

The Denvair News

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Visit our website: www.rockymountaincorsa.org

RMC Club News

It's been a year since the first outbreak of the corona virus. I'm not sure why we are marking the anniversary except to see how long we have been held captive by this terrible disease. The RMC club did have a zoom meeting on March 5th attended by 15 members. Vince Petrie, Western Division Chairman spoke to the group via zoom. Corsa regional directors were asked to speak to the chapters in their area to focus on retaining and expanding membership in the national organization. One area where Corsa will focus is to create YouTube how-to videos counting on local chapter participation. More on that follows next page in Corsa Benefits by Al Lacki.

Events planned for 2021

Denver Mecum Auction April 23-24th **Canceled**

E-Days School of Mines April 16-18th Car show maybe. Stay tuned to RMC-list.

Springfield, Illinois Corsa Mini-Convention May 19-23rd Still is a go. The Prairie Capital Corvair Assc. hosting. Held to support the CPF and the Corvair Museum.

Colorado Collector Car Council Rocky Mt. Airport car show Aug. 7th.

RMC Dale Wilshire Memorial Picnic Aug. 8th or 15th. Looking at a Westminster park.

2021 Tri- State Meet October 15-17th. Hosted by Corvairs of New Mexico The hotel is the Marriot Pyramid Hotel in Albuquerque. Details to be announced. Keep the date open.

Do you recognize this crew? The RMC club at the 2013 Tri-State in Cripple Creek, Colorado



Do You Know the Benefits CORSA Provides to Corvair Owners and Clubs?

Submitted by Al Lacki, Eastern Division Director

I think most of you realize that we don't have a big staff working at the national office. So, I think the scope of the work being done is impressive especially given our limited budget. Nevertheless, we need to make sure the things we do are aligned with the interest of our members and chapter leaders. Are you aware of all the things we offer? Are we on the right track?

- ◆ **Communique magazine** -National visibility of the preservation of Corvairs through the publication of the Communique magazine, which contains information on events, the people of CORSA, unique car projects, vendors, cars/parts to buy and sell and technical information.
- ◆ **Expertise** -CORSA provides regular technical briefs and programs by subject matter experts. Over 50 years of expertise is available through CORSA.
- ◆ **Online Website** -Website for locating local clubs, events and parts/repair specialists; parts and cars, wanted and for sale, along with literature, collectibles and miscellaneous Corvair items for sale. Past issues of magazines and historical reference materials are also available through the website.
- ◆ **Education**-CORSA, along with the Corvair Preservation Foundation are the leaders in historical documentation and certified technical information that is available to members.
- ◆ **Publications** –CORSA has a variety of historical, informative and technical related publications that enable your Corvair enjoyment.
- ◆ **Membership Directory** –A helpful traveler's guide, The Membership Directory in both hardcopy and electronic form. The electronic version can be downloaded from our website for free. Access is limited to members-only. Log on is required.
- ◆ **Annual and regional conventions** bring Corvair owners together and increase visibility within the community. CORSA in conjunction with a local chapter annually hosts an International Corvair Convention. Other local events held during the year are supported by CORSA.
- ◆ **CORSA Social Media Events**-Members only This year, we began to hold "Virtual Meet Up" events to learn and share more about Corvairs.

For Clubs, CORSA provides:

- ◆ **Event Liability insurance coverage**, reducing the cost and risks to conduct a local event.
- ◆ **Club web sites** can be hosted on the CORSA server, at no cost to the club

My First Car

Eric Schakel

The 1960s, when I was growing from a kid to a teenager, were the absolute pinnacle of automotive excitement. The WWII GIs had returned home and invented drag racing. The massive wartime technology advances were now applied to automotive internal combustion engines. Gasoline wells and refineries that had produced the wartime fuels were hungry for business, and high-octane was cheap.

Cars were cool, and marketed to define their owner. As a high school freshman with a learner's permit in 1967, I was a Mopar man, like Dad. I completed my license requirements in a 1965 Plymouth Fury III with a 383 2 barrel engine, and the classic push-button shift TorqueFlite 3-speed automatic.

