

The Denver News

Volume 46 Issue 7

July 2020



Remembering the CORSA national convention in Denver 2011.

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Miscellaneous ramblings from the RMC president.



Wow! It's almost the 4th of July! With some lulls with work, I've been able to make time to get some items checked off my Corvair to do list.

First stop on that tour was Advanced Auto Trim for a new top and weather seals. Also, during some waits for parts and scheduling, I decided to fix some paint problems. My hope was to fix a few chips, and call it good, but after having Ryan Timmons (of Ryan's Rod Service and Michael Timmons's dad) take a look, we decided the best course of action was to prep the entire car and do a full respray using a modern 2 stage paint.

Still white, but with a little more pizzazz. After a couple weeks perfecting the body which included scuffing the shiny off every square inch of my car, Tony and I loaded it into his trailer and hauled it down to Ryan's shop the 20th of June. I now have a whole new level of respect for the amount of work that goes into getting a car ready for paint. Nothing like watching primer dry.

My hope is that the stars will align and it will be ready in time for the Cripple Creek show on July 25th. If all works out, Ryan will be finished in time for me to have about a week for re-assembly before leaving for the show on Friday the 24th. That may or may not



include the NOS windshield I picked up from Chris Kimberly. If anyone has experience in replacing an early convertible windshield, let me know. I'll need all the help I can get.

Speaking of Chris, she has done a ton of work to ensure this event's success! Not only is this a big event for Cripple Creek, it is a huge opportunity to get more people interested in our little corner of the collector car hobby. So, let's make sure there are plenty of Corvairs for people to gawk at. All the details are in her article later on in this edition. Hope to see you there!

After a couple attempts at holding the last couple meetings via Zoom teleconferencing with mixed results, we thought it might be time to try something different. Unlike many other places in the country, Coloradoans seem to be doing fairly well in keeping the virus mostly in check. As such, we've seen an easing of restrictions on gatherings such as ours. But in our discussion during the last meeting, we all felt that holding the meeting outdoors was the most prudent path at this time. Hopefully we can get back to our normal meeting location and time soon.

In the meantime, because of 4th of July weekend the decision was made to move the July meeting to Saturday the 11th at 10 am at the Park Hill Golf Course parking lot at 4141 E 35th Ave (Colorado Blvd & 35th). The golf course and clubhouse are currently closed so we have access to the parking lot and have plenty of room to social distance. Bring your own chair, coffee or your favorite morning beverage, Dale is bringing donuts.

One last thing. Our illustrious newsletter editor, Paul Seyforth, after 8 years has decided to retire and hand over the publication to someone new at the end of the year. Many thanks Paul, for the stellar



newsletters each month! I for one, hope you will contribute the occasional article.

All for now, hope to see everybody at the meeting! And don't forget your mask!
Rick

Cripple Creek Report

Hi Everyone

I want to give you the latest on the **FREE Cripple Creek Car Show** scheduled to be **Saturday, July 25th**. It will be at the Cripple Creek Museum parking lot with overflow onto the street if needed. They remembered when we had a Tri-State Gathering there a few years ago, as well as seeing us cruise through on our Fall drives. They want to host as many Corvairs as possible for the day. Staging the cars will begin at 8:00 am and show will last til 4:00 pm. There is no cost to register just bring it and show it. The Cripple Creek Museum is covering all the publicity for this event. The public will be choosing Awards/recognitions, which will be given out later in the afternoon. The museum has quite a few sponsors (12), for this event; just check them all out on the updated publicity poster!!

I'd like to once more give a big thanks to Garrie Fox for letting me know the **Double Eagle Hotel & Casino** had reopened their hotel, and part of their casino, along with their restaurants. I contacted them and they are offering a great discount on rooms for anyone who would like to drive up to Cripple Creek on Friday night, and/or stay over on Saturday night as well. Rates for a king bed/nonsmoking room can be reserved for \$89.95 + tax, so the total with tax is \$100.93 per night. **The hotel is following all CDC guidelines.** Those of you with families, can ask for adjoining rooms if you'd like. We are currently holding a block of rooms. The Double Eagle has a **covered parking garage** for overnight guests. This is a pet

Chris Kimberly

friendly hotel and the cost is \$50 (nonrefundable) for pets. The Double Eagle is across the street from the museum, making it easy to stage for the show on Saturday.

Please contact Kate Wolf (Group Sales Manager) directly, to reserve your room, and mention you're with the Corvair show. Our group reservation is #4313. You can reach Kate at 719-689-5076. Please do NOT call the regular reservations desk. If Kate is away from her desk, please leave her a message and she will return your call asap to help you with the reservations.

Even though this is a free show, **I need to let the museum know how many cars will be participating. Please call, text, or email me at 775-830-4739, or ckimberly4749@gmail.com to let me know how many cars you'll be bringing up.** That way, the museum will know how to set up the parking lot for the show. As of June 24th, we already have 15 cars! We want to see all makes, models, specialty, modified, in any condition at the show. If you have friends with Corvairs that are not members of any club, let them know they are welcome to the show as well. See-More, the Cut Away Car, will be there making an appearance for the first time this summer. It would be fun to get as many cars out to this show as possible, and be able to socially distance visit with everyone. If you have any questions feel free to call or email me. I'm looking forward to seeing everyone there for a fun day in Cripple Creek.

FREE

CORVAIR CAR SHOW

SATURDAY, JULY 25

9-4 CRIPPLE CREEK DISTRICT MUSEUM

CRIPPLECREEKMUSEUM.COM

719-689-9540



**DON'T MISS THE
SEEMORE CUTAWAY!**



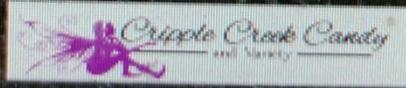
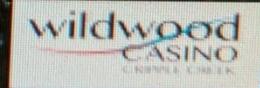
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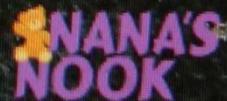
Get Out and Play More



CRIPPLE CREEK & VICTOR



**JULIE
FREEMAN**



RMC Club News

July 2020

June was another tough month for RMC. The club did hold another Zoom meeting on June 5th. It was reasonably well attended. Rick Beets presided. Attending were Paul Seyforth, Charlie Beets, Greg Cerza, Rob Brereton, Garrie Fox, Dusty Dodge, Bruce Parizek, Mike Piper, John Dawson, Chris Kimberly, and John Dinsdale. Some various business matters were discussed but it was generally just an enjoyable get together.

A call to Cherry Creek State Park was met with a recorded message saying that all picnic shelters are closed until further notice. That corona-virus thing. Always better to be safe than sorry, but our summer Dale Wilshire Memorial Picnic is on hold for now. I will call again for status at the end of July.

Up coming Events

Saturday, July 11th 10AM July club meeting at Park Hill golf course, 4141 E. 35th Ave. This is a drive-in meeting in the parking lot. Bring a chair and a drink. Donuts are supplied.

Saturday, July 25th 8 AM Cripple Creek Car Show. Cripple creek Museum parking lot 8 AM to 4 PM. See Chris's letter for details.

August 1st-2nd High Plains Raceway Deer trail. CO, Race against Kids Cancer. This is still on the High Plains schedule.

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

September 2nd or 3rd Sunday. Autumn foliage tour. If we can find a restaurant I'll bet this will be a go. Right now we are looking for a coordinator

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

December 2nd or 3rd Saturday RMC Christmas party

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e-mail: rearengine.steve@att.net
internet: <http://rearenginespecialists.com>

Thanks to Ken Schiffner who spotted this article in the San Diego Corvair Club Vairmail newsletter.

NASHFAN!

If you've ever thought about Corvair engine cooling fans and their limitations, you might have yearned for something better than the magnesium fan, perhaps a Porsche fan or some electric fan? Kevin Nash from WA state, dreamed up a better Corvair fan and made it real.

Kevin was inspired by the vanes of a turbo impeller, and made the fan more like that with 90 degree sweeping vanes that deflect the air downwards. He claims that his fan cools better than the magnesium fan by pushing more air through with less horsepower being lost.

Kevin has posted pictures on "Corvair Owners Group" on Facebook over the last couple of years, of what he calls the Nashfan. It's a new cooling fan designed by Kevin Nash and made by Ray Sedman of American Pi. This fan is cut out of a solid billet of aluminum by a CNC machine! You can get it in raw aluminum or anodized a color. That protects the aluminum.

Kevin was slated to speak about it at our CORSA convention, so hopefully this will happen in 2021.

We're also trying to get Ray Sedman to speak to our club very soon.

Kevin sent pictures of the fans being made and it's quite an amazing undertaking. He made one batch of Nash-fans which were bought up, and is ready to make another batch. If you want a Nashfan, contact Kevin Nash, and Ray Sedman!

A Nashfan would help cool a turbo or 140 engine as they have issues with overheating!

Kevin Nash -
wrokit@hotmail.com

Ray Sedman -
rsedman@sbcglobal.net



Leaving Well Enough...Part 2

Ken Schiffner

Well, in the last episode...

All I wanted to do is make use of the dummy fuel pump I had in my parts stash. Doing so resulted in frustration, and, the good news, an education.

As mentioned previously, the conversion David Feasel did worked well. A plug was used to blank off the mounting location for the manual pump and a tee was used to bring in the fuel from the main fuel line. By switching to the dummy pump, however, I had to relocate the oil pressure switch and the oil light sender. To do that, I had to do some plumbing to get around the fuel inlet line (now replaced) that goes into the dummy fuel pump. I'm no good at plumbing.

What I did was make the "tree" shown in the following figure. It was installed from the oil pressure tap where the oil light switch was located then go under the main fuel line, and then up. The oil pressure switch (shown) was mounted on the top of the "tree". The oil light switch (not shown) was mounted in the side of the "tree". It worked well, but....

I was worried about leakage (just count the number of threaded connections). Plus, Steve Goodman pointed out that engine and road vibration could encourage leaking or even cause breakage. So, I needed Plan B.

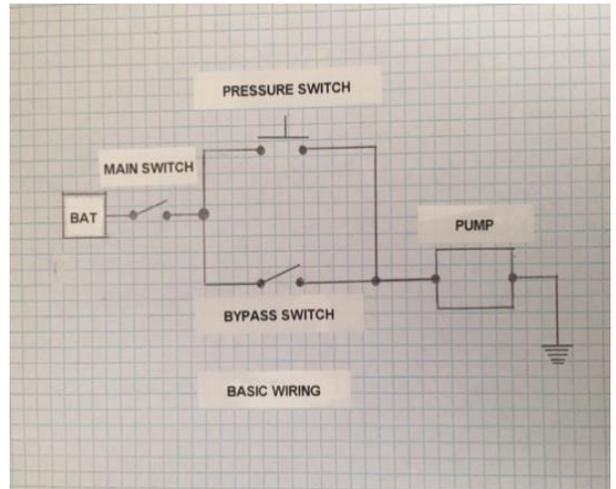
For Plan B I ordered an Adaptabolt from Clarks (Part C7521). Given clearance issues, I returned the oil light switch to the oil pressure tap on the alternator/filter mount and installed the oil pressure switch onto the Adaptabolt. Primed carburetors and started the engine. Ran fine for about 5 minutes then shutdown for lack of fuel. Found out (actually assumed) that the pressure required to close the circuit in the oil pressure switch was not high enough at the Adaptabolt. So, I moved the oil light switch to the Adaptabolt and bought a shorter oil pressure switch. Echlin OP6624, (so the switch would clear the alternator pulley) and installed the oil light switch at the Adaptabolt.



The oil light switch was moved to the Adaptabolt location. The pressure should have been nearly the same but apparently the oil pressure was lower at the bolt. I did not have a pressure gauge in order to measure the oil pressure, however. That did the trick. (Perhaps a very low-pressure oil pressure switch is available?)

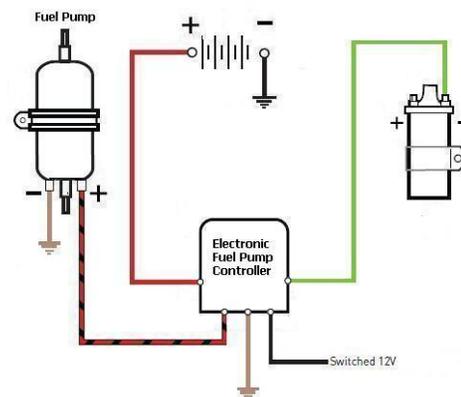
The basic wiring is like this (Battery, BAT, source is fuse protected):

Basically, the battery power is jumpered between the "Off" position of both the Main Switch and the ByPass Switch. The power comes from a tap at the fuse panel that is energized by the ignition switch. The "Load", the Pump, is connected at the "On" position of either the Main Switch or the ByPass Switch. (Connected at ByPass Switch shown). For priming, the ByPass Switch is used to activate the pump. Once the engine runs, the ByPass switch is switched OFF thus opening that circuit. With sufficient oil pressure, the oil pressure switch is held closed thus the current flows to ground through the pump thus the pump runs. Low oil pressure opens the oil pressure switch circuit thus shutting down the fuel pump. Loss of power would also shut down the pump.



Still with time on my hands, I did some research. I found out that Ray Sedman (www.American-Pi.com) designed and sells an electronic pump monitor greatly simplifying the whole thing. A diagram of it follows. It senses the ignition pulses and apparently has a built-in delay that only arms the electric fuel pump when ignition (engine running) is proven. It just wires in. No "tree". No oil pressure switch. No moving the oil light switch. No Adaptabolt.

So, I'm going to evaluate Plan B and see how it goes. If not, I'll go with Plan C, Ray Sedman's controller which, given my efforts to date, should have been Plan B.





Dear Friends and Family,

Over the past nine years, my racing club, Rocky Mountain Vintage Racing (RMVR), has raised more than \$1,200,000 to benefit *The Morgan Adams Foundation*, a Denver based non-profit organization that raises money and awareness on behalf of children with cancer. Working with leading physicians and researchers, *The Morgan Adams Foundation* funds pediatric cancer research and therapies that will improve the survival rates and reduce the devastating side effects that cancer treatments have on kids and young adults.

Because of the incredible fundraising support from the RMVR club, 5-year-old Eli is currently alive! The RMVR club funded a TECAN machine that allowed real-time clinical treatment options to be made specifically for Eli. Without the funds made possible through the club, Eli might not be here today. The RMVR club has funded MORE THAN HOPE for Eli and his family.

On August 1st & 2nd RMVR is hosting the 10th Anniversary of **Race Against Kids' Cancer** to once again raise money for *The Morgan Adams Foundation*. We raised an amazing \$210,000 last year. This year we are stepping up our fundraising goal to \$225,000! I want to help make a difference in these kids' lives, but I need your help to reach my personal fundraising goal. If you share my belief that pediatric cancer

research is critical, please join me in supporting MAF. You can sponsor me at this race by donating to MAF. Just fill out the 2020 Racer Sponsorship form (attached) and mail it in. Or, if you prefer, you can donate online on my sponsor page [HERE](#).

I strongly believe that MAF is enabling significant breakthroughs in treating pediatric cancer and hope you will choose to sponsor me for this race if you can. But regardless, I hope you can come out to High Plains Raceway August 1-2 and join me for a weekend of racing!

Jon Whiteley



Form follows should you care to donate.

10TH ANNIVERSARY

RACE AGAINST KIDS' CANCER

BENEFITING THE MORGAN ADAMS FOUNDATION

2020 Racer Sponsorship Form

Yes, I want to sponsor you by making a donation to The Morgan Adams Foundation!

On behalf of RMVR, The Morgan Adams Foundation, and all the children and families affected by cancer, we would like to express a heart-felt thank you for your donation!

SPONSORSHIP LEVEL: \$1,000 \$500 \$250 \$100 \$50 Other \$_____

Donor First Name:		Donor Last Name:		
Street Address:				
City:		State:		ZIP Code:
Phone:		Email:		
RMVR member you are sponsoring:			Jon Whiteley	

Type of Payment Check (Payable to "The Morgan Adams Foundation") Cash Credit Card
 If credit card, please complete the following:

Card Number:			
Expiration:		Security Code:	

This form represents a promise of financial support payable to:
 The Morgan Adams Foundation
 5303 E. Evans Ave., Ste 200 Denver, CO 80222
 FEIN: 20-0165051

Please keep a copy for your records



RMC Club Page

Rocky Mountain Corsa (RMC) has been a chartered chapter (#802) of the Corvair Society of America (CORSA) since October 1974 and is dedicated to the preservation and enjoyment of Corvair automobiles.

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

Editorial Contributions We encourage your participation! Please forward stories, ideas, jokes, recipes, and/or photos to the Editor. Content must be received by the 15th of the month prior to the desired publication month. Electronic files are *mucho* preferred.

Classified Ads Individual RMC member ads are free. Classified ads are limited to 25 words and may include a photo. All ads will run for three issues. Non-members may advertise for \$10.00. Please submit ads to the Editor, with payment due in advance to the Treasurer. Please make checks out to RMC.

Business Advertising Commercial advertisers are welcome. The following per-issue rates apply:

Business card size – \$2.50 ¼ page – \$5.00 ½ page – \$10.00 Full page – \$20.00

RMC Mailing Address

Correspondence, ads, & articles may be snail-mailed to:
RMC PO Box 27058 Lakewood, CO 80227-0058

Web Site: www.rockymountaincorsa.org

Membership & Dues

Rocky Mountain Corsa annual dues are \$25.00, due each year by February 28. Checks should be payable to RMC, mailed to: *RMC, c/o John Dinsdale, 3240 Billings St., Aurora, CO 80011-2231*

Monthly Meeting

RMC typically holds meetings the 1st Friday of each month at our host dealership, Elway Chevrolet, 5200 South Broadway in Englewood. Join us at 7:00 PM in the upstairs meeting room.

RMC Officers

President:	Rick Beets	prez@rockymountaincorsa.org
Vice President:	Michael Timmons	veep@rockymountaincorsa.org
Secretary:	Rob Brereton	sec@rockymountaincorsa.org
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