

The Denvair News

Volume 47 Issue 9

October 2022

Official Publication of the Rocky Mountain Corsa Corvair Club



Bruce Parizek's Corsa convertible that made the trip from Wisconsin

In this issue

Presidents message	Rick Beets
Swapping Engines	Chris Kimberly
Event Calendar	Gail Levin
Thousand mile Trip	Bruce Parizek
Tires	
Minutes	Chris Kimberly



Visit our website: www.rockymountaincorsa.org

President's message

It was great seeing the few RMC members that joined us on the fall drive Chris Kimberly put together last Sunday. We met up at the parking lot at the Botanic Gardens Chatfield reservoir to make the drive up to Pine to have lunch at Zoka's via the really scenic route. For fans of twisty roads, this drive is mecca! While I was disappointed that more RMC members weren't able to join us, it was great spending time with the PPCC folks that made the drive up from Colorado Springs. I had the green chili, which was fantastic, not too spicy and full of smoked pork. Speaking of good company and good food, it's way past time that we meet up at BMan's BBQ down in Sedalia.

Speaking of making plans for club activities, we will be looking for someone to take over from Steve and Chris to function as activities coordinator. Also, for those who missed last month's club meeting, I was persuaded to stay on as president for at least one more year. Currently, Article 4 of the club by-laws state that the President and Vice President can serve for no more than 3 consecutive 1 year terms, so they will need to be amended to reflect a change in the term limits.

That's about it for now, hope to see you at the next meeting. Friday October 7 at 7PM.
John Elway Chevrolet.

Rick



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
internet: <http://rearenginespecialists.com>

BLACK HAWK ENGINEERING

Precision Mechanism Design & Fabrication

Chuck Riblett, P.E.

737 West 10th Street
Loveland CO 80537
Cell 970-635-4769

chuck@blackhawkengr.com



Adventures in Swapping Engines Christine Kimberly

Ready for a feel-good story. This one will make you proud of the Corvair community (ed.)

As you all know, my Corvair decided at the end of July to 'give up' while driving on the freeway in Colorado Springs heading toward the Cripple Creek Show. So, a quick recap.... the car was towed home and Rick and Charlie Beets came over to listen to her motor make bad noises idling in the garage. The diagnosis wasn't good! It seemed they heard a possible rod knocking on the piston and a replacement engine was needed. You all know I sent out letters looking for a possible rebuilt engine sitting in the back of someone's garage/shop. I received many responses from club members, and want you to know I appreciated all the responses offering help and advice.

One club member who lives in Albuquerque, Jim Pittman, read my plea for help and contacted another CNM member, Pat Hall, who rebuilds Corvair engines in his spare time. Pat gave me a call and let me know he had a rebuilt 110 engine sitting on one of his engine-stands ready to go!! I told Pat I also needed a new PG tranny and torque converter since my tranny fluid showed signs of gear wear with LOTS of silver glitter in the red fluid. He said no problem. We agreed on a price and arranged a weekend at the end of August to trailer the car to his home/shop in Los Lunas, NM.

I talked with Rick Beets and Tony Lawler and they both agreed to go to NM with me to help Pat do the engine swap. Tony offered to trailer my car and on Thursday, Aug. 22nd, my car was loaded up and off we all went to Los Lunas, NM. We left in the late afternoon and were quickly caught in delayed traffic in Colorado Springs due to a large accident. South of the Springs, we stopped for a quick

dinner and then back on the road. We arrived in Los Lunas at 11:00 pm, tired and ready for a good night sleep.

I had had several conversations with Pat about the engine swap prior to arriving in Los Lunas, and on one occasion we talked about some of the CNM members I knew. One of the members we spoke about was Tarmo Sutt. He and I met at the Durango Tri-State. Pat said he would let Tarmo know we would be coming down with my car for the engine swap. Later that night, Tarmo called me and said he would be happy to meet up with us at Pat's place to help swap out the engines. I was thrilled to have so much help from the Corvair community!



Early Friday morning, we met Tarmo and Pat

at Pat's house and he showed us around. Then we all drove together to one of Pat's favorite breakfast restaurants, where he treated us all to a hearty breakfast!

Back at the house, the guys unloaded my car and we all listened to the newly rebuilt 110 that would soon be in my car. The guys started the prep work to drop the engine on my car and shortly Pat announced that lunch was ready! His stepson, Tim had made burgers, hotdogs, and chips for us all! After that, it was back to work. My job was collecting the bolts, and screws as the guys handed them to me in variety of cups Pat had available. While the Rick, Tony and Tarmo were busy, Pat showed me his outbuildings and all his driving Corvairs. He was on hand often for the guys, giving them all the necessary tools they needed and helpful advice as well. I power-washed some parts that would later go back on the car.

Finally, the car was moved to the lift and up she went! Pat drove his fork lift with a wood pallet and the guys all worked together releasing the remaining bolts and lowered the old engine out of the car. What a day!! We all went to dinner and enjoyed lots of conversations about the day and the car. Tarmo told me he planned to spend the night at the hotel where we were, and continue working with us the next day. We dropped Pat off and headed back to the hotel. Tarmo and I sat up visiting, sharing stories, and enjoying some wine, while Rick and Tony headed for their pillows for the night.