In 1968, I was sure my first car would be the newly-announced 383 Plymouth Road Runner. I learned to use a clutch in Dad's Dodge six-banger work truck, and honed those skills further in his Dodge work van, both with 3-on-the-tree shifting. No speed shifts there, but a great shoulder workout!

In 1968, though, I began reading about the SCCA's Trans Am race series in Road & Track, Car and Driver, Car Life, and Sports Car Graphic. These were fast cars that also turned. Nimble sounded more useful to me than the fastest quarter-mile time. Eventually, I decided a Camaro Z/28 was the ride of choice for me, and informed Dad that the Road Runner was no longer on my list. He was appropriately moved.

But it was 1970 before I took on the responsibilities of car ownership, in the summer between my junior and senior years. Dad made it clear that he would not be providing co-signatures or support of any sort



for a V8 car with a 4-barrel carb. He didn't want to see #1 son hanging in a hospital bed, or behind bars in the local lockup.

So instead, I bought a used 1965 Corvair Corsa, ridiculed by my peers as "unsafe at any speed" (a pox on Ralph, by the way). The seller was a nervous, suspicious-looking character, a few years older than me, but for that kind of money you can't expect a high level of professionalism. Because my shifting experience was Tree, and the Corsa was Floor, I limited my test driving to deserted residential streets and a quick slalom through a parking lot.

It ran pretty well, but vibrated more than several other, more expensive Corvairs I had looked at. The Corsa model features are what won me over. It had a 4-speed, 6-gauge dash panel, and was black with a red interior. Very red. Everything red. But it had bucket front seats, and a cool rear seat that folded down into a cargo area. Dad even commented that it was a "sensible car" as he checked it out with me. The tires were pretty worn, but held air. I saw that as a performance upgrade potential right away. It had all four hubcaps with "C" logo center caps, for Corsa. Did I mention that it had an asking price of \$250, and I could afford it?

Continued

The drawback was that the standard 140 HP 4-carb engine was not the engine in the car. We inspected the car in a parking lot at night, and I asked the guy why it had a 110 air cleaner setup feeding two carburetors. He informed me that the 140 cylinder heads were notorious for dropping valve seats, and he had installed 110 horsepower heads when a 140 head failed.

The next day, I confirmed this with Jim, a friend who worked in the Parts Department at Circle Chevrolet. The information about the unreliable valve seats in 140 cylinder heads was true, big warranty item, it seemed. Jim thought I might be better off with the more-reliable 110 heads.

Thus confirmed, the next evening Dad drove me to the guy's house in a really upscale neighborhood off Pleasant Run, and I kicked off my negotiation with the fact that the 110 heads pulled the value down significantly. I murmured, as I had been coached by Dad, that his \$250 asking price was a little steep. I had brought \$200 with me, and that was as high as I could go. To my surprise, the guy just shrugged, and said, "Sure". I handed him the cash, we shook hands, and I had to work hard not to wet my pants. I was a Car Owner! How could it have been that simple?

I received a jumble of keys, the signed and dated title, and off my new-to-me Corvair went with Dad driving, me following at the helm of the family Plymouth Fury III. Dad was nervous about me learning the new pattern in an unknown (to me) part of town in traffic.

To the best of my recollection, the transaction took place on a Friday evening. On Saturday, I left the house early to practice the 4-speed pattern on familiar rural roads. In comparison with the 3-on-the-tree work trucks, the 4-speed was bliss, and with half the throw. And the smooth clutch engagement! I was in love.

When I returned home, a note on the kitchen table said they'd taken my brother and sister to Grandma and Grandpa's to go swimming. What glory! I decided to join them, so my Grandpa, who had owned a Pure Oil station when I was

little, could be suitably impressed by my high-performance Corvair Corsa.

A half hour later, it was Grandpa who, peering into the Corvair's engine compartment in bright daylight, pointed out that there were two carburetor pads on the driver's side of the flat six, but only one on the right. The secondary carb was missing on the left, and a piece of Masonite cut to fit over a base gasket had been glued and bolted over the intake opening, and spray painted black.

Grandpa had a raspy, raucous laugh, which was evident as he announced, "You got one of the 130 horsepower Corvairs, a 140 on one side, and a 110 on the other." He bent over and slapped his leg, just like in old cowboy movies. He got a good laugh out of it. Me, not so much. That explained why the vibration increased along with the engine speed, I suppose.

I hadn't exactly been tricked by the previous owner, but he had not been forthcoming with information, either. At 17, it was a painful hit to the ego. Particularly with a Grandpa who cackled about it all summer (even after I had installed a 140 HP head, and restored four carburetors) when I showed up to go swimming.

I drove that Corvair for two years. In retrospect, it was a good life lesson learned. And at \$200, a pretty cheap one, even in 1970.



Part of the Shackel Stable

Carburetor Balancing Redux

Ken Schifftner

There have been many articles about “balancing” Corvair carburetors. For the Corvair engine to operate at its highest efficiency, the carburetors must be balanced. What is sometimes overlooked is that “balancing” and “synchronizing” are not the same thing. For success, the adjustment process is iterative*. Thus, this article.

Balancing:

“Balancing” is typically conducted at idle speed. It is both the first step and the last step in “synchronizing”.

The Corvair engine is essentially two (2) three (3) cylinder opposed “engines” sharing a common crankshaft. Remove the carburetors and crank the engine with the starter and for one part of the four (4) engine cycles, the engine is an air compressor. Atmospheric air enters, is compressed and is exhausted.

Now add the carburetors. That “air” mixture becomes a “fuel/air” mixture. The gas mixture characteristics change. The gas density changes given the resulting “carbureted” fuel vapor and emulsion. The temperature may even change as the fuel evaporates.

To truly balance carburetors, the resulting air/fuel characteristics of each “engine” must be the same. Some balancing techniques measure the **intake air flow**. Others measure the **intake manifold pressure**. Yet others measure the **head temperature** assuming balanced combustion equals balanced temperatures.

These methods assume the engine displacement on the right or left heads are identical and that the carburetors have the same air flow and fuel characteristics. They also assume that the connecting linkage responds in the same manner to each carburetor.

Balancing using the **intake air flow** relies on the characteristics of the intake atmospheric air and not the impact of the fuel on the mixture. The intake air is a surrogate to determine balance if both carburetors are identical in flow characteristics. The measurement is obtained by removing the air cleaner and intake plenum and using an air flow measuring device like the “Snail” (Pro-Sync Carburetor Synchronizer Tool, or equal). If the Snail is applied to each carburetor and the same reading is obtained, then the carburetors are considered “balanced”.



Snail” Type Air Flow Measuring Device

Continued

The Uni-Syn (Uni-Syn Carburetor Synchronizer) operates using a venturi through which the incoming air must pass. The higher the air speed the lower the pressure reading. If the carburetors themselves are identical, each “three-cylinder engine” is therefore balanced.

Uni-Syn Air Flow Measurement Device



Using the **intake manifold pressure**, a reading of the combined air AND fuel flow characteristics are measured. The sensing port is the one used for the choke pull-off, Therefore the port location is after the fuel delivery portion of the carburetor. GM made this measurement using mercury filled manometers. If the height of the mercury column is the same for each cylinder head, the mixture flow is balanced. If one wants to favor the flow to the head using the manifold reading that controls the vacuum advance as suggested by GM, the carburetors can be adjusted to favor the flow to that cylinder head. The null reading Dwyer (Dwyer Instruments) gauge performs the same task but without the mercury. The Dwyer does have a diaphragm material that is less resistant to gasoline vapors, so the gauge is used for short durations but there is no need to remove the air cleaner, etc.



Magnehelic Null Reading Gauge

Using **head temperature**, a non-contact temperature gauge is used to measure the head temperature at a common point below the carburetor insulator/gasket pack. This reading assumes that uniform head temperature means the combustion is the same thus is balanced. Some Corvair mechanics can sense whether dual exhaust Corvair engines are balanced by “feeling” the exhaust temperature at each exhaust pipe. Same temperature, balanced

Non-Contact Temperature Reading Device



continued

Synchronizing:

Being balanced doesn't necessarily mean the carburetors are "synchronized". Synchronized means that the carburetors respond in unison to the accelerator pedal. Thus, "slop" in the control linkage can adversely affect even "balanced" carburetors. Accelerator pump actuation differences can also upset the balance between the right and left "engines".

To synchronize, the linkage is adjusted after balancing at idle. First the linkage slack is removed and then the linkage is adjusted at an engine speed above idle (about 1000-1200 rpm or so). First, one carburetor is held "fixed" by holding that carburetor open slightly using a wedge (popsicle stick, feeler gauge, rubber band, or the like) between the idle speed screw and the throttle fulcrum at the carburetor. For adjustment, the adjustable linkage has a retainer clip on one "engine" (this can vary at least from my experience), a threaded swivel and a threaded actuating rod connected to the carburetor cross shaft. That clip is released so that the threaded linkage rod can be disengaged and be turned to adjust the carburetor that is not held a bit open.

The threaded linkage allows one full turn in or out to make an adjustment. Crude but good enough. The carburetors are now "balanced" again at this higher rpm by turning the threaded linkage in or out to achieve a balance. The linkage is pulled upward to reduce the tendency of the throttle to open and to remove slop. The link "hook" is then slid into the carburetor cross shaft using the clip to hold the link in place.

The "wedge" or whatever is then removed. The cross shaft main throttle spring will then bring the carburetors to the idle position...but the carburetors may not now be balanced because the idle speed screws have landed on a point on the carburetor fulcrum that is now modified by the linkage adjustment. Most likely only very fine rebalancing may be needed but should be performed.

*Iterative: repetition of an action in sequence or a cycle of operations to achieve a desired result but that invariably takes longer than just guessing.



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Steering Box Lubrication

Jim Steigauf



I was reading the Group Corvair newsletter from the Washington DC area and ran across an article by Jim Simpson on steering box lubrication. The article referenced some lubricants to use in your manual steering boxes.

It reminded me of when I had rebuilt my steering box and was trying to figure out what type of lube to put in. The only thing that I could come up with was from many years ago, when as a teenager and working at a local gas station was to pump the box full of grease, as recommended by my boss. This does not flow at all or mix with grease and gear oil together to thin out the grease and hopefully get it to flow. So, when I finished my box I mixed up some grease and gear oil and filled the box. Now every time I move the car after sitting for awhile, I have to wipe up the oil that has dripped off the bottom of the box after it has leaked past the bushing on the pitman arm shaft.

After doing some checking online and locally, I found the local tractor/mower supply business that carries Alco 00 EP grease. This is a pourable grease, very slow pourable grease with about a 600 weight lube used in tractor and farm equipment gear boxes and mower differentials.

The grease is manufactured by Spectrum Lubricants which is owned by Phillips 66. I contacted a technical rep at Phillips to verify that the grease

is yellow metal safe and he verified that the grease is safe to use in steering boxes. Being that the grease does flow slowly, it will get into the recirculating ball area of the box. Standard grease does not and will not separate and leak out of the box like my grease and gear oil mixture. Most farm supply stores or mower repair stores should have this and Tractor Supply handles the 00 EP grease



Thanks to Central Pennsylvania Corvair Club.

An additional article can be found on <http://www.vv.corvair.org/pipermail/chapters/attachments/20210109/57c56d32/attachme nt.pdf>

President's Column

Happy Spring!

Or is it still false winter? Hard to tell with all the snow we've had lately. We all know that March is the snowiest month of the year, but almost triple the average at 31 inches?? Wow. I don't know about you, but I am done with moving snow for a few months!

March started out nice enough, with another impromptu gathering at what is becoming a fan favorite with RMC members, BMan's BBQ in Sedelia. It was quite nice to see familiar faces (behind masks of course) in person rather than the virtual meetings. Great food and great company as always! I was especially glad to see Steve Goodman had snuck away from the Corvair shop and joined us for food and beverage.

For those who could not make the March RMC Zoom meeting, we had Vince Petrie, one of our western regional CORSA directors, as a guest speaker. Vince gave a brief talk on the benefits of becoming a CORSA member. There were many advantages that were brought up during the course of our discussion, but the one that stood out for me was the newest perk. CORSA has negotiated a 5% discount on their collector car insurance from Hagerty for members. I understand the free "Corvair Basics" book is still available for new members.

Rick Beets



I'm finding the new monthly CORSA Zoom meet ups' for members to gather virtually to share Corvair knowledge, quite informative and enjoyable. They happen every third Thursday at 7pm mountain. This month Larry Claypool talked PG basics, how to ID, diagnose common problems, and couple quick fixes for areas that are prone to leak.

You can register for email notifications on the CORSA website to be reminded of the next meet up. They are also recorded and available on the CORSA YouTube channel (Search Corvair Society of America <https://www.youtube.com/channel/UCf2gOckRq2GLOHDhHBgvTXA>).

Between work and bad weather, haven't had much of a chance to install the new head temp sending unit on the Spyder (more on that soon) and what nice days there have been, wrenching on the daily has taken priority over working on my Corvair. So it goes...

Be well, Rick

Rocky Mountain Corsa Meeting Minutes

Meeting Date: March 5, 2021 **Called to Order:** 7:05 pm
Location: Zoom Meeting, Anywhere, USA **# Present:** 14 members + 1 guest on Zoom.

Guests, long distance, new members: No guests in attendance. Vince Petrie, Central Coast Club, Western Division Director.

Standard Business:

Minutes of last meeting: February minutes were reviewed and approved.

Treasury report: The end of February balance was \$6,213.69. Treasurer's report was approved.

Mailbag: Nothing.

Old Business:

- Picnic discussion continued. Paul Seyforth has been checking out several parks on the north side, and the usual date is the 2nd Sun in August. Nottingham Park on the border of Arvada and Westminster was the location for the Tri-State in Westminster in 2011, and there is also Squires Park. Once chosen it would be helpful to have a resident to reserve. Mike mentioned Red Rocks Amphitheatre, looking for a contact there.
- Ken Schiffner will be meeting this week regarding a show at Wings over the Rockies

New Business:

- Guest Vince Petrie, CORSA Western Division Director joined us to talk about CORSA. He is reaching out to chapters to make sure they are functioning, growing, active. He shared a presentation on CORSA benefits for members. We have 46-50 paid members, and most are CORSA members but we don't have a full list. Tech Guide 4 is coming out and is a benefit to new members. He discussed the monthly Meet-Ups which are recorded, and are on the CORSA YouTube channel.
- Activities: Get together tomorrow March 6, 11:30 at B-Man's BBQ.

Upcoming events:

- Fri April 2, monthly meeting on Zoom, regular time. Rick will check with Elway Chevrolet.
- Sat April 17, School of Mines E-Days is on but events are not known yet. Car show is likely not happening.
- April 23-24, Mecum Auction, Denver Convention Center, CORSA discounts available.
- May 19-23 Mini Convention in Springfield IL expanded. Seemore will be there.
- CANCELLED--July 27-31 CORSA convention in San Diego.
- Aug 27-29 Rockin' Rumble, PPIR in Pueblo. Tony attending and requesting more Corvairs in attendance!
- Concours at ACC is postponed, possibly to September.
- Oct 15-17, Tri State, Albuquerque at the Marriot Pyramid N near Tramway.

For Sale or Wanted, Recently Purchased, Projects

Garrie Fox noted that a new rear strut arm from Clark's was up to \$300, but it was noted that this is for a performance part with poured bushings, not the stock replacement. During an alignment he needed another degree of adjustment, so had to get a bushing. Steve sent him to Chevrolet dealer, who had it shipped from MI, 2 for \$34.

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

Meeting adjourned at 8:50pm

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	

Appointed Chairpersons

Activities Chair:	Caron Wetter	activity@rockymountaincorsa.org
Auditor:	John Dawson	auditor@rockymountaincorsa.org
CCCC Rep:	Rick Beets	cccc-rep@rockymountaincorsa.org
Historian:	Steve Goodman	history@rockymountaincorsa.org
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