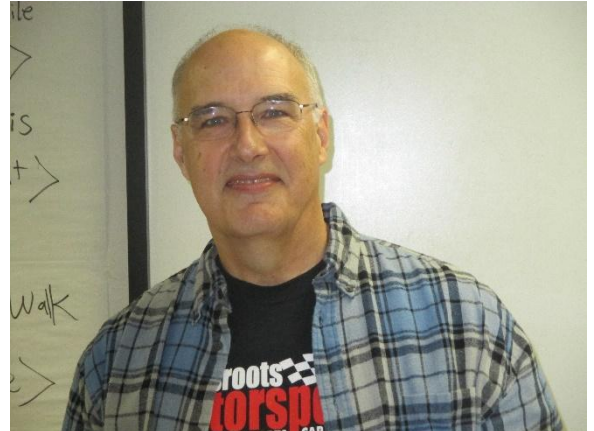


The Denver News

Volume 43, Issue 10

November 2017



Fan Belt Toss 2017

Ken Schifftner

To many, "October" means cooler temperatures, Autumn colors, and apple cider. To one of the four (4) Southern California Corvair clubs, it means it is their turn to host the Great Western Fan Belt Toss" (and swap meet). This year, the Inland Empire Corvair Club was the host. It was the 40th! The "Toss" started back in the mid-70's. Jim Craig and Lew Rishel both of the San Diego Corvair Club (SDCC) thought it would be a good idea for their club and the Cactus Corvair Club (CCC) to get together informally for a picnic and swap meet to better enjoy their common interests. From the start, the "Toss" was to be a family event. Lew thought it would be fun to add an "event" wherein teams would form and competitively toss a fan belt onto pegs much like a ring toss game. Set about twenty (20) feet apart, the pegs would make a challenging target with the chance of missing greater than the chance of winning. The winning team would win a "prize".

Lew thought that other SoCal clubs would be interested in the gathering so he drove his pickup truck and camper to scout possible sites in the (generally) Los Angeles area. The hunt took him to Palm Springs. Lew and his wife Ruthie lobbied the mayor of Palm Springs for permission to hold an event there. Though thwarted initially, they finally got a letter of approval. The place would be Victoria Park. The year...1978. The first or second weekend in November was

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President Letter, November 2016

Is It Good Enough?

As anyone who is familiar with the maroon Corsa knows, my automotive predilections do not focus on cosmetics. I'm generally more interested in the stuff underneath. I like responsive steering, well-modulated brakes, and engines that respond with enthusiasm to a push of the skinny pedal. Shiny paint? Meh.

Unfortunately, with our Corvairs and enthusiast population now (mostly...) past the half-century mark, it's becoming a challenge to maintain the dirty side of a Corvair to the level of the shiny side. The vendors stock carpet and interior panels in a myriad of original and optional colors, but where are the Clevite bearings and GM cast brass synchro rings? I mourn the recent decision of Melling Tool Company to discontinue Corvair oil pump gear production after 50 years. Melling, a long-time Tier 3 supplier to GM and other OEMs, likely saw demand drop to the point where they could not maintain profitability on the PN# without a massive price increase to Corvair vendors, who would then have had to explain that to their customers.

What do Corvair vendors do? They turn to offshore contract manufacturers who do not have the deep quality control and OEM background of Melling. Of the four oil pump sets I've received since Melling's departure, two have had the gear center bores off by 0.0015".

That seems insignificant, doesn't it? It's hard to measure without high-end metrology, but for your Corvair engine that can be the difference between pumping oil and grinding

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the target date.

The “Toss” was a success from the start. Over fifty (50) attendees participated. A dinner was held at the Alpine Restaurant (top of the tramway) where an impromptu snow ball fight occurred. Stan and Marilyn Ozenbaugh (SDCC) won the first official “Toss”.

CORSA West hosted the 1979 event (held at the Roadrunner Ranch near Palm Springs) and drew ninety-five (95) attendees. Over the years, creeper races, a “valve drop”, and valve cover races, and wire hubcap assembly were added to the activities (selection all up to the host club). In 1980, Vintage CORSA stepped up as a host and somehow got access to Angel Field (baseball) for the event. Palm Springs seemed to like Corvairs. In '81, it was Inland Empire's turn. And yielded another success. The spirit continued. In 1983, the Toss was moved to Sunrise Park where it remains to this day.

These days, volunteers from the local clubs support the various tasks of hosting the Toss. The staging usually starts at sun up with the lining of the field and then the fun activities continue all day long. The swap meet portion is always well attended with many bargains to be had. This year's Toss maintained the fine history! South Coast CORSA assisted the Inland Empire Corvair Club and the coordination resulted in a very successful event. The 2017 Toss was well attended (guess was about 500+ people, young and old) with about fifty (50) vehicles in the Car Show portion. Vehicles ranged from a stunning red 1960 Coupe to a fuel injected, variable ride height white 1969 “Whale” Ultravan. The latter allowed for adjustment of the fuel mixture from the dashboard real time! The Swap Meet area had everything from “GOP's” (“greasy old parts”) to NOS items and reproductions. Tony Lawler showed his late convertible and Tim Shortle displayed his sedan (a former Mark Corbin vehicle). Christie Barden had his spotless red early coupe in the lineup. (Pictures follow).

Next year it is the San Diego Corvair Club's challenge. Congrats to the organizers of the 2017 Toss!



November 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	Ed Halpin Dave Olwine Chance Parker
October	Gary Hoffman Chris Kimberly George Murnoch
November	Charles Kirmuss Kory Levin Chuck Riblett
December	Mike Brittan John Dawson Kevin Ellis Ray Klomp

aluminum.

Of course, we don't drive our Corvairs to work every day anymore. Lots of us don't drive to work anymore, period, come to think of it. The Corvairs are no longer transportation, they're wayback machines, our link to our young years and fond memories. They don't need to run for 50,000 miles.

That's a good thing. It's why we exist as a club, right? Corvair people also have a reputation of being cheap, and we all have all heard or shared incredulous stories of baling wire, duct tape, and copious silicone. That's because someone, at some point, decided, "It's good enough". I've driven around the neighborhood sitting on a 5-gallon pickle bucket in a Corvair, based on the "Good enough" reasoning. Seat belt didn't work well, but the seat was good enough. But when you're buying top-shelf parts with the intent of restoring your Corvair to "as new" condition mechanically, it's frustrating or worse when you learn that the new parts are not up to the quality level GM specified. To my mind, having to decide if a new part is "good enough" is simply not good enough.

It's certainly not game-over for our old cars, but it changes the rules for buying hard parts. Watch for more on this subject in The Denvair News.

Winter is knocking on the door. Hope to see you at Elway Chevy on November 3.

Eric Schakel



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Great Plains Roundup

Mike Piper

The Great Plains Corvair Roundup was held in Oklahoma City this year. For some reason I decided to do a couple of long-distance drives this summer in my red Corsa convertible with stock seats. Chris Kimberly and I took the scenic route over Raton Pass, through Texas, and into Oklahoma. We had several stops in mind along Route 66. Chris did very thorough research and created a list of sites to visit along the way.

We left on September 28th, planning to take a day to drive to OKC and hit a spot or two. I left at about 06:00 hrs (that's 6 AM) to meet Chris in Castle Rock. It seemed natural that it was raining hard as I left Westminster. I met up with Chris and off we went. I let Chris lead because she has the slower car. Mostly I followed her tail lights in the rain. The big event that day was after we went over Raton Pass. The rain let up, but it was still cloudy. We were going about 65 MPH and I noticed her left rear hubcap moving gracefully away from her car. It rolled to the left shoulder and then started back across. I was tracking it, so I could chase it down for her and it quickly took off to the right and went behind me at an on ramp. I walked back down the highway and ramp looking for it, wondering how I'd get down and back up a 30' high embankment on wet grass. Fortunately, I found it lying face up on the pavement about 2/3 of the way down the ramp. It started raining again as I walked back to the car. The rain continued until about the Oklahoma border. Mostly we couldn't see past the shoulders of the highway. I was happy I took a lot of time working on my windshield wiper system when I rebuilt the car. My top leaked a little; Chris was adding paper towel caulking to hers at fuel stops. We decided to skip the Route 66 stops since it was raining at most of the planned stops. I use a Garmin GPS for entertainment but as we neared the hotel we decided I would lead and follow it to the hotel. Of course, it directed us all over the industrial part of OKC before we started over and drove to the hotel. I drove 764 miles at about 20 MPG on that first leg. We arrived at about midnight. The hotel was very nice and handy to a lot of places to eat and a Discount Tire shop so I could get a missing wheel weight replaced (there is a theme here).

The next morning (Friday) several of us took off to the car wash so we could get the bugs and road grime removed. We had a mini car show with about 5 Corvairs there. We met the John and Kathy Green there. They drove with the Feasels along I-70 to I-35. There were several things happening that day. There were vendors on hand. The valve cover races were a hot item and several did the riverboat tour. I was told by several that the water was nasty because there had been rain and debris washed up and was trapped at the locks and the trash skimmers hadn't made it there yet. I'm not sorry I missed that. While others were doing the riverboat thing I was down waxing the front of my car until it got dark.

Saturday morning was the People's Choice car show. On Friday they had 49 Corvairs present. By show time they had 87. I don't know how many cars were at the National Convention in Independence, MO but this People's choice seemed to have more cars than the one in Independence, probably in part because of how it was scheduled. Tim Shortle was there so we had five Colorado cars on display, but nobody took home any hardware from our group. The weather was great, not too hot and NO RAIN. After the show we went to the Oklahoma City memorial for a brief walkabout and tour. I'd say for me that it was pretty well done but the "Victim's Room" was difficult for several of us.

The banquet Saturday night was very good. They had it set up as a country buffet and I don't think there was any shortage of food. Our entertainment was supposed to be the young lady who won "America's Got Talent" but since she won her contract did not allow it. The MC was very entertaining on his own, and it was a very good event. There were lots of awards handed out along the way. One individual had something like 7 cars there, all driven to the event by friends.

Sunday 1 October turned into a long day. I decided to wax the back 1/2 of my car, we had to gather things up, eat breakfast, etc. Even though I was up at 06:00 hrs (that's 6:00 AM again), we didn't leave town until about 09:00 hrs. We decided to hit the Route 66 stops on the way back. We stopped at a gift shop and talked with an Englishman who wanted to look at the cars. We added a RMC decal to Lucille's gas station, we drove about 30 miles on the actual highway. We stopped in the town of Bridgeport, OK looking for the truss bridge (almost 4000' long over the South Canadian River, dedicated in 1932). We drove up the "Steep Hill" recommended to us by a local guy on a Harley who stopped to look at the cars. We ended up back at the gift shop to buy gas (a bit of a loop). We stopped at the triangle gas station which is a used car lot now but was a gas station at the Y in two highways, so you could buy gas from either road. We stopped at Owl Rexall Drugs which was for sale. It had an old soda fountain in it plus a bunch of interesting antiques we looked at through the window. We stopped at the Tower Building gas station and café (referred to in the Movie "Cars" complete with Maynard the tow truck) and visited for about 20 minutes with an Australian couple about their travels in the US in their car they had shipped to the west coast.

By now it's getting late in the day and we're just barely in Texas. We stopped less but we still had a long way to go. By the time I made it home it was 03:30 hrs Monday morning so I was up for about 21 hours and we were driving/sightseeing for about 18 of it. On the way home, I drove 829 miles and got 23 MPG. The big issue coming back was the wind and eventually the dark and hoping the gas stations were open for restroom reasons.

I'm still not on sitting terms with my seats. I'd do the same thing again coming back with Karen and with a more comfortable car but it was sure entertaining.



News You can Use November 2017

Friday, Nov. 1st, 2017

Monthly club meeting of Rocky Mountain Corsa, John Elway Chevrolet, 6200 South Broadway, Englewood. Time 7:00 PM. Program will be the members updating their Corvair project(s).

Saturday, December 9th, 2017

RMC annual Christmas party.

Kory and Gail Levin have reserved the banquet room at the Mimi's Café, 205 S Abilene St, Aurora, CO 80012. This is close to I225 and Alameda Ave. The time will be around 6:30-7:00PM. There will be a Yankee gift exchange for those who wish to participate.

Monday, January 1st, 2018

New year's brunch at the Other Side Restaurant in Estes park. Time apromx 11:00 AM. The cost will be \$22 this year. John Dinsdale requests that you reserve and pay him in advance so he can make reservations for the club. The brunch menu is outstanding and is becoming very popular.

RESTING YOUR CAR FOR WINTER

by Steve Goodman

Soon many of us will be contemplating hiding our cars for the winter months. We are fortunate around this area, winter hits us for a couple of days then the sun pops out and everything is gone for a couple of days. What this means is it isn't necessary to put the cars up for several months with no movement at all. Here we can exercise our cars often just being watchful of sanded roads and slushy gutters.

If your car is inside a garage very little needs to be done if you plan on going out for short spins through the cold months. I would suggest an oil/filter change and suspension lube and check/clean if needed the battery connections too. ALSO fill the fuel tank and if you put a few miles on it each time then stop to fill again before parking it. Less condensation occurs in a full tank. Also if you plan on keeping the fuel freshened all winter then the issues with the alcohol blends won't happen. You can also add one of the fuel stabilizers if you choose.

Next check your tire pressures, cold weather tends to reduce the pressure by a few PSI. Check the windshield washer bottle too as well as wiper blades. When you take the car out be sure to work the heater/defroster controls and the heater motor. Lastly if you feel compelled use some rodent repellent inside the car and in your garage. A good vacuuming of the interior before fall helps too in case there are some food crumbs on the floor. A lightweight dust cover or a sheet over the car will keep dust off the finish.

