

The Denver News

Volume 46 Issue 3

March 2020



Four Early Model convertibles at the Cherry Creek picnic last year
Clockwise from top left; Ken Schiffner' 64, Chris Kimberly's 64,
Bud and Linda Duncan's Red Baron, and Rick Beet's 63 Spyder

From the president's desk

As I look out my office window looking at the current snowfall, I can't help but dream of nicer weather as we move into March and spring where I can look forward to getting the convertible out of the garage for another season of exciting club events. With warmer weather around the corner, Charlie and I are able to also turn our attention to the resurrection of the '64 Spyder (aka the Angry Spyder) that Tony and I saved a year or so ago from Drew Schrupp. We've managed to get the power train out and motor disassembled to find the cause of zero compression on the entire left side (Cylinders 1, 3, and 5). Can you say dropped valve seats? Beyond the required engine work, there is plenty of dirt to remove and rust to repair. As you can see, we've got our work cut out for us to get her back on the road.



Drive them if you got 'em. Let's hear about those projects you've got going at the next meeting. 7PM March 6, 2020, John Elway Chevrolet on South Broadway meeting.

Rick Beets



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2020 Tri-State Albuquerque

A note from Dave Allin, Corvairs of New Mexico club president

The upcoming Tri-State is going to be an important and appealing event. The New Mexico Club Tri-State committee have been working tirelessly to make this the best Tri-State in years. If you have never been to the Marriott Pyramid, stop by, or go online, and see the beautiful accommodations, the giant atrium, and the tree-shaded parking lot where we will have

our car show. We recently met with the staff and arranged a wonderful banquet, and our guest speaker will be astronaut Harrison Schmitt. We have some terrific raffle prizes lined up, and a tour to Sandia Crest, along with hot-air balloons.



The Hospitality/Registration room will be available on Friday. We will have a table in the lobby for people wanting to register on Thursday night. The banquet will be \$40.00 including tax and gratuity. We thought it best to include a Vegan plate and a special price for children under 10 years at \$15.95.

TRI-STATE 2020 FEATURED SPEAKER, HARRISON "JACK" SCHMITT

Harrison "Jack" Schmitt is a native New Mexican. He is best known as one of the small group of men who have walked on the moon as a NASA astronaut. He was the first NASA scientist-astronaut to enter space and walk on the moon in December, 1972, as a member of Apollo 17. He was the second-to-last person to step off the moon, having completed his mission as a geologist for that mission. Jack Schmitt also served in NASA as a scientist trainer for other Apollo astronauts chosen to visit the moon, and he played an active role documenting the geologic finds from the Apollo program and organizing NASA's Energy Program Office.

The dates are May 15th -17th 2020 For more information and for the register form go to www.tristatecorvairs.com click on registration and print the form. Marriot Pyramid room rate is \$99 per night. Call 505 821-3333 (mention Corvair Tri-State).



Ready To Rumble

Eric Schakel

With the 2020 vintage road racing season approaching, I'm in uncharted waters: The Yenko Stinger is functional and ready to race. No urgent scrambling on frigid concrete is needed, no rummaging through parts to find a viable engine combo, and no siphoned funds requiring explanation to my patient spouse. It's a strange feeling, but I like it!

Given this rare situation, my lazy self is strongly tempted to let the dormant Stinger lie. But the other self, the conscientious, rational one, whispers, "You will be side by side with other old cars at high speeds for 20 minutes or more – you DO NOT want something to fail!"

With YS-066 comfortably aged past the half-century mark, it would be foolish, even if racing was not in my plans, to bypass pre-season maintenance and inspection.

Technology has moved on, metal fatigue has not. Rules also apply: Vintage race cars require an annual tech inspection. No sticker, no race.

What Gets Maintained?

Checklists are good. For simplicity, I use the same one RMVR's Tech Staff uses. The RMVR checklist has seven sections, each discussed below. To download, go to <http://rmvr.com/forms/tech-insp.pdf>.

Driver Safety Equipment. Kind of self-explanatory, huh? This is the stuff that protects the driver after something goes very wrong. Multi-layer driving suit, Snell SA helmet (10 year or newer than latest Snell update), balaclava for beards, eye protection, Nomex gloves and socks are all dictated by the rules.



Engine Compartment. Oddly, the tech folks don't care about the engine itself. This is about cleanliness, no oil/gas/crud that could ignite easily. Catch tanks for all fluids, battery solidly mounted, terminals covered, all wiring in good shape. Exhaust manifolds tight, nothing flammable nearby. Firewall integrity is checked – a small hole into the passenger area can become a blowtorch in a fire.

Vehicle Interior. Is there stuff that will come loose or roll around? Does the roll bar protection meet specs?. Arm restraints or nets, and the all-important 5-point harness are checked (harness must be 5 years or newer). Fire extinguisher access and charge are checked. Somewhat obviously, the seat track/mounting is also checked - all the belts in the world won't save you if the seat breaks loose!

Vehicle Exterior. Are body panels secured and free of sharp edges that would threaten safety workers in an emergency? Do the brake lights work? Can the driver see through the windshield, and the two required mirrors? This area is totally "common sense", yet at every race event some car seems to shed a body part. Seriously.

continued

Fuel. There is no glory in a gasoline explosion or fire outside of the combustion chamber. Inspect all flexible fuel hoses annually, particularly with E85, or even common E10 and E15 gasoline blends. Ethanol corrodes metals in old car fuel systems, particularly carb bodies. If gas seepage or odor is present, it's prudent to find out why, and to correct it. NEVER tolerate fuel leaks!

Suspension. Tires and brakes are focal points, but rarely cause the instant "snap" that tosses a car off track or into a competitor. That honor goes to metal fatigue or simple mechanical wear. Whether a failed weld, sheared bolt, or fractured casting, a sudden break can turn the driver into a passenger.

Tires deserve credit for making vintage racers faster than in the old days. In 1967, a Stinger on race slicks would corner in the range of 0.80 g lateral acceleration. YS-066 can pull 1.05 g in some corners, on DOT-legal tires. But that super grip has roughly doubled stress on the suspension bits.

Tires are wear items, of course, and I go through a set every five to six races. Ancient Rayon-wrapped bias-ply tires need not apply – the Stinger's fresh DOT-stamped radials feature a 100 UTQG rating (Google it!), are mounted, balanced, and stored away from sunlight light in my shop.

Before new tires go on, every single suspension piece will be visually examined for looseness, abrasion, and fatigue cracks. Ball joints, steering rod ends, and u-joints get checked for play. Oscar Zerk's fittings get Mobil One synthetic grease, the steering

box topped off as needed with 00 grease. Front wheel bearings get repacked with redMobil One syn, the rears get rotated for smoothness and play.

Brakes are a delight these days! The Stinger's 4-wheel disks are a Corvair super power. The Wilwood calipers get a visual leak inspection, as do the competition pads. Inspect lines for leaks or corrosion, replace the DOT4 fluid, bleed the system, and forget about it until next year.

Other. RMVR uses this as a catch-all for general appearance and condition. Note that engine and driveline elements are nearly absent from the Tech discussion. They don't care if the engine is robust. They do care if spews fluids or explodes into flames

Corvair "Race" Engine Care

What the club ignores, racers stress over. We who toil and spend to have reliable Corvair powertrains must upgrade the oil system dramatically to support the enhanced cornering and braking, and/or any significant increases in power. The Stinger went through this transmogrification years ago; without the oil system and cooling modifications, I'd be the proud owner of a hot, smoking mess.



*Race rubber
ready to rock and
roll...*

continued

No mid-1960s car, performance or not, could consistently run lap after lap in the summer heat on a race track. Modified right, a Corvair maintain oil pressure at 40-50 PSI and oil temp in the 250-280 degree F range. It can do that on a 100 degree day for 20 minutes or more, pulling to 6500 rpm. Not done right, it's back to the hot, smoking mess.

For added insurance and a bit of gnome trolling, I use 15w50 Mobil One fully synthetic oil, the high-performance blend with ZDDP for flat tappet cams. I confess, head hanging, that while I start every new season with fresh oil (and filter), I often let three races pass before changing oil.

The transaxle gets a hard-to-find GL4 Amsoil synthetic gear lube, compatible with brass and posi plates. It's checked twice a year and topped off as needed. Sta-Lube

GL4 works fine for street Corvairs, and can be used in a pinch.

Finally, I wish to brag that the fan belt on YS-066 has been in service since 2013. Ofcourse, I check pulley rotation and alignment, and make sure the bearings rotate smoothly – that's just prudent. But this is otherwise a dumb badge of honor for me; I don't toss belts. I've been told, though, that after a couple of margaritas I sometimes mutter that two spare belts are in the race trailer, one good used, and one new, just in case...

Hope to see you at the races!
Eric



YS266 at Pueblo Raceway July 2012

RMC Club News March 2020

The RMC club had to cancel the February 7th meeting at John Elway Chevrolet due to very adverse weather conditions. Pres. Rick Beets tried to reschedule the meeting for February 14th but ran into conflicts with Valentines Day. No other day was available at John Elway Chevrolet so the February meeting was canceled. The club decided that the refreshments roster would be moved forward. The Schakels will provide the March refreshments, Dale Nielsen will do April and the Gerteisens & Duncans would provide in May. See the minutes for more detail. The next meeting will be March 6th, 7:00PM at John Elway Chevrolet, 6200 S. Broadway

There have been no changes from last month's RMC sponsored events in 2020. Provided by Caron Wetter. Details will follow.

April 18th Saturday, School of Mines Car Show. RMC has supported this event for years. No details have been decided yet but stay tuned.

April 24th – 25th RMVR annual drivers school, Pikes Peak Raceway Fountain, CO

May 3rd, Sunday Tri- State tune up at the Schakle's spread. Eric and Linae have agreed to host this event again.

May 15th-17th Tri-State Meet in Albuquerque, NM. Hosted by the New Mexico club.

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 2nd or 3rd, Sunday. Dale Wilshire Memorial Picnic. Plans are to hold the picnic at Cherry Creek State Park, Dixon Grove area.

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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Seemore Report

Ken Schiffner

The near-term tasks for the SeeMore team are to get the trailer weighed and registered in preparation for the 2020 season. Also, the trailer needs to be inspected and perhaps repairs made so that it is ready for the long trip to the National Convention in San Diego in July.



It looks like SeeMore will appear at a few RMC related events early in the season and then complete the season with numerous PPCC events with the Convention in the middle..

The tentative schedule for SeeMore is the following:

June 14th: Concours D' Elegance, Arapahoe College

June 20th: Havana Cruise

July 6-11th CORSA National Convention, San Diego

July 25th: Cripple Creek Corvair Car Show at the Museum (Corvair featured) *

August 8th: Rocky Mountain Air Show (sponsored by CCCC).

August 16th: Old Colorado City Car Show

September 12th: Cruise Above the Clouds, Woodland Park

*This is a VERY special event being arranged by Chris Kimberly. We need to provide up to thirty (30) Corvairs. The Corvair is the featured vehicle. Efforts are underway to secure hotel space if folks want to make it a weekend event. More info to follow!

We still need volunteers who can provide a tow vehicle for Sunday events. Tony is only available on Saturdays.

If you have an event in mind, please let me know. Ken Schiffner, SeeMore Coordinator, kschiffner48@gmail.com.

CPF Raffle 1965 Corvair

The Corvair Preservation Foundation is holding a **raffle and the lucky winner will receive a freshly-restored 1965 Corvair Monza Sport Coupe!** The drawing for this car will be held May 15, 2020 in the Great State of Minnesota, USA. MN Lic. #GA19-000002. You need not be present for the drawing. The proceeds from the raffle will support the new Corvair Museum in Decatur, Illinois.



- 1965 Corvair Monza Sport Coupe.
- 140 hp 4-carb Super Turbo-Aire engine. Powerglide automatic transmission.
- Thoroughly reconditioned throughout with new paint, upholstery and many NOS parts
Ready to drive!

\$10 per ticket – Help support the CPF

Tickets available online at the CORSA web site –

www.corvair.org

Direct link is

<https://www.corvair.org/index.php/corvair-raffle>

There is also a paper version available.

PCCA member and CPF President Mike Hall also has tickets.

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
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Past president	Ed Halpin	

Appointed Chairpersons

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