Saturday morning came and we were all up bright and early! We met Pat at another fun breakfast restaurant that had a 50's theme and then it back to Pat's to continue working on the swap. The guys had a plan and they worked as a team getting the new engine

ready to install. Pat was ready with the tools as the guys needed them.

Pat would often stop to sit with me in his shop to rest and he showed me other outbuildings with his parts stashes. It was extra hot and everyone stopped for breaks out of the sun and Pat had plenty of water to go around. I fixed lunch of more burgers, hotdogs and chips for everyone and we were glad to be out of the sun for a while.

After lunch, the guys were ready to put the rebuilt 110 in the car. Pat pulled out the fork lift and the guys guided Pat as he skillfully got the engine in place so they could bolt it down. I was impressed with how Pat could move the pallet with the engine on it just an inch at a time in the direction the guys were telling him....'up two inches; to the right one inch,' and so on. The car came down from its high perch on the lift, as Rick, Tarmo and Tony began the process of reattaching wiring,



various lines, and parts. Finally, it was time to start the engine.....I jumped in and started it up! It was humming; however, it wouldn't shift into gears. The car went back up and the guys found the shift cable was damaged and a new one would have to be ordered. Pat thought he had a spare cable but he didn't. We lowered the car and decided we'd load the car up, trailer it back to Denver and work on the shift cable there.

It was getting close to 6:00 by the time we loaded the car into the trailer, and cleaned up the shop and tools for Pat. Pat was feeling a bit shaky to stand and walk and we told him he needed to go inside and get some rest and dinner. He was just going to lock up his shop, when he tripped on some loose asphalt at the entrance to his shop, falling face first to the ground. Tim yelled for me and I yelled for the guys! I got Pat up and supported him to his chair in the shop while Tim got an icepack and wash cloths to put on the wounds on Pat's face. Tony pulled Pat's car up and we helped Pat to the car. Thank you to Tarmo for taking Rick back to the hotel on his way back to Santa Fe. Tony and I drove Pat to the VA hospital ER in Albuquerque. The ER wasn't busy and got Pat in right away. I kept in touch with both Tim and Pat's sister-in-law and Pat was given many tests and eventually released for Tony and I to drive him back home.

Sunday morning Rick, Tony and I drove to Pat's to hook up the trailer to the truck and found Pat greeting us at the door. He said he was feeling better but not going to work in the shop that day. We agreed he should be resting in his chair and taking it easy. Tim was going to watch him. I called Tarmo with updates as we got on the freeway and headed home. We stopped for a quick brunch which turned into

a 2 hour stop in Vegas NM. It seems the place we chose, must have been the number 1 restaurant to go to for Sunday brunch!!

Back in Denver, the Corvair has been sitting patiently in Tony's trailer while the shift cable was ordered. Clarks sent the cable out via USPS and it reached Denver, then traveled back to New Jersey and back to Denver! Its always fun tracking packages and seeing where the post office sends the box between point A and Point B! The car is now at Rick's garage and with fingers crossed the shift cable will be installed and the Corvair will soon be seen, driving happily around the Castle Rock/Denver area again!

I again thank the club members for their help in the past several months, especially Jim Pittman for connecting me with Pat Hall. I'm forever grateful to Pat Hall for having a rebuilt, ready to go engine and was so giving to a new friend. Many thanks and appreciation to Tony Lawler and Rick Beets for offering the use of Tony's trailer, traveling with me, and the hours spent working on the swap. I'm very thankful to Tarmo Sutt, for offering to spend his weekend and spending the night to help a long-distance friend with the engine swap. The Corvair community is the best!!



Event Calendar

October 7th -----RMC Club meeting 7PM 6200 S. Broadway Englewood. There will be a zoom session available to join the meeting remotely. Refreshments, lively discussion, good company.

Saturday Dec. 10th---- RMC Xmas Party at the Black Bear Diner

1/225 and Iliff. We will meet in the lobby at 2PM. We will have an area for our group fairly separated from the restaurant crowd. We will order from the full menu. We will ask for RSVPs near the party date and will announce more about that and other information later in November. Very likely there will be a Yankee gift exchange. Be on the lookout and keep the date open!

NEW YEAR'S DAY BRUNCH in Estes Park, Sunday, 11AM, January 1,

We have a location secured for our Annual New Year's Day Brunch. This is the place where we tried to meet for brunch for 2022, but we had all that snow, and Estes Park had much more. So, let's plan on better weather for New Year's Day 2023.

Big Horn Restaurant in Estes Park
401 West Elkhorn Avenue

We will order from a full menu including an extensive breakfast selection, and we will have either a separate room or section depending upon the number of people we have.

We will need your RSVP for this event so that we can reserve space. We will send out an announcement later with more information for the RSVP.

Those of you who have attended our New Year's Day Brunch in the past know what a good time we have getting together to bring in the new year with great company and lots of good food. The Big Horn is known for serