steel sleeves. Instead, GM chose less-complicated cast iron components.

The low-rear-deck body styles also added to the cooling challenge. With a vertical plane required for the drive pulley, and the need for a horizontal plane fan drive to minimize overall package height, the engineers came up with the infamous multi-plane belt drive that remains a notable Corvair weirdo compromise even today.

Also consider that the first Corvair boasted 80 HP.. In 2024 that's pretty lame power, but in 1960 it had more than twice the whoop of the 36 HP VW engine, dictating fairly serious cooling fan power. Consider: At idle, a 1961 Corvair 24 vane steel fan drew only a single horsepower (HP) at 2000 rpm, while moving 645 cubic feet of air (CFM) per minute. Sounds reasonable, but at 4000 rpm the fan required 7.8 HP while delivering 1345 CFM - seven times the power requirement, but only 2X the volume of cooling air. And that heavy 24 vane steel fan had awesome inertia - back off the gas abruptly, and the belt flipped loose as the engine slowed and the fan didn't. It's the stuff of legends.

And we also forget, **the Corvair was supposed to be a compact economy car!** It wasn't long before Ford responded with the water-cooled Falcon and GM's bean counters ran reality-based cost accounting to confirm that the 'economy Corvair' wasn't overly economical for owners or GM. *But*, the automotive press was effusive with praise about the Corvair's superior handling, balanced braking, and independent suspension ride, which lured in a completely different driver type: Sporty-car and Trendy folks.

More than a few of RMC's early members bought into that vision, as did GM. Chevy Division quickly responded with the four-on-the-floor, bucket seat Monza. And the horsepower wars were heating up, too, triggering the introduction of the 150 HP Monza Spyder in April of 1962, America's first turbocharged production car. Much engineering work was required for the engine and cooling system to support the thermal load of the turbo.

Robert Benzinger, Chevrolet's Chief Engineer during those heady days, was once asked how Chevy had addressed the turbo engine mechanical challenges. He ticked off a long list of updates, including different pistons, rings, valves, ignition retard curves, bigger oil cooler, etc. When asked about cooling issues under sustained turbo boost, he allegedly said, "Well, we hope drivers will run out of road or courage and back off before anything melts." Belt problems had been minimized with engineering updates including deeper pulleys and a cast magnesium 11 vane



fan in 1964, and much larger oil coolers debuted in 1965, but overall cooling airflow didn't change significantly over the years. Horsepower lost to the fan drives of the higher revving 1965 180 HP turbo and 140 HP engines went up with the revs, with more than 18 HP required to drive the fan at 5200 RPM.

Air cooling, a key feature of the Corvair at its introduction, simply had limitations that contributed to the decision to introduce the Camaro in 1967. The other major factor, of course, was the 1965 Ford Mustang, an immediate success story with sales more than double that of second generation 1965 Corvair models from day one.

### ***So, How Do I Improve My Corvair's Cooling?***

**Electric Fuel Pump** It's not directly an air-cooling issue, but the quest to ensure your Corvair gets you to car shows on hot days should begin with an electric fuel pump. The stock "pull" mechanical fuel pump creates low pressure pulses in the lines that are glorious invitations to vapor lock. Install an electric fuel pump from a reputable source low and near the gas tank (with emergency shut-off), and keep 2.5 to 3.0 PSI of clean gasoline flowing to your carbs through your ethanol-proof PTFE-lined elastomer and steel lines. Clarks sells a neat little mechanical pump pass-through conversion and shut off kits if you're not into making that kind of stuff yourself.

**Make Sure The GM-Designed Shroud Pieces Are In Place** Effective air cooling comes down to making sure your fan is drawing from the coolest air available, and delivering it to the engine cooling passage surfaces with the least resistance possible. If you can see the ground while peering into the engine compartment, you have a problem. Air, like any fluid, will find the path of least resistance. Air from black asphalt roads is much hotter than air coming through the louvers behind the rear window. And are your plug boots worn to the point that you can feel air coming past them at idle, or is your oil cooler cover shroud missing? Those are big leaks in cooling air mass and volume.

**Make Sure The Air Passages Through The Fins Are Clean And Free of Debris** If you've not cleaned out your 'turkey roaster' for a few years, it might be time to pull the top shroud and vacuum up the random stuff the fan has blown onto the cooling fins. Rodents and insects love to build nests on warm cylinder barrels! If nothing else, check the air passages of your oil cooler, it's easy to get to and is a very important piece of the overall cooling. If you find flashing or hardened dirt between the fins, a hacksaw blade can clear most chunks or buildup. If your fan itself is coated with oily dirt, a good cleaning can work wonders.

**Are You Into Sporty Driving?** For long pulls through the high country at speed, or any sort of competition events, it's almost mandatory to remove the lower shroud trays in summer weather. Those are the pans beneath the cylinders on each side, which restrict warm air for the heater/defroster blower, and deflect it through the rear cooling exhaust. They also mount your thermostat bellows, so it's not something you'd want to do in cold weather. But it does wonders for cooling in summer, and even frees up a handfull of horsepower that can be repurposed into forward thrust. A top cover removal for inspection works better with the lower shrouds off, too - you can see what's blocking your vision of the ground.

**And Maybe Consider Slipperier Oil?** Last, but never least, think about using synthetic oil. I can hear Steve groaning now about the added cost (true), more leaks (sorta true), and the lack of zinc (often true), but in actual instrumented tests I've consistently observed 15-20 degree lower average oil temperatures with no other changes. My Stinger race engines get Mobil 1 15w-50 Competition synthetic, which is blended with ZDDP, and there are numerous ZDDP additives available today for straight syn oil. There's no shame in using quality 'dino' motor oil, but the fact is, synthetic is just flat 'slipperier'.

In closing, it should be noted that none of these suggestions guarantee you or your Corvair will remain comfortably cool motoring around Denver on a sunny 98 degree day. But, they can certainly help ensure you'll both be operational to enjoy the pleasant cool of Colorado's autumn!



*Jon Whiteley's red Corvair #265 racer is upholding the honor of the marque in 2024 road racing competition with Rocky Mountain Vintage Racing this season. Image from Summer Stretch Race, photo courtesy Ayden Sumner.*

## Rocky Mountain Corsa Official BS & Contacts

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**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 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](http://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

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## RMC Corvair Happenings!

- Friday, August 2 — RMC Meeting, 7:00 pm at Elway Chevrolet
- Saturday, August 3 — CCCC Airport Meet - check web site for details
- Sunday, August 18 — Wilshire Picnic, Bear Lake - see details on Page 5
- Sunday, September 22 — Swap 'n Dump Party! - see details on Page 2



## President's Letter, July 2024

Hi all!

It still seems things have been a bit hectic. Hot weather slows me down and there were several car-related events to attend while testing my tolerance for the heat. I'm still here but car work is not much fun when the temp in the shade approaches 100 degrees. Yard work remains an issue although Karen and Michelle have been doing some of it at home and I made a late afternoon trip to Loveland to pull some weeds and mow her lawn by the headlights of my Ego mower. I also managed to drive a few miles in the white car to avoid the transmission fluid dump. It got late so I deferred my stop at Buc-ee's for snacks for a later time.

The red car is still running well, the pilot bushing remains quiet, and I believe Seyfer did a very good alignment on the car, but it is hard to tell when parts of the interstate are visibly rutted and there are damaged areas present. Since my last random thoughts there was the Tebo Car collection event which was well attended by Corvairs and many other cars. July 6 was Cars and Coffee in Lafayette. There was another Corvair there, a '64 Spyder convertible. I hung out to find the driver but did not see him until I was off elsewhere, and I saw him stop driving by to look at my car on his way out. According to Steve Goodman he was a friend of a former RMC member.

On July 12 I made it to Pueblo to Stay overnight for the Rumble at the Rosemount car show on the 13th. The show was very good, there were 6 ½ Corvairs and several Dual or PPCC members present. It was 100 degrees, and I spent an extra hour driving home with the top down due to heavy slowdowns on I-25. I ran out of beverages but made it home to rehydrate. July 14 was a Cars & Coffee at WeatherTech

near the Boulder Turnpike and Wadsworth - so close to home I couldn't skip it. There was one other Corvair, owned by a former and likely returning RMC member. Please look at the Newsletter and Website for other upcoming events. I believe our next major events (aside from the club meeting on August 2), the CCCC Airport Show on August 3 and the Club Picnic on August 18 at Bear Creek Lake Park.

The two major recaps I recall from the last RMC meeting (on 12 July) were an update on sorting out the club roster and correcting the RMC list database. I believe progress is happening. The other item was an email and proposal from Corvairs of New Mexico (CNM) to consider options for the future of the Tri-State events. Some of the driving factors for this which have also been noticed by us are declining membership and the aging of membership. Taking on complicated events and significant driving distances are more difficult as time passes. I've discussed this with PPCC also (They received the same email). It is not necessary to make collective decisions now, but we will be working on it and making recommendations to the RMC membership. There was also a brief review of the status of the 2025 Tri-State planning.

I've sent info to Dale for the web page, and I can attest he gets the content posted very quickly, almost before I hit send. Keep sending Dale and Mario info as you receive it.

Again, I've managed to type a bunch of random and hopefully useful info. As always, I hope you all can stay cool and hydrated, enjoy the weather, avoid thunderstorms, enjoy pollen free flowers and shrubs and as always, be healthy and safe. I'll hope to see you all soon.

- Mike

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## *It's Time for a Picnic!*

Just a short reminder that the Rocky Mountain Corsa annual picnic, also known as the *Dale and Joan Wilshire Memorial Picnic*, is just around the corner. We're on for August 18th, which is just 3 weeks away. The club has reserved The Mountain View shelter at Bear Creek Lake Park for the third year mainly because we have liked it so much; away from crowds and traffic, abundant parking and it has all necessary amenities. Did I mention a really nice view? There is lots of room so come on out and enjoy the best car club company anywhere.

**Some details:** Starting time is 11 AM. We have the facility all day so we could stay until dark but most of us leave around 3-4PM. The club will provide the brats, buns and burgers as well as charcoal and condiments, but bringing a dish to share is encouraged.

**Directions:** The park entrance is located just east of C470 on Morrison Road. Yes, there is an entrance fee but that helps to maintain the park. Once in the park make a left at the first stop sign. Follow the road to the Mountain View Shelter.

See you there! - Paul Seyforth

# Rocky Mountain Corsa Meeting Minutes

**Meeting Date:** July 12, 2024

**Called to Order:** 7:08 pm

**Location:** John Elway Chevrolet, Englewood CO

**# Present:** 17 on site, 1 on Zoom.

**Guests, Long Distance & New Members:** New member Dave Jennings, paying dues tonight. Has lots of LM parts for sale, wants to get rid of.

## Standard Business

**Minutes of last meeting:** Minutes from June meeting were reviewed and approved.

**Treasury report:** Treasurer not present so financials were not reviewed.

**Mailbag:** No mail.

## Old Business

- Snacks were provided by Chris Jackson. Thanks!
- There was discussion of possible issues with the RMC List-Server. Over the past two months, there were 2 test email rounds, ~45 responded to both. So it has appeared to largely be working. For now our focus will be getting our records (roster) correct. In follow up to emails and calls, Rick reported that there were ~6 people sending checks, ~6 to be removed with some corrections. Thanks to Diane for all the calling and updating.
- Two Board Meetings occurred in the last couple month. Rob reported that the goal is to move more of the detailed business out of club meetings to free time for more enjoyable activities, see below. Topics can be emailed to Mike. Current list includes: Board Bylaw Review, RMC List-Server Issues, Update to Roster, Tri-State.
- Thanks Eric for a great newsletter. Please contribute your articles, with pictures.
- Paul, short update on Tri-State. Banquet Facility reserved, in discussions with caterer. Park permit for car show sent in. Talked to Marty Hacket, it was received. Days Inn, not accepting reservations right now. Corporate policy doesn't accept reservations until 9 months = September. Paul is not worried. Tony and Rick are working with Andrew Child on T-shirt design. Paul wants design for advertising blitz. Paul Chair, Ken is co-chair. Has a list for other leader positions.
- New vendor located for badges.

## New Business

- John Dawson gave a report on the Tebo Collection tour with 1/2 dozen members attending. Thanks Doug Dumler for setting this up, it is not generally open to the public. There were 300+ cars, ranging from \$50K to millions including a Tucker and a Duesenberg. For Corvairs, there were a '63 and '64 in the middle. Doug spoke to Mr Tebo, all cars driven every 90 days, volunteers needed.
- Rick Beets gave the CCCC update. Air and Car show is on August 3 (1st Sat). RSVP for 20 cars requested, \$10 each. Need volunteers to help direct traffic, 10 – 2, entry \$10/car paid at parking.
- Dale Neilsen has photos posted but no commentary from Tri-State. Wants short stories with pictures for "Our Cars" page. Share car event info for "Other Car Events" page.
- The Facebook page has not had much traffic. Let Tony Lawler or John Dawson know if you want content added.
- Steve reported on the Weathertek cars and Coffee, Larry Yoder, Christian. There is another Cars and Coffee on Sunday.
- Mike noted that PPCC is heavily into car shows as events. RMC is less so, so do not feel like shows discussed are club events or mandatory.
- There was a CORSA membership discussion. Per Steve, we are a chapter. 1980 to a few years back, requirement for our members to be CORSA members. Currently it is not required that our members are CORSA members, but we are to encourage membership in CORSA. We are getting a statement or article from CORSA on value proposition. It was noted that part of the value to club in part is insurance for events which covers non-members as well.
- Discussion of how to make meetings more engaging and enjoyable. Fun ideas, non-car focused activities, entertainment, tech sessions were mentioned. As noted plan is to move detailed business to free time for other activities. Tech Sessions may be better additional activities at home garages due to limitations in meeting space.
- There was discussion of CNM's Greg Nelson letter to RMC and PPCC presidents regarding the Tri-State and possible modifications. Mike will share it and plan a larger discussion; it relates to aging members and ability/willingness to travel long distances with Corvairs. It was discussed that 2026 (years ending in 6) are traditionally held in Gunnison so it might be best to maintain that plan, then make changes.
- Dale has set up a separate page for Other Car Events, which now has info for the Rosemount and Holy Rollers shows.
- Mike is leaving for the Rosemount show after the meeting, tomorrow 7/13 starting at 9. Seemore will be there.
- The Wilshire picnic at Bear Creek Lake Park was discussed, Sun Aug 18. Mike will buy hamburgers, brats, charcoal, etc. Rick has utensils and paper goods. There is likely water and other supplies from Tri-State remaining. Everyone else brings a favorite dish. Paul to send out an invite list including PPCC.

*continued, pp7*



- John's list of routine events has no standing July event. For the Fall Tour, PPCC will take lead. Historian Steve reminded us that Denver club used to meet at the Fort, Springs club met at a pottery business on US 24 since the two locations were equidistant to Buena Vista.
- There was discussion of having a newsletter article in memory of Tim Shortle. Several can offer perspective?
- Steve, customer looking for 61-64 ignition switch, PPCC member. Ken has one, new in box.
- Snack signup: Paul Seyforth will cover August.

### Activity List

- August 2 (Fri) Monthly Meeting, 7pm, Elway Chevrolet
- August 3 (Sat) CCCC Air and Car Show, more details to come.
- August 18 (Sun) Wilshire picnic.

### For Sale, Wanted, Recently Purchased, Projects

Dylan, looking for FC turn signal switch.

**50/50 Raffle** Not held.

**Meeting Adjourned** 8:40

*Respectfully submitted by Rob Brereton*

## Editorial Ramblings

- Eric Schakel



### Whither RMC?

Now that I've occupied my second stint in the Editor chair of Rocky Mountain Corsa for a tad over a half-year, the quest for effective communication has led me to a number of realizations about our changing field of play. Things aren't the same since my last stint as Editor ended more than a decade ago, when I handed off the reins in 2010 to serve as Chair of RMC's 2011 National Convention.

RMC has changed with the inexorable march of time since those heady Convention days. A pessimist might have titled this blog "Whither RMC?", as the Club has experienced many departures. Some of those departures were moves out of the area, some simply losing interest in the 'club thing', but the majority have been due to the simple passage of time and lives.

Passing time touches us all in different ways. I'm now two years into personal decade #8, and will attest that the energy I was once able to apply to my Corvair-related projects has diminished. And while I blame the shoulder repair I'm still recovering from, in the back of my mind I wonder how much of that imagined energy will return?

And I'm really perplexed by the general dearth of images. Pictures. I've tried to blame you, dear readers, but I'm just as much at fault.

Previous Editor Eric wore a little Kodak digital camera around on a neck strap, and took pictures like a maniac at every RMC event. Current Editor Eric has a 4K digital camera built into an Apple iPhone, and generally has it set on Silent, always with me, just weighing down a pocket. Is it just too easy now? Have we seen it all? Dunno...

