

The Denvair News

Volume 47 Issue 3

March 2021



The Cripple Creek Tri- State 2013

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RMC Presidents Message

Wow, another month in the rear-view mirrors. It seems like no time at all and forever since I wrote last. With the weather the way it's been lately, not much going on with my Spyder either driving or working on. Now if I only had heat in my garage, I'd be working on getting the interior redone in time for San Diego. Wait, what? Canceled? Yes, you heard correctly the national convention in San Diego has been canceled. Ah well, that solves my dilemma over my route and timing of the drive through the desert.



With the acceleration of vaccinations and the prospect of a general opening of the economy this summer, we decided at the last meeting to go ahead and start planning for the annual picnic. With vaccinations going into more and more arms, maybe by July, we'll hopefully be able to hold an actual event. Paul indicated that he was not pleased with the way we were treated by the Cherry Creek park people, and suggested we move to the north side of town. Mike Piper and a few others are looking into locations up north and northwest, so if you have a suggestion for a venue (preferably close to a lake with some sort of pavilion and plenty of Corvair parking) on the north side of Denver, we would love to hear from you.

There seems to be some new blood at CORSA. There seems to be a lot more outreach from the national organization. For example, they have started a monthly (3rd Thursday 6pm mountain) Zoom get together, and this month they did a great webinar with Haggarty talking about some of the ins and outs of classic car insurance. I did find it interesting, and since it was recorded, I will get a link to the video as soon as it's posted on Youtube. March is scheduled to be a tech session so if you aren't already a member, join the national club, CORSA. CORSA members also get a 5% discount on Hagarty insurance.

As the prospect of more club events grow mid year and beyond, please get your 2021 dues into John Dinsdale (address later in this newsletter) as soon as possible to stay on the email and newsletter list. I would hate for you not to stay up to date of club goings on. For those who have renewed, thank you! For those who missed paying their 2020 dues and have renewed for this year, welcome back!

I'm also saddened to report that we lost Jonni Berkman on the 16th. Her daughter Jamia called Paul Seyforth to let us know of her passing. Even though I hadn't known her as long as others, I always enjoyed her presence at meetings and other club events. I will especially remember her joy and excitement when we did our drive-by last fall. Happy Trails, Jonnie. We will all miss you greatly.

I hope to see you all very soon at the next club meeting on March 5th, at 7pm via zoom. In the meantime, be safe and drive your Corvair if the weather permits.

Rick

Rocky Mountain Corsa Club News

To the right is a picture of our February RMC club meeting on zoom. It was a reasonably good meeting with some 17 members attending. One was John Drage who we haven't seen for a while. Welcome John.

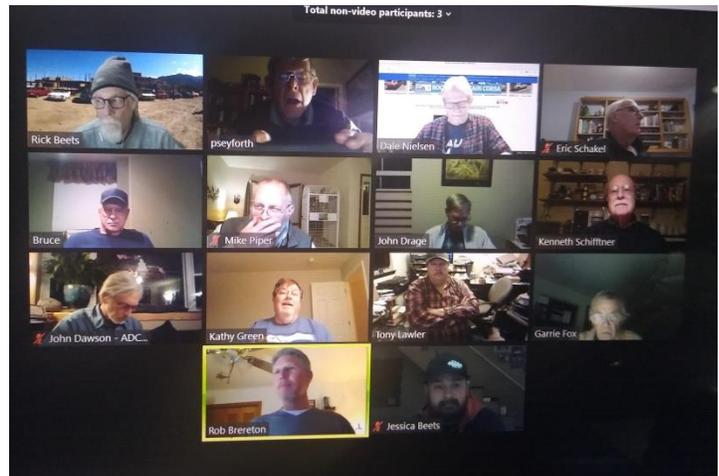
The news on the colvid pandemic front has been encouraging. The rate of infections are down as are the number of hospitalizations. We think we will be able to resume our normal activities this summer.