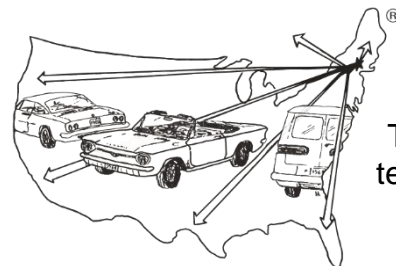
If the car is outside you may want to change to a lighter weight oil for easier starting after sitting in the cold. All of the above advice about maintenance still applies but I might suggest removing the battery and store inside or at least remove the ground cable while sitting. I have noticed that many folks carry water bottles in their cars, sometimes several. Look over and under the interior to make sure a bottle hasn't fallen between or under the seats. When the water is frozen and then thawed a leaky bottle and wet carpet may occur. If you choose to use a car cover outside find one that breathes, not a waterproof cover. Condensation can form between the paint and cover and the paint will suffer.

My last thought is don't be afraid to drive your car the year round if the roads are clean. The enjoyment of owning our cars is driving them not storing them.

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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 Denvair News is a monthly publication for members and affiliates of Rocky Mountain Corsa. The Denvair 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.com

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 (303) 319-0788

Vice President: Larry Yoder lyoder1279@msn.com (303) 420-1279

Secretary: Rob Brereton rntbrereton@q.com (303) 730-0820

Treasurer: John Dinsdale john_dinsdale@adp.com (303) 341-2327

Historian: Steve Goodman rearengine.steve@worldnet.att.net (303) 278-4889

Newsletter Editor: Melissa Klomp klompmelissa@gmail.com (303) 909-0850

Auditor/Trustee: Jonni Berkman (303) 659-4525

Activities Director: Steve Goodman rearengine.steve@worldnet.att.net (303) 278-4889

Membership Chair: Paul Seyforth pseyforth@comcast.net (303) 280-2025

Webmaster: Dale Nielsen webmaster@dnvair.net (303) 601-8544

Rocky Mountain CORSA Meeting Minutes

Meeting Date: October 6, 2017 **Called to Order:** 7:05 (7ish) pm

Location: Elway Chevrolet **# Present:** 28

Guests, long distance, and new members: None.

Standard Business:

Minutes from past meeting: The September minutes were approved with one change: Shades Event was on September 22-23, not in October.

Treasurer's Report: End of September balance was \$5,221.58. The Treasurer's report was accepted.

Mailbag:

Nothing.

Old Business:

- A badge discussion was held. The roster was broken down to 5 lists for calling those who do not have their badges yet. Volunteers stepped forward to contact those who have not received their badge yet in the next few weeks. Jimmy Riley, Gail Levin, Howard Steward, Linda Duncan, and Nancy Gerteisen. They will communicate that we have badges for them not yet picked up and we would like to give them in person. We will invite them to come to the holiday party. If there is no way to meet in person in the near future, we can mail.
- Discussion of the 2018 Tri State in Crested Butte. An idea for a poster was shown. There was discussion of possible items for the convention including magnetic dash plaques and hat pins. Also there was discussion of printing name tags w/ a symbol for food items and any special events, which avoids extra tickets for these things.

New Business:

- There was discussion of using the Facebook group for spur-of-the-moment events. Sign up with Rocky Mountain CORSA group on Facebook to join.
- Tony Lawlor gets the "hard luck award" for tonight's meeting, for a failed fuel pump on the way to the meeting making him quite late.
- With cold weather, the idea of a cold weather shirt was raised. A logo long sleeve shirt will be explored with the previous shirt printer.
- Ray described a recent Farmer's Insurance TV advertisement featuring a person sitting on back of a car and the car catches on fire. Continuity was not paying attention because the ad shows an early in one part, but a late in another as the same car.
- John Dinsdale gave a disclaimer on the non-ethanol gas from Maverick in Aurora. After purchasing mid-grade, performance suffered.
- Linda Duncan shared that the Dunebuggy is leaving the yard. They are selling it to Bud's nephew, 14 years old.
- Christine's hubcap story was told by Mike Piper. They travelled Route 66 for Great Plains Roundup in Oklahoma City, facing lots of rain. On the way back over Raton Pass, Mike behind saw one of Christine's hubcaps come off, rolling a long way before leaving the road out of his sight. After an extensive search, it was found down the road on an onramp waiting to be flattened. At the event there were 45 cars on Thursday, and 87 by Saturday's show. One owner had 7 cars there. The Feasels brought their car by trailer on a non-scenic route, and the Greens from Colorado Springs came with a green '68.

Upcoming Events:

Oct 7 (Sat)	Golden Supercruise.
Oct 7 (Sat)	Colorado Springs club, Simla museum visit. Leaves Co Spr 9:30, 1 hr, museum at 10:30.
Oct TBD	Event in planning, breakfast at North Cracker Barrel, then garage visits.
Dec 9	Holiday Party
Jan 1	New Year's Brunch, cost will be \$22 ea

Break Time:

Refreshments Tonight: Levins (Happy Birthday Corvair Cake) Nov—Rick Beets Dec—Paul Seyforth

Entertainment: Bring picture of your first car. Rob Brereton shared high school pictures. Cory and Gail's photo album and