The good friends I've made over the years through RMC know I'm not a Car Show Guy. Oh, I've tried, I mean, having a Yenke Stinger to show off is pretty unique. But what I really like is to build stuff, and then play with the stuff I built until I break it, then repeat the cycle with a fresh look at rebuild options.

As of today, I plan to resume vintage road racing with the Stinger-replacement "Ringer" in 2025, and hopefully haul it cross-country to some of the famous tracks like Road America, Willow Springs, Mid-Ohio, or Watkins Glen to check them off the bucket list while I still can. It certainly won't be a slam-dunk. Decade #5 or #6 Eric would sneer and forge ahead, but Decade #8 Eric can only remain hopeful.

We all see the slow decline of the car club atmosphere we grew up with, though we try to pretend it isn't happening. Car shows are massive seasonal events now, or festivals, no longer



“club” activities. Race tracks now feature open lapping days, but those are most often solo trips. We don't autocross anymore, or run rallies.

No, young people are buying VR gear and eschewing drivers' licenses. Those of us who know the club hobby has enriched our lives want to help prop up Corvairdom so Future Generations can enjoy what we've enjoyed, as attested to about the chatter in RMC about bringing in new members, recruiting, etc. There are many parallels over at Rocky Mountain Vintage Racing, and I'm sure that every organized club focused on older vehicles is concerned that the majority of their members are those who had a direct life experience with those vehicles as kids.

Younger folk are always welcome, of course, and some are bitten by the bug, but the younger

folk who play with old cars are outliers today. Kids are having enough trouble being social with others of their own generation in regular life; being buddies with codgers can pose a major challenge!

I don't see a path that alters this trajectory, personally. That won't stop me from giving my recruiting spiel and Corvair pitch to anyone who'll listen, but I certainly won't take offense when they walk away shaking their heads. In spite of the constant stream of screaming news media, we're living in a good time, fellow Corvair owners, the longest stretch in hundreds of years of human history without major global disruption. I say we enjoy the good things we still have, keep our Corvairs rolling as long as we can, and let the next generation decide the fate of our special Corvairs when we're gone. Who's with me?

### Viva La Vair!

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*Ah, now this is a more acceptable red-to-other color ratio, although it could be argued that white represents a lack of color. At least the white car is sensible as a heat reflector, and features tinted glass, which offers a tasteful glimpse of color. The muted yellow is always a crowd favorite, but you can clearly never go wrong with blue...*







*This 1965 Corvair Lemons race car was spotted at MSR Houston, one of some 160-odd (some odder than others!) entries. It featured a mid-engine setup using a Subaru WRX engine/transaxle, as well as an "owner-designed improved front suspension with disk brakes".*

*They might have had better luck with the original Corvair driveline, as the car broke in the practice sessions on Friday, again during qualifying on Saturday morning, lived for 2 laps after the race began on Saturday, was hauled home for clutch replacement, and broke again after three laps on Sunday morning.*



*Fig.1 - Image of Keys*



*Fig.2 - Image of Human-Powered Piston Actuation Door Release Handle. Note External Key Actuation Lock Cylinder located below Handle casting.*

### **Tech Corner - Key Factors**

*Your Corvair is equipped with state-of-the-art security systems that are nearly unbreachable by individuals born in the 21st century. These devices are constructed with internal rotary cylinders which require human manual rotary actuation to engage or release, known as Locks. Locks are actuated using individually-coded metallic inserts unique to each Lock. The Inserts are referred to as Keys.*

*Refer to Fig.1, above, for visual of Keys. Note the differing shape of the Rotary Force Application Area of each Key to allow tactile identification.*

*The Actuation Cylinders of the Locks shown in Fig.2, center left, and Fig.3, lower left, are circular chrome-plated metallic surface mount devices with Vertical Key Insertion Slots, each with differing actuation requirements for Rotary Force Application. Operating instructions are outlined in your Corvair Operator's Manual, or available verbally from any US Citizen who held a valid Driver's License prior to 1995 CE.*

*Fig.2, upper left, also displays a Human-Powered Piston Actuation Door Release Handle, which combines hand grip function with the thumb-compression piston as the door release actuator.*



*Fig.3 - Image of Internal Vehicle Operation Actuation & Sustainment Lock Cylinder.*