The club did discuss a summer picnic venue for August. We would like a change to a northern location somewhere in the Westminster or Thornton area. No set plans or reservations have been made. Any suggestions are welcome. Let Rick know.

News Flash!! The 2021 CORSA Convention has been CANCELED . An emergency board meeting was held on the evening of Monday, February 15th. At approximately 11:00 pm Eastern Time, the CORSA directors voted to cancel the 2021 CORSA convention in San Diego. With the host hotel still not being open or even returning calls and the unavailability of a suitable hotel in the area to accommodate the guests and the activities that were scheduled, the board was left with little choice in the matter. We all need to thank the members of the San Diego Corvair Club for all the hard work they devoted to planning and arranging a wonderful convention for us, irrespective of the cancellation. For this, we are profoundly appreciative.

CORSA Mini-Convention, May 19-23, 2021, Springfield, Ill. The Prairie Corvair club is upping their game to host a CORSA sanctioned mini convention. The event will be held to support the CPF (Corvair Preservation Foundation) and the Corvair Museum. PPCC offered to show SeeMore at the Convention so arrangements are being made to truck the car out there.

2021 Tri-State Oct.15-17 Hosted by Corvairs of New Mexico. The hotel is the Marriot Pyramid Hotel in Albuquerque. Reservation details have not been announced, but keep the date open. It is looking more and more sure we will be meeting there.



Remembering Jonni

Paul Seyforth

We lost a good friend and great member last month. Jonnie passed away after a year of battling colvid and isolation. Jonni and Herb Berkman had been involved with Corvairs for many years dating back to the seventies. I met Jonni in 2007 shortly after Herb passed. Jonni, John Drage and I car pooled to the RMC meetings way down south in Englewood. Then after John moved to Loveland Jonni and I car pooled until just this last year. Jonni was bright and easy going. The trips were always interesting. She had a mellow out look but never missed anything. I never saw her take offense at anything.



At the 2011 National Convention Jonni was put in charge of the rally competition. Jonni had considerable experience with rallies and was determined to make it a memorable event. She enlisted John Drage and the two of them must have made a dozen or more trips up to the foothills west of Chatfield mapping out the course. I was invited to do a trial run and found the course was somewhat difficult. Unfortunately so did some of the convention rally contestants. Some did not finish. Some got lost. Jonni was unapologetic. She had set a standard. That rally was not meant to be a giveaway.

In 2012 Jonni purchased a 1965 Corvair Corsa convertible. I went with her to help find just the right car. It had to be a convertible and it had to be red. We found one in Arvada. It had been restored to a very high level years before but spent most of the time since parked in a garage. When we went to pick it up it barely ran. A trip to Steve Goodman's garage repaired the clutch and the carburetors. Then Jonnie made a trip to Merrills to go over the suspension, steering and brakes. I didn't know it at the time but the main reason Jonnie purchased this car was to drive to and compete for the CORSA convention's Cole award. Jonnie drove it to Tacoma in 2014 and Springfield in 2016. The car's engine let her down on those first two trips but in 2017 in Independence Jonnie was able compete for the Cole award with entries in the concours and the autocross. Jonni never gave up. She accepted help getting there but she was always the driver. God speed Jonni. We will all miss you.



Jonnie and Ofcorsa

My Corvair Story:

Bruce Parizek



Paul asked that I write up the Corvair story at the last RMC meeting. I had avoided this in the past, as the Corvair story is certainly not something unique to me, but I really appreciate the job Paul does on the Denair News and we need to do all we can to support his efforts.

The story starts with me thinking I needed to get an antique car that I could do some tinkering, take to car shows, and some light cruising. The next question was what kind of car. I didn't have too many requirements; I was looking for something that I could get into for a reasonable price, so that if I did not enjoy the car thing I could get out of without losing a bunch of money. I budgeted \$15,000 for the car. I was also looking for something that was in good shape, I could do some tinkering, but no major repairs and body work. And the most important thing, absolutely no rust. I had lived in the Midwest and rust was always a super pain in the behind, if the body was not disintegrating, all the nuts were impossible to get apart without stripping or twisting off. I was also looking for something with good support, in other words, if there were parts available and was there an active internet community that would be a source of help and information.

With these things in mind I narrowed the search down to four cars, a MGB, a Karman Ghia, a Mustang, and a Corvair. My first car that I owned was a MGB, I had it the last two years in college and a couple of years after that, so that was number one on my list, after looking at a couple and driving, I could hardly get in the car, and it sure seemed uncomfortable to sit in, the cockpit was just too small. I don't remember it being that way from when I was in college, I don't think the car changed, so it must have been me. Anyway, that kind of crossed it off my list.

The second car I started looking at was the Karman Ghia, I had always thought they were nice looking cars. In my search, I looked at a couple locally, but they had some rust issues. I then expanded my search to 500 miles and found cars in Oklahoma and Arkansas. Both of these cars were advertised as rust free. I talked to the owners who confirmed they were rust free. So

I did a trip out to look at the cars, both of them turned out to be bondo buckets. This was kind of discouraging; it in effect caused me to give up on the Karman Ghia's.

The next car on the list was the Mustang, there were always lots of Mustang's at the car shows, but I seemed like the ones that were in my price range, were kind of shunned. In other words, if you didn't have a Shelby 350GT or the like you just weren't anything. With this in mind, I moved on from the Mustangs.

Well that brings me to the Corvair. They have always been very nice looking cars with good proportions. Investigating further, maybe they weren't unsafe at any speed. The rear air cooled engine was certainly unique to American cars. I started searching around on the internet for a Corvair. I was specifically looking for a LM convertible, preferably a Corsa. After several dead ends, I was bidding on a 1966 Corsa that was listed on Ebay. The car was about 240 miles from me and reported to be rust free. The car was from the Denver area. The current owner had bought the car off Ebay and had it shipped to Wisconsin. Enclosed is a picture of the car off Ebay. Yup, there is no shortage of Dandelions in Wisconsin. .

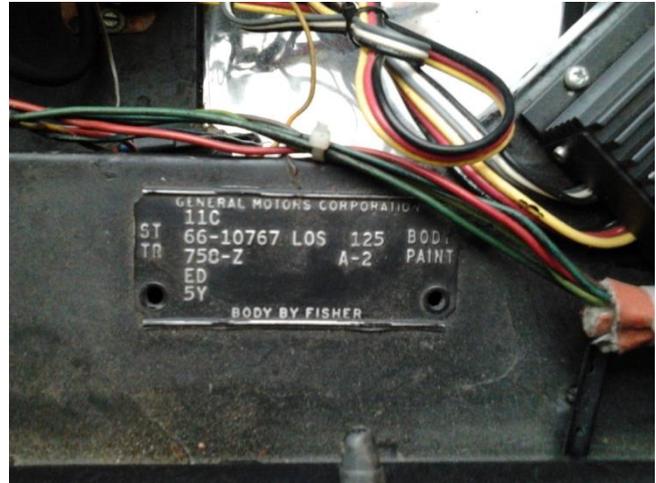


I won the bidding at \$12550. I told the owner I would bring a check for the full amount, he wanted his deposit, but I wanted to look at the car before I turned over any money. The first glitch happened when I tried to rent a UHaul, they would not rent to haul a Corvair. I ended up telling them I was going to haul a Corvette. That was a mistake, it turned out the rental guy was interested in Corvettes and started asking all kinds of questions about the Corvette. I bluffed my way through that and got the UHaul trailer hooked up to the Expedition and headed for Hartland, Wi. My inspection of the car went well, it was indeed rust free, the only undisclosed issue was a pretty good sized chip in the hood where the current owner had closed the garage door on the hood. I gave the man his check, loaded up the Corvair on the UHaul and headed for home. The trip home was uneventful. I kept the speed to around 60 MPH. The trailer pulled well behind the Expedition.

So what about the Corvair?

Enclosed is a picture of the Tag. The tag says it is a 1966 Corsa 140 HP convertible built in the third week, eleventh month in Los Angeles. The original car was triple black. I posted a picture on Corvair Center and got a PM from Steve Goodman, this is before I knew about RMC, saying he was familiar with this car. By the way, what a tremendous resource he is to the Corvair community. Steve said the car was in the San Diego and then brought to Denver. It had sat in a garage in Denver after the owner passed away. Sometime in its past the car was refurbished and repainted to Silver. Porsche Arctic Silver matches the color best. There were a number of other modifications done. Three gauges were added to the center dash. A tonneau cover was added. Driving lights were installed. The tins in the engine compartment were chromed, but these are starting to look kind of rough now.

After I got the car, I've had to do some maintenance items. The front driver's seat had a seam that was split, I pulled the seat and took it to the local canvas shop. He repaired the seam and restuffed the padding on the seat. The top seems to be in pretty good shape, although pretty old. The canvas guy says the top is date coded 1977. Twice after sitting all winter the gas gauge float has filled with gas and then the gas gauge only reads empty. The oil filter bolt has been modified so it accepts a pressure gauge. I had to redo the gaskets to get that to quit leaking, other than that the engine had no oil leaks. The transmission shift shaft seal (say that fast three times) drips some oil. I've bought the seal but need to get a "roundtoit" to get that finished. I replaced the seat belts. It did not have seat belts in the rear when I bought it, the seat belts in the front were pretty tattered. I



ended up buying seatbelts for a Chevelle from about the same year that were retractable.

This last fall just before I was to put it away for the winter the clutch cable broke. I ended up buying a cable and kit from Clarks and installing that. In the kit was a good sized spring, when I took the car apart, I did not take a spring off the car. It turns out the clutch return spring was not installed. I also took the dash apart and replaced the clock, with a rebuilt clock I had sourced off Ebay.



As for enjoying the Corvair, I frequent several car shows around the Western Wisconsin area. The Burger King restaurant has a car show every Thursday evening during the summer, rotating around the five restaurants in the area. I won the runner up trophy at one of the shows,

Who says the Corvair is not a chick magnet.



I have also attended a number of the local Cars and Coffee. They meet once a month on a Saturday. Enclosed is a picture taken by the photographer that also attends the Cars and Coffee. In addition to car shows, I try to take the car for a spin every week or so. I have a favorite loop of around 35 miles that winds up along the Chippewa River and then swings through some forested areas. Just be careful as there are lots of deer around.

For now the car is safely tucked under a cover and sitting on the hoist waiting to be resurrected next spring. Let's hope this coming summer is not a repeat of the last summer. Happy Corvair motoring.

Josh's Electric Fuel Pump

Joshua Deitcher

This is a reprint from the San Francisco Bay Area's Spyder Web Newsletter

A quick note on where I am with it. I got everything all buttoned up last Sat, 2/13 and drove it about 50 miles that afternoon. Yesterday, I drove out to Orinda and back to El Cerrito and then back home. About another 60ish miles. This time, in the rain and over really bumpy side streets and backroads with a lot of red lights. Small sample size, but there have been ZERO issues. The car starts at the touch of the key and the pump is whisper quiet. This is with the pump directly under the passenger floor and bolted directly to the crossmember (-ground) so no padding. Metal on metal. It just hums quietly and does its job.

Here is a list of the items I used along with links on where I picked them up and why I used them specifically. If you can get the parts cheaper somewhere else, go for it. I would highly recommend using these specific parts for the job as I know that they work.

The fuel pump.

I read and read and read on which fuel pump is the most durable, best performing and quietest. Also, a consideration is the operating psi/gph of our Corvairs. I went with the Facet 36gph Gold Pro. I paid \$80 for it on eBay because I had a bunch of credit with them for other things I have sold. If you google the pump, you might be able to source it cheaper. Just make sure its this



one. It runs almost silent, is well constructed and is certified by marine and aviation agencies for safe use. It also has a built-in filter, so my filter recommendation later here is completely up to you.

The safety switch / fuel pump controller

Like the fuel pump, I did quite a bit of research on the controller / safety switch. Some guys don't use anything and hardwire to 12v, but I take my fam- ily for rides in this car, so I wanted to take the extra measure to make sure we were safe in the event of a crash or engine failure.

I first looked at Clarks setup that runs off a signal from the oil pressure switch and has a "pop switch" that will disengage upon force. My concern with these were:

1. The setup looks kinda clumsy
2. What force of impact would cause that switch to pop?
3. I always have oil pressure, but my oil pump switches have been 50/50 at best. If it fails, I'm stranded?
4. Not a big fan of any more wires than necessary around the belt

So, based on this, I decided to go with the Revolution Electronics fuel pump controller. I spent about \$75 on it at OPGI. It is tiny! Maybe the size of a rubber eraser. They recommend hooking it up in the cab or in the firewall (on water pumper cars), but with our mild weather here and the way this thing is encased, I thought it would be safe to mount it on the same crossmember that the pump was mounted to. I mounted it to the driver's side on the other side of the tunnel. It needs to be fed to the following to work:

1. Fuel pump + (obviously)
2. Switched 12v (I used the radio fuse)
3. Tach lead (my car doesn't have a tach, so I connected it to the - terminal on the coil)
4. Continuous 12V (they recommend the starter bolt that the + cable to the battery connects. It works)
5. Ground

Pretty straight forward. \$52 at Clark's. Rafee Corvair and, I think, California Corvairs sell them too



As long as you aren't off-roading it, I can't see how placing it tucked away by the tunnel would be an issue. If you can, go ahead and mount it under the dash. It doesn't make any noise. It gets a signal from your switched 12v and sends a 2 sec charge to the pump to prime the line at ignition. Then it automatically shuts off until it gets full 12v from the system. If it loses tach signal, it trips itself but will automatically re-set after sitting for a few min.

Manual Fuel Pump Bypass

This is only if you want to keep the appearance of your original setup and don't want to re-plumb your lines or buy a fuel pump block off.

Simple to use and install. Grab one of your trashed mechanical pumps and take it apart. Discard the piston and diaphragm and the center plate. Use the top and bottom sandwich rubber and stick this plate right between them. Bolt down and re-install.



Fuel line

This one is more important than you might think. Ethanol fuel is murder on rubber lines and if you can't remember the last time you changed your fuel lines, or have never changed your fuel lines, DO IT! Continental makes good fuel line that has thicker walls and will allow for better fuel flow and should not break down as quickly as inferior hoses. The thicker walls will also prevent collapse from the tank to the pump. I picked up a roll on amazon and have used quite a bit more than I thought I ever would have. It's legit! 5/16" 50psi
\$25



Secondary Filter

It may be overkill with the filter that is already in the Facet pump, but I went ahead and picked up an Earl's Aluminum inline filter. I am no fan of the plastic (or glass) see through filters and not a huge fan of the beer keg filters either, so I splurged and

went for the Earls. They are re-usable and easy to disassemble and clean. They also hide better under the wheel well (if that's where you decide to put it). We put one on Taylor's 63 Monza under the rear wheel well and it fit and looks perfect. Mine is on the outlet side of the pump because I have zero clearance by the wheel well on my car



A little spendy but, for me personally, I do not want to deal with fuel issues anytime soon, so I paid for the extra insurance. Approx \$42

• Misc tools and parts

- Jack and jack stands
- An electric drill and a set of bits and a punch/scribe
- A roll of electrical tape
- Electrical wire cutter crimping tool
- Approx 18' of 18ga wire (a single roll)
- Box of misc electrical connectors
- Hose clamps

Total cost: Approx: \$275 or the cost of 3 bad mechanical fuel pumps, two oil filters and 10 quarts of oil



Some results from the Kissimmee Mecum Auction



SOLD! 1965 8-door Greenbrier at Kissimmee, FL in January for \$103,400!



