

# The Denvair News

**Volume 47 Issue 5**

**May 2021**

**Official publication of the Rocky Mountain Corsa Corvair Club**



**The RMC club lined up prior to the Marc Miller Drive-by**

## **In This Issue**

Two April events  
Club News  
Adjuster article  
Letter from Forney  
Tatra T87  
A bit of Banter  
Minutes

Editor  
Editor  
Ken Schiffner  
Rob Brereton  
Ken Schiffner  
Ken Schiffner  
Rob Brereton



## *Two Events in April*

The first of our 2021 events started when I got a call today from Jerry Gerteisen. He wanted to organize a Drive-by for his neighbor and fellow member Marc Miller. He planned the event for Saturday April 3rd at 10:00 AM. The occasion is Marc's 60th birthday and to honor Marc's longtime commitment to the Corvair community.



The RMC crew (pictured above) turned out on that Saturday for the Drive by. The weather was good and so was the company. We visited for about an hour before the start was called. In all about 13 Corvairs took part (pictured on the front cover). The group toured around the neighborhood for 3 passes by Marc's home. Marc viewed the procession from his driveway. Afterward the crew broke off for lunch. I think most made it down to Bman's Barbeque in Sedalia.

The second event was the School of Mines E-days car show on April 17th. Not such a good showing this year because the weather turned very bad that week. That day the weather was cold and cloudy. Mike Piper's Corvair was the only Corvair that showed up. And from the pictures not many if any other collector cars showed up.



It's really too bad for the School of Mines. It's a major fundraiser for the Automotive department. Good news is that Mike Piper was awarded with the Show's First Place trophy. Well deserved Mike.

# *RMC club News*

Things are slowly starting to come back to where we were before the pandemic. No, we are still not meeting on first Friday of the month at John Elway Chevrolet. Instead RMC held a zoom meeting on April 2<sup>nd</sup> with Rich Beets presiding. Fifteen members attended. Discussion included the summer picnic, the School of Mines show, and the Mini convention in Springfield Illinois. See Rob Brereton's minutes for details. Hopefully we will be able to hold the May meeting in person perhaps at Rick's place.

This summer's Dale Wilshire memorial picnic is in limbo. The city of Westminster is no longer allowing reservations for their park pavilions. Fear of covid-19 being the reason. But there are some things going on in Corvairdom, as follows:

**Corsa Mini Convention May 19-23, Springfield, Ill.** The Prairie Capital club has stepped up to host a convention in support of the Corvair Preservative Foundation and the CPF museum. Ken Schiffner is going out to judge the concours and Rick Beets and Tony Lawler are taking Seemore out for a demonstration showing.

**Sterling Car show July 9<sup>th</sup>-11<sup>th</sup>,** The Flatlanders Car Club is hosting the 29<sup>th</sup> annual Rod Run in the Park meet. A chance to spend a weekend in Sterling showing your car. \$30 entrance fee, many classes of cars, prizes.

**Airport Show and Swap meet, August 7<sup>th</sup>. Rocky Mountain metro Airport.** This show is the Colorado Collector car Council's main meet this year. A car show and swap meet along with airplane demonstrations.

**Holy Roller's Car show, Saturday, August 21<sup>st</sup>. Broomfield.** This is one of the best car shows on the front range. Beautiful setting , many cars. Proceeds to St. Vincent de Paul. \$30 registration fee, free admission.

**Wings and Wheels Event, August 22<sup>nd</sup> , Centennial Airport, Englewood.** This event is a visit to the Wings over the Rockies Museum and lunch afterward at the Perfect Landing Restaurant.

**Tri-State meet in Albuquerque, October 15-17<sup>th</sup> .** The Corvairs of New Mexico club is hosting the Tri-State at the Marriot Pyramid Hotel. More details to follow. Keep the date open.

Visit our website: [www.rockymountaincorsa.org](http://www.rockymountaincorsa.org)

# Make your own Throttle Adjuster!

Ken Schiffner

Tired of removing the clip to adjust the carburetors on your Corvair? Fed up with the darn clip cutting your fingers? Or dropping it? Is that what is troubling you, Bunkie?

But wait, there is more! The stock set up requires at least one full turn of the threaded adjustment portion, nothing in between. This new adjuster is like a vernier allowing full adjustment. Fine tuning finally!

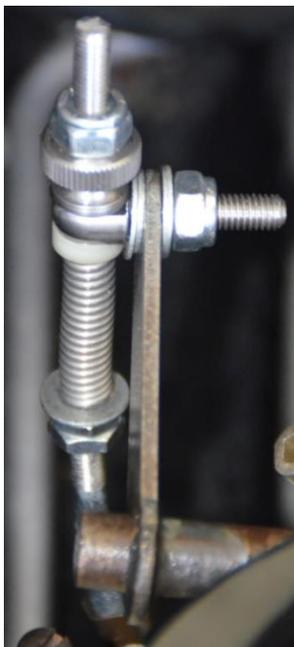
You can make your very own throttle adjuster, install it, and leave it in place. The left carburetor is a good choice. With the simple turn of a nut, you can adjust the left carburetor and make balancing the carburetors a "piece of cake". Once the left is set, the right will follow suit.

You will need:

1. A piece of 3/16 unthreaded rod about 1" longer than existing link.
2. Five (5) washers for 10-32 rod and throttle link.
3. One (1) thick washer (at least 1/8" thick) for 10-32 rod. Teflon or nylon washers work best.
4. Square shoulder Rod end (McMaster-Carr\* 3796K28, stainless steel, about \$10.00).
5. Spring (McMaster-Carr 1986K3, stainless steel, about \$1.00) or a compression spring that will fit over a 3/16 rod).
6. One (1) or Two (2) Nyloc nuts, 10-32.
7. One (1) optional knurled thumb nut (McMaster-Carr 95150A160, about \$4.00).
8. One (1) die to cut 10-32 threads.
- 9.

\*McMaster-Carr, 609-689-3000, [nj.sales@mcmaster.com](mailto:nj.sales@mcmaster.com)

The photo shows the adjuster.



Basically, the lower clip is used but instead of using a threaded swivel and clip at the top, a smooth bore rod end is used that slides up and down as you adjust. To allow the movements yet hold position once adjusted, a compression spring is used to restrain the rod end. To make it "deluxe", you can even use a knurled adjusting nut (as shown in the photo). To allow movement at the pivot points, washers are used and are adjusted to not bind.

You start with a threaded 3/16 rod (available at hardware stores). The existing link is measured, and the rod is cut about 1" longer than the existing rod. The new actuator rod is then bent to approximate the offset of the existing rod (that offset allows clearance for the tang on the carburetor throttle arm). The lower rod end is bent 90 degrees so that the end will fit into the hole in the lower throttle shaft arm at the carburetor like the original. A little emery cloth rubbing may be needed to allow the rod to fit loosely (see "sloppy" below) into the carburetor throttle shaft arm since the rod and link dimensions may be slightly different.

Using a 10-32 die, the rod is threaded so that the rest of the assembly can be installed. The lower end of the threaded portion is landed by double 10-32 nuts. The length of threading depends upon what spring you use. These nuts allow an adjustment (preload) of the spring so that enough pressure is applied to the rod end so that the rod end can be adjusted but also be able to push down on the carburetor pivot.

A washer above the double nuts allows the spring to be seated. At the top of the spring, a thicker washer is used (so that the rod end slides rather than "racks" and get caught on the threads. (I used a Teflon washer that I happen to have had). Above the thick washer is the rod end. Above that is either another washer and the knurled nut or a washer and Nyloc type nut.

The threaded portion of the rod end gets a washer, the throttle actuator arm, another washer and another Nyloc nut. You leave that connection "sloppy" so that everything moves smoothly.

To adjust, just turn the knurled nut (or Nyloc nut) in or out. If you use the knurled nut, after adjustment the nut is secured with the additional Nyloc nut.

No more upper clip. Fine tuning of balance. Full throttle is maintained even if the right carburetor "lands" full open before the left carburetor does (since the spring compensates).

**BLACK HAWK  
ENGINEERING**  
Precision Mechanism Design & Fabrication

Chuck Riblett, P.E.

737 West 10<sup>th</sup> Street  
Loveland CO 80537  
Cell 970-635-4769  
[chuck@blackhawkengr.com](mailto:chuck@blackhawkengr.com)



REAR-ENGINE SPECIALISTS

**Steve Goodman** 16010 W. 5th Ave., Unit 12  
Golden, CO 80401  
(303) 278-4889  
Fax (303) 936-7420  
e-mail: [rearengine.steve@att.net](mailto:rearengine.steve@att.net)  
internet: <http://rearenginespecialists.com>



*Capturing Transportation History Since 1955*

01. March 2021

Rocky Mountain Corsa Corvair Club  
Post Ofc. Box 27058  
Denver, Colo. 80227



Dear RMCCC Members-

On behalf of the Forney Museum of Transportation, I would like to personally thank you for your very generous donation of \$300.00 to the Museum for our general operations during this very challenging time. Hopefully this health crisis shall pass relatively soon as more individuals are able to be vaccinated and the Museum can resume its normal operations of serving the public. With these funds we are able to continue the Forney Museum's 66-year legacy.

Your contribution will help make it possible for us to continue offering quality exhibits, educational programs, and the preservation of the many artifacts in our unique collection. Without the support of friends like you we could not continue to share over 200 years of transportation history!

We greatly appreciate your contribution to the Forney Museum of Transportation and hope you will continue your involvement for many years to come.

Thank you again!

Sincerely,

A handwritten signature in blue ink, appearing to read "Christof W. Kheim". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Christof W. Kheim  
Executive Director  
[director@forneymuseum.org](mailto:director@forneymuseum.org)

*This letter acknowledges the February 6th, 2021 donation of \$300.00 to the Forney Museum of Transportation;  
a 501(c)(3) non-profit organization. Your donation may be tax deductible.  
Please consult your tax professional for more information.*

**4303 Brighton Boulevard  
Denver, CO 80216  
Ph: 303.297.1113 Fax: 303.297.3113  
[www.forneymuseum.org](http://www.forneymuseum.org)**

*The Forney Museum is a non-profit, 501(c)(3) tax exempt organization,  
Federal EIN #84-6037763, registered September 1964  
and State of Colorado #03-06754-0000, registered August 1961.*

# Czech That!

Ken Schiffner

A recent article in the Hagerty magazine\* showed, graphically, what can happen during aggressive cornering in a vehicle equipped with swing axles.

No, the vehicle wasn't an early model Corvair. It was a Tatra from the 1930's. From Czechoslovakia. Designed by Hans Ledwinka. A T87 model. It rolled (ouch!) onto its side. The bondo unbonded. Quite a mess. That got me digging. I recalled I had a book on Tatra. The book has numerous articles on the Tatra automobile line culled from various car magazines.



Tatras were odd in the '30's and are still odd today. They were air cooled, used rear mounted engines. Swing axle rear suspension. Aerodynamic body design. Odd and advanced.

One article caught my eye. From CAR magazine (UK) in 1973 with the cheeky title: **“LOOK LADIMIR, NO VLADIATOR!”**. Air cooling alone could draw the interest of car enthusiasts!

When other front engine vehicles of the time had ladder type chassis (“A” shaped, narrower at the front and wider at the rear),

the Tatra has a central backbone structural member and was wide along the entire body length. When other vehicles of the time had fenders and passenger compartment components bolted to the chassis, the Tatra body was welded (an early uni-body construction). When other vehicles might have had independent suspension in the front only, the Tatra had independent suspension all around, notably the swing axles in the rear. The Tatra was a rolling school for inventive automotive design.

The Tatra must therefore have been known to the designers of the Corvair. The reputation of the Tatra's “odd” oversteer handling characteristics given the rear weight bias (63%!) at the rear was not hidden. The challenges of air cooling were also known. The Tatra had a clever but complex cooling system for its 2.5-3.0-liter V8. The lack of a “Vladiator” to Vladimir would be an attention getter. Looking closely, Perhaps GM learned from the Tatra more than might initially appear.

Hans designed the Tatra for the European roads of the time. Mostly unimproved. Few Autobahns. Challenging. Thus, he provided for extensive ground clearance and suspension travel. The Tatra T87 had about 9” of ground clearance. The suspension travel must have been even greater. Thus, even standing still, the swing axle shafts must have been angled downward towards the wheel.

The rims and tires of the day were narrow versus modern designs, but Hans had to use them. That means the contact patch on the road surface was also inherently narrow. Add the need for high ground clearance and long suspension travel given the expected uneven road conditions, and that the swing

axle orientation inherently aimed downward, all of the conditions were in play to have the rear of the Tatra jack up under hard cornering. Perhaps dangerously.

With the Corvair, GM designers used lower ground clearance and a trailing arm type rear suspension geometry. Doing so limits the ability of the suspension to jack up. Given additional techniques to limit travel or the transverse spring of the '64's, the jacking effect is further reduced (though not eliminated). Since wider tires and rims were available, GM used them. Bias-ply tire construction was used, and we know the Corvair handles even better with radial tires.

With the Tatra, Hans wanted the cabin to hold five (5) people comfortably thus the Tatra width was greater than other vehicles of the time. With the Corvair, GM chose to use interior dimensions similar to that of the standard Biscayne sedan, not that of a compact like the VW Beetle, Renault Dauphine or the like.

With the Tatra, given the weight (about 500 lbs. heavier than the Corvair) and the taller V8 engine, the center of gravity was higher. GM decided to use an opposed, flat, six-cylinder engine thus lowering the center of gravity. GM even put the camshaft and valve mechanism low in the engine. With the Tatra, Hans used a more conventional camshaft arrangement in the center of the block and an overhead valve configuration which raised the center of gravity of the engine and thus the roll center of the entire car.

And then there is the engine cooling. With the Tatra, two (2) blowers and drives were used, one for each bank of the "V". Though low mounted, the blowers added to the rear weight bias. GM used a lightweight central

blower mounted low on the engine and used simplified the shrouding and blower drive.

Tatra used a long, high, tail over the engine. Though distinctive, cooling air had to be ducted down to the engine, thus adding weight and cost. GM used an essentially flat deck over the engine, thus shortening the cooling path and helping to lower the center of gravity.

What did GM NOT do? Here is one. The Tatra used an oil TEMPERATURE gauge. Hans felt that the oil temperature, which could vary with driving conditions, was more important than monitoring oil pressure since the oil is a major part of the engine cooling system. With the Tatra, louvers could be manually adjusted to control oil temperature. GM didn't do that. With the Corvair, we need to use modern oil that can lubricate, cool, and resist thermal break down.

Book: "Tatra Cars, A Brooklands Road Test Portfolio", [www.Brooklands-Books.com](http://www.Brooklands-Books.com)

\*As a CORSA member, Hagerty offers an insurance discount in most states and one can receive the Hagerty Magazine.



## Some Banter For May 2021

In near the end of the movie Moby Dick there is a scene where the Pequod is shown being captured and consumed by the swirling ocean vortex “sink hole”. Within moments, the ship, its contents, and whatever survivors, “save one” are gone. The lone survivor fortunately for us lives to tell the tale and hopefully pass on its lessons.

What does this have to do with Corvairs?  
Maybe something important.

The Corvair “hobby” like the Pequod carries us. CORSA and chapter clubs carry us. Active members are the crew. No, we are not hunting for whales (metaphorical “white” or not), but we are indeed on a journey. We are not burdened with a Captain Ahab, however. We elect Directors who set the general path. That path is defined by the persons and events along the way but is largely, like the ocean, beyond our direct control. We can become “becalmed” by a pandemic and be pleased by enduring. But we are not powerless. We can adapt.

CORSA has been warning us that we need to become increasingly engaged in the effort to keep CORSA afloat. We need to stay active on local and national levels to advance the journey for those who follow. We need to attract and retain new members.



Ken Schiffner

When I see that swirling ocean, I think of all of the ideas, suggestions, and knowledge that CORSA members conceal, vanishing forever in the sink hole. Newsletter editors plead for stories, ideas, input, but there is silence from many.

If we don't heed the warnings, are we content to be the lone survivor? If so, what will be the story we tell of CORSA? Hoist the sail or row. Be part of the voyage.



# RMC Club Minutes

**Meeting Date:** April 2, 2021      **Called to Order:** 7:05 pm  
**Location:** Zoom Meeting, Anywhere, USA      **# Present:** 15 on Zoom + 1 with Technical Difficulties

**Guests, long distance, new members:**

**Standard Business:**

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

Treasury report: The end of March balance was \$6,413.69. Treasurer's report was approved.

**Mailbag:** Dues payment received from Chuck Riblett, Rob will mail it on to Treasurer. A Thank You note was received from the Toys for Tots program for our donation.

**Old Business:**

- Picnic discussion continued. Mike checked out Westminster City for reservation requirements, you don't have to be a resident to reserve a park. Nottingham Park is not available for rent. Center Park was \$600. There was another small neighborhood park, that didn't seem suitable. Squires Park was not as nice but available. It holds several hundred people, has good parking, restrooms, and is adjacent to a school, so there should not be a lot of competition for space on a Sunday. It is located at Lowell and 99<sup>th</sup>. Aug. 8<sup>th</sup> was set as tentative date.
- Ken Schiffner reported on a planned Corvair show at Wings over the Rockies at Centennial Airport, followed by lunch at The Perfect Landing. Date is August 22<sup>nd</sup> with a show at the air museum, with aircraft on the tarmac with us. Plan for an 11:30 arrival, Show noon to 2 followed by late lunch at the Perfect Landing, with, room for 25. Exhibit will be Boeing's Exploration of Flight.

**New Business:**

- Activities: Drive by event tomorrow at Marc Miller's house planned by Jerry Gerteisen & Paul Seyforth. Marc is ill and it's his birthday. Meet at 9:30 at Jerry's house.
- Dale indicated he is not going up north, as plans had been made to go to B-Man's BBQ in Sedalia tomorrow, meet at 11:30.
- We are past the renewal period and have 57 paid members.

**Upcoming events:**

- Fri May 8 Meeting 10am at Rick's backyard and on Zoom, regular time.
- April 17, School of Mines E-Days? They will try to hold it but events are not known yet. Car show is likely not happening. Car show times are usually 9 – 1pm. Those attending usually meet at telephone company building in Golden. Registration will be sent out when available and can be done morning of event.
- May 19-23 Mini Convention expanded, in Springfield IL. SeeMore to be there. Chris Kimberley adding 3-4 days on Route 66, contact her if you want to join.
- Concours at ACC is postponed. Possibly to September. No updates.
- Oct 15-17, Tri State, Albuquerque at the Marriot Pyramid N near Tramway. Dusty, registration form available online. The form has been corrected from May to October dates.

**For Sale or Wanted, Recently Purchased, Projects**

John Dinsdale reported that his Corvair and his money have gone to the body shop in Florence, and there is no news on progress yet.

Rob reported on replacing rear brakes on convertible, again due to grease fittings on rear wheel bearings. Don't use those!

Tony reported that the yellow car is running again. The major oil leak wasn't the top cover, but was the tee for the turbo oil Feed. He removed the solid line and replaced it with flex line. He reported his Rampside is expected to be complete at body shop in Florence in 2 weeks, which is probably great news for John. The Rampside is to be done for Florence show.

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

**Meeting adjourned at 8:20pm**

**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](http://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	<a href="mailto:prez@rockymountaincorsa.org">prez@rockymountaincorsa.org</a>
Vice President:	Michael Timmons	<a href="mailto:veep@rockymountaincorsa.org">veep@rockymountaincorsa.org</a>
Secretary:	Rob Brereton	<a href="mailto:sec@rockymountaincorsa.org">sec@rockymountaincorsa.org</a>
Treasurer:	John Dinsdale	<a href="mailto:treas@rockymountaincorsa.org">treas@rockymountaincorsa.org</a>
Member at large	Ken Schiffner	<a href="mailto:m.a.l@rockymountaincorsa.org">m.a.l@rockymountaincorsa.org</a>
Past president	Ed Halpin	

### **Appointed Chairpersons**

Activities Chair:	Caron Wetter	<a href="mailto:activity@rockymountaincorsa.org">activity@rockymountaincorsa.org</a>
Auditor:	John Dawson	<a href="mailto:auditor@rockymountaincorsa.org">auditor@rockymountaincorsa.org</a>
CCCC Rep:	Rick Beets	<a href="mailto:cccc-rep@rockymountaincorsa.org">cccc-rep@rockymountaincorsa.org</a>
Historian:	Steve Goodman	<a href="mailto:history@rockymountaincorsa.org">history@rockymountaincorsa.org</a>
Membership Chair:	Tony Lawler	<a href="mailto:membership@rockymountaincorsa.org">membership@rockymountaincorsa.org</a>
Newsletter Editor:	Paul Seyforth	<a href="mailto:news@rockymountaincorsa.org">news@rockymountaincorsa.org</a>
Webmaster:	Dale Nielsen	<a href="mailto:webmaster@rockymountaincorsa.org">webmaster@rockymountaincorsa.org</a>