

The Denvair News

Volume 46 Issue 10

October 2020



Larry Yoder, Bud Duncan and Chris Kimberly at the Applewood Place drive-by

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Check out our website: www.rockymountaincorsa.org

Miscellaneous ramblings from your president

As a newer member to RMC (about 6 years now), many times I am at a loss for words when it comes to celebrating members that have recently passed. While I didn't know many of the long time members that have passed, I felt I got a glimpse into who they were from the remembrances shared by members at the last meeting and through the RMC mail list. Thank you all for your kind and humorous words.



To say this year has been challenging would be an understatement. Let's hope and pray that 2021 will be better. In the hopes of getting back to our normal first Friday schedule, I reached out to AJ at Elway Chevrolet, and for now, we are still locked out of the meeting room. November is a possibility, but I won't know for sure for another few weeks so watch this space for more information for the November meeting location and time. For October, if the weather holds out for another week or so, we could hold one more meeting in my backyard. I'm thinking late morning or early Sunday afternoon October 4th, but Saturday is certainly an option. Kory and Gail have volunteered to bring snacks. I would love to hear back from the membership as to the best day/time for the best turnout.

Last Sunday was a perfect day to get the convertible out, and it was great seeing everyone that participated in Sunday's parade to honor Jonni Berkman as we made a few circuits around the memory care facility, Applewood Place. We even had Jim Reich come down from up north as well as quite a few folks I hadn't seen since February. It was heartening to see for sure. All totaled there were about 30 people and 20+ cars. It looked like all involved in the event had a great time. Especially Jonni.

Look for all the details in Paul's writeup later in this issue.

Well, that's about it for now... Hope to see you at the next meeting. Be kind to your Corvair, drive it whenever you can.

Rick Beets



A Drive by for Jonni Berkman

The club had been talking about this the entire summer. Jonni Berkman had been a loyal and revered member of the RMC club for 15 years. With her husband Herb she had been a CORSA member for 40 years. A very independent lady, she drove her 66 Corsa convertible to several Corsa conventions over the years. But this past year she has been in failing health and so since March she has been residing at Applewood Place, an assisted living center in Golden.

Little by little we tracked her down. I visited the home she lived in Brighton and spoke with her daughter Jamina. Once we found where she was Steve Goodman visited Applewood Place. Then I phoned the director who was delighted that we were planning a drive by.

The RMC club jumped in line. On 2:00 PM Sunday September 20th the club met on a shopping center south of Applewood Place. When I arrived Steve Goodman, Rick Beets, Tony Lawler, Ray Klomp, and Jim Reich were already there. Soon after Ken Schiffner, Rob Brereton, Michael Timmons, Dale Nielson and Larry Yoder rolled in. I can't name everyone but when the drive started there were 30 people and 20 Covairs joining the drive-by.

Applewood Place had all their residents out to view the drive by. Jonni and her daughters were in a prominent place on the circle in front. Our cars circled the round about and then drove around the parking area for a second and third drive by. Everyone, residents, drivers and Jonnie enjoyed the drive.



Jonni and her Corvair 'Ofcorsa'



RMC Club News

RMC September meeting: called to order on September 5th, again at Rick Beets home in Centennial. Rick has a very pleasant back yard and has been kind enough to volunteer it for our meetings this summer. He has even furnished donuts for the crew.

Attending were Chris Kimberly, Rob Brereton, John and Debbie Dinsdale, Kory and Gail Levin, Eric and Linae Schakel, Caron Wetter, Jimmy Riley, Mike Piper, Steve Goodman, Dale Neilsen, and myself. Rick, Tony Lawler and Michael Timmons were behind the camera as was John Dawson who took the pictures.



Discussion concerned the Drive-by for Jonnie Berkman (which was held Sept. 20th), a meeting place when the temperature becomes cooler, and John Dinsdale's accident. John was hit by a car turning left in front of him. He needed a replacement right fender. Michael Timmons was sure he had one available. A RMC fall foliage tour was not discussed. Chris Kimberly reports the PPCC club is doing a tour to Victor on Sept. 26th. The Christmas party is still alive. Gail Levin's report follows.

Date: Saturday, December 5, 2020

Time: 4:00 P.M.

Location: Littleton Cafe, 1409 W. Littleton Blvd, Littleton, Co 80201

Littleton Cafe is a breakfast/lunch cafe that closes on Saturdays at 2:00 p.m. For special events, they re-open after their regular hours. For the RMC Christmas party, they will open for us at 4:00 p.m. and we will be the only people in the restaurant (other than staff).

We will do drink tickets as usual with RMC paying for our first drink. Becky, one of the owners, said that they do 2 for 1 drinks. We haven't asked yet exactly how service for twofers works, but we'll find out for sure!

We will again collect toys for Toys 4 Tots. And we'll have our annual gift exchange.

We have other options for the party that we hope to discuss at our next meeting. We hope to see you there in person or by Zoom so that we can get your input about our menu.

The EFI Saga Continues

Dale Nielsen

It began way back in the summer of 2018. Replacing the center mount carburetor with Throttle Body Electronic Fuel Injection (EFI) was the plan. But because the major company's poor quality EFI units failed, I went back to the small 4 barrel carburetor. All the disappointing details are available in the September 2018 issue of the Denvair News.

Why the center mount? The factory 4 carburetor setup ran pretty well, but there were drawbacks. Constant adjustments to keep them synchronized, ethanol gas boiling off after shutting down, hard starting and the constant smell of gas in my garage. I wanted to install cruise control, but that was also more difficult with the 4 carb setup.

The center mount 4 barrel seemed a good solution and it worked up to a point. Still had a garage constantly smelling of gas. Hot starting, though difficult, was not as bad as the original 4 carb setup. With the center mount, installing the cruise control was easily accomplished. But it didn't work very well. Set the cruise at 70 and there was a lag. When the car slowed down a bit the carb couldn't seem to keep up. Constant speed cruising never happened. That lack of response with the 4 barrel caused constant accelerate/decelerate so it never ran at the speed I set. Takes a toll on your OCD.

After more research and more research and more research, I decided to try another EFI unit. Like the first systems I tried, it's almost completely self contained. The only external components are the O2 and temp sensors. So.....time to give a different company (FiTech) a chance to make a Corvair more user friendly.

Almost all of these EFI systems require a fuel return line. With the first system I modified the original fuel pickup unit with a tube going back into the tank. But they specified sending the return fuel further away from the pickup than that would allow.



That also made it difficult trying to run both feed and return lines into a very cramped space. The solution was relatively simple. Run the return line down the driver's side rocker panel and mount the return fitting into the gas filler tube. That puts it just about as far away from the fuel pick up as possible.

Installing the new hardware was relatively simple. Adapter plate between the EFI and the center mount manifold. Make some new fuel lines and a

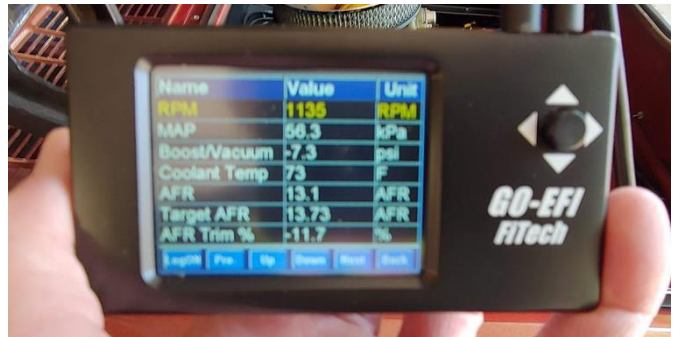
bit of new wiring and engine stuff is mostly done. Up front, replace the modified fuel pickup with a stock one. Find good safe place to mount the fuel filter and pump. Use 6AN fittings wherever possible. A bit of new fuel line and done up front.

The FiTech EFI comes with a hand held unit to set the basic parameters. Before starting for the first time, you tell it the engine displacement and a few other minor things like preferred idle speed. Other items like fuel air ratio are also adjustable, but I left them alone.



Recheck wiring and fuel lines. Power up ONLY the fuel pump to make sure there are no leaks. Don't need 50+ PSI gas spraying all over the garage. All looks good. Time to connect all wiring the way it should be.

Apparently, it's mandatory to hold one's breath when starting the first time because I'm sure I did. Crank the starter and it fires but doesn't run smoothly. Are my dreams shattered again? Possibly.



Slowly back out into the street. Previous experience with the Brand X EFI has left me worried. Just once around the block will do. Runs, but not as well as I had hoped. Back home and shut down. Let it sit for a bit then see if it will start again. It does! And easier than the first time. Take some longer drives and all seems well. I drive it with factory settings for a month or so and it seems to be getting better. The manual says it will learn and it seems to be a pretty good student. I do make some minor changes to the system like a slightly leaner air/fuel mixture and tweak the idle speed. No idle screws. No carb disassembly to change jets. All is done on the little hand held computer screen.



Been driving with it since early 2019. Seems to keep getting better the more it's driven. Set the cruise and it actually cruises at that speed. Still get an occasional whiff of gas in the garage, but now mostly just Eau de Corvair.

Isn't technology wonderful?

A PIECE OF HISTORY

Steve Goodman

How about some history this month. There used to be a joke about three important days in the life of young men. One of those days was OCTO-BER (insert day here). Because that was the day the new Chevys came out. In this case it was October 2, 1959, when the Corvair by Chevrolet made its' debut in show-rooms around the country. Anyone who was a car buff and read any car magazine back then knew about this revolutionary new rear engine design that was different from any other car manufactured in the USA. (that isn't exactly correct because Tucker pre-ceded the Corvair with a rear engine car but failed to capture real credence with the motoring public).

The father of the Corvair was Ed Cole and his vision for the Corvair was an American VW beetle. He felt the completely different design of the car would show marketing genius, and the American buying public would embrace the better traction ability of rear engine placement plus no radiator/coolant and flat floor due to lack of driveshaft through the car.

Going back a couple years before 1959 the car magazines buzzed with hints over the BIG 4 each developing a 'compact car' to fill a void in the American car buying public eye. I (and maybe only me) always have been amazed at the industrial espionage back then. NO satellites or drones to take pictures, the photographers used telephoto lens on 35mm cameras to capture new cars on test tracks and then sold to various magazines as 'sneak previews'. The magazines always published the pics and many times the body lines were disguised on purpose so the model might not be so easily recognized.

In case readers here missed the above BIG 4: GM/FORD/CHRYSLER plus AMERICAN MOTORS. Yes Studebaker/Packard was still being built and was for several more years. FORD was tooling to build the Falcon a normal front engine 6 cyl., and Chrysler was working on Plymouth Valiant and Dodge Lancer, again with front 6 cyl engines, and Studebaker was showing off the Lark with front 6 cyl. engine.

Alone against the norm was CHEVROLET with the air cooled rear engine and independent suspension CORVAIR. I read with lots of interest every article published about the Corvair. My interest was not American VW, but American Porsche. The magazines back then included Road & Track/Sports Car Graphic and Car & Driver/Car Life/Popular Mechanics plus others. The magazines wrote real facts and either guessed or made up anything they had no knowledge about to hype the Corvair. I still have many of those magazines that I bought when they were new from the local drug store in town.

Another item to remember is that all of these cars were designed to capture a buying public who wanted a small family errand/grocery getter second or third car. Again I will state COMPACT car, these did not have the title 'economy car', fuel economy wasn't as important as bottom line price tag to purchase a new car. In the beginning automatic transmission cars were in greater demand than manual transmission cars. The desire for stick shift began after many had the desire to either go faster or simply to take advantage of the small car and engine size and really do get a bit better fuel mileage.

There is no need to extol the virtues of the CORVAIR to the readers here but I will remind everyone that one sorta 'hidden' feature (although it was publicized widely in 1959) was NO transmission/driveshaft tunnel which meant a 1960 sedan could seat 6 people easily. GM used this design against the other compact cars often in their ad-vertising campaigns.

So we all know how this ended in 1969, but let's face it when we are driving our Corvairs LOTS of drivers wave/thumbs up and smile, and when we are stopped in service stations or restaurant parking lots or even just at traffic lights everyone wants to share their Corvair stories because everyone had contact with a Corvair back then. I doubt Dodge Lancer owners can claim this. Second thought, when was the last time you saw a Lark at a local cruise? There is the occasional Falcon being used which is nice to see.

If weather/roads permit DRIVE YOUR CORVAIR on Friday October 2 and smile at the luck we all have owning this piece of American car history.



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Loveland CO 80537
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For Sale

Jerry and Nancy Gerteisen are selling their 1962 Monza convertible. Excellent condition. Drives well. Steve Goodman knows the car. \$11,000 303 465-1170



Jim Reich has a 65-66 model padded dash for sale. Black, excellent condition. \$200 obo 303 257-3733



Rocky Mountain Corsa Meeting Minutes

Meeting Date: September 5, 2020

Called to Order: 9:34am

Location: Rick Beet's shady backyard and via Zoom Meeting, Anywhere, USA **# Present:** 19+2 Zoom.

- Guests, long distance, new members None.

- **Standard Business:**

Minutes of last meeting: In August were approved. Thanks Steve for recording!

Treasury report: The end of August balance was \$5,495.10. John reported that we have a new CORSA member Charles Russell who is moving from the east with his '66 Coupe. He is not an RMC member (yet).

Mailbag: Only an advertisement for a classic car dealer, placed on the table.

Old Business:

- Under membership, several renewals were reported. The badge for Marcus Miller was discussed and planned to be mailed, but he showed up during the meeting and received it.
- The group thanked Paul for another great newsletter. Paul will not be doing newsletters next year, so we are looking for a new editor. Let the board know if you would like to take this on.
- Rick discussed elections which are coming up. Nominations will be taken in the November meeting with elections in December.
- Rick also reported that the CCCC Treasurer position will be open if anyone is interested.
- Erica Propst recently passed, and there was a remembrance time. Steve reported that husband Charlie was a deputy, and among first members when club organized and was involved at Colorado Corvair. Steve found 3 pictures of her with daughter Jeannie in 1975 and sent to Jeannie. They stopped coming to meetings in and early 90's but stayed members. Erica has was still driving a black '66 until recently. She spoke with an Austrian accent. At Steve's old shop, she once answered phone for him "Rear End Specialist" by mistake, became very red.
- Gail picked up sympathy cards for Erica's family and the Colburns, signed by those present and sent.
- Gail reached Littleton Café, available for evening private groups--after 4pm, whole restaurant available. 25 ppl & \$300 min to reserve a buffet of Mexican, Italian, & more. Mimi's won't commit to allow room we use. Authorized Gail to reserve on Dec 5.

New Business:

- Jonni Berkman is struggling after some deterioration of short term memory and is in assisted living home in the Applewood Place. Continued discussion of a drive by event, to be scheduled.
- Next meeting place? Will see if Elway Chevrolet meeting place is available. 1st Fri at Elway if available.
- Tony and Mike, Rockin Rumble show at PPIR. Lots to do. Drag racing, drive on outside of track, bunch of live bands.

Upcoming events:

See discussion above on difficulty of finding and scheduling events.

- Caron reported Octoberfest in Sydney cancelled. RMC Fall tour, no info yet.
- 9/26 Sat PPCC Fall Tour to Victor Museum, open just for group, followed by lunch in park. Local restaurant to make box lunch for it. Chris will send message out this week with cost of lunch, etc.
- 9/13 Sun 11am, drive by for Dad Lampert go to Rose Hospital, Children's, and other hospitals. Staging at GW High School parking lot. Need head count, so let Rick know by the 9th you are coming. Lunch at Freddie's.
- 9/27 Sun parade by south end hospitals South Metro, advise by 23rd. Lunch to follow.

For Sale or Wanted, Recently Purchased, Projects

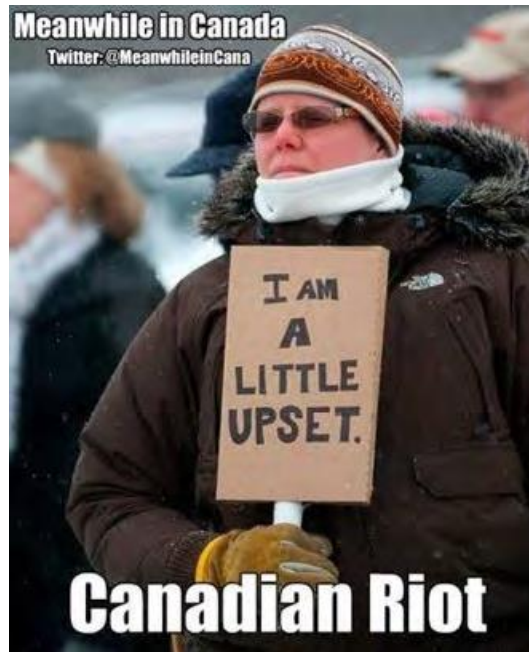
- John Dinsdale needs LM right fender + after accident. Mike Timmons has parts, or Yard in Peyton suggested.
- LKQ yard has a late model, posted on RMC.
- Tony Lawler Rampside out for body and paint. Ryans Rod Service in Florence.
- Continued next page

- Michael Timmons, 65 coupe needs running engine.
- Books and material abounds: Erica Propst's daughter, Jeannie, contacted Rick with books etc. from Charlie's collection. Another person also made contact re more archive material. Steve has extra Communiques to fill collection as well, let him know what you need.
- Listing for free parts on website. Whole front end crossmember, all free.
- Club assets discussion: Rick has LCD inspection camera from Jim Dupree, he divested Corvair stuff.
- Tony's van made loud racket, which was the result of the fan bolts coming out. Lock washers were suggested.
- John Dinsdale helped a neighbor's grandson put an electric fuel pump in a 1980 MG, last run 18 years ago. Pump fell out and hit and broke his tooth making it most expensive fuel pump ever. But now the screen in tank is plugged, and they still can't get last 5 gal out.
- Eric Schakel reported on the Race Against Kids Cancer, 155 entrants. He couldn't participate due to fuel pump issues. Russ Rosenberg from TX raced with Jon Whiteley, engine by Automotive Archeologists still couldn't catch Jon. Russ was impressed by event, will make it an annual event. Author of Racing Under the Illusion of Grandeur. There is racing again in Pueblo 19th / 20th, come support if you can.
- Mike piper had a wheel hub center come off again, this one hit a car that had him boxed in.
- Rob asked about tightening up mirror pivot ball on remote mirror, outcome is bleak and may require replacement.

50/50 Raffle: \$97 was collected, and \$49 went to the club and 48 to Caron Wetter.

Meeting adjourned at 10:38am.

Respectfully submitted by Rob Brereton



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
Treasurer:	John Dinsdale	treas@rockymountaincorsa.org
Member at large	Ken Schifftnr	m.a.l@rockymountaincorsa.org
Past president	Ed Halpin	

Appointed Chairpersons

Activities Chair:	Caron Wetter	activity@rockymountaincorsa.org
Auditor:	Jonni Berkman	auditor@rockymountaincorsa.org
CCCC Rep:	Rick Beets	cccc-rep@rockymountaincorsa.org
Historian:	Steve Goodman	history@rockymountaincorsa.org
Membership Chair:	Tony Lawler	membership@rockymountaincorsa.org
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