**1964 CHEVROLET CORVAIR MONZA SPYDER
Sold; \$11,000**



1966 Corvair Convertible \$27,500



1964 Corvair Monza \$11,500



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Rocky Mountain Corsa Meeting Minutes

Meeting Date: February 5, 2021 **Called to Order:** 7:06 pm
Location: Zoom Meeting, Anywhere, USA **# Present:** 19 on Zoom.

Guests, long distance, new members: Mike and Jen Baudendistel from Casper WY joined. No guests in attendance.

Standard Business:

Minutes of last meeting: January minutes were reviewed, approved with 2 corrections, Bud and Linda's nephew is in Cheyenne, not Casper, and RMC is responsible for 2022 Tri-State, not 2023. Thanks for the corrections John.

Treasury report: The end of January balance was \$6,013.69. Treasurer's report was approved. Renewals coming in, some who didn't pay in 2020 paid in 2021. Those still unpaid for 2021 dues were listed. Discussion of lifetime dues, and bylaws indicate that there is a provision for it.

Mailbag: Nothing.

Old Business:

- NO CCCC meeting this week, so no update.
- Editor position is still available. Thanks for another newsletter Paul!
- Paul was looking for a list of newer members with emails. Tony or Rick will call and follow up with non-renewing members, then a new roster to be sent out in early March.
- Membership:

New Business:

- Guest Vince Petrie, CORSA Western Division Director, was invited to talk about CORSA, but couldn't attend.
- Picnic discussion. Paul stated that we should plan for one and that prospects look good for later in the summer. 2nd Sun in Aug is usual date. Paul proposes to go somewhere North for a picnic. Need a name for a park, and a resident to help reserve.
- There was a discussion question, how can clubs help support The Forney Transportation Museum and other museums like Wings over Rockies that are struggling financially. Ken will check on the air museum. Eric moved, Paul seconded, to donate \$300 to Forney Transportation Museum. Passed Unanimously.
- Questions were asked about the CORSA convention in San Diego July 27-31. The host hotel is not yet available and is under state control as a quarantine site. They have been unresponsive, and a decision will be made soon.
- Paul shared that Jamia Berkman stopped by, gave report on Jonnie. COVID hit facility shortly after our visit. Jonnie has suffered with lack of contact and has fallen a couple times. Looking to plan another drive-by.

Upcoming events:

- Fri March 5 monthly meeting on Zoom, regular time. Rick will check with Elway Chevrolet closer to the date.
- April 17, School of Mines E-Days? They will try to hold it but events are not known yet.
- April 23-24, Meecum Auction, Denver Convention Center, CORSA discounts available
- Oct 15-17, Tri State, Albuquerque at the Marriot Pyramid N near Tramway.
- Aug 27-29 Rockin'Rumble, PPIR in Pueblo, Tony attending and requesting more Corvairs in attendance!

For Sale or Wanted, Recently Purchased, Projects

Tony experienced a major oil leak probably from top cover.

Tony is expecting truck 2nd week next month, then Dinsdale, then back around to Tony.

John Dinsdale recommends the Ford vs Ferrari movie.

John Drage's Hot Rod '27 Chevy touring update: Work is coming along, but trying to work out which wires go to where. Working out emergency brake. John lost his brother on Tuesday, we're so sorry to hear.

50/50 Raffle: None. Hard to do virtually!

Meeting adjourned at 8:19pm

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 Schiffner	m.a.l@rockymountaincorsa.org
Past president	Ed Halpin	

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CCCC Rep:	Rick Beets	cccc-rep@rockymountaincorsa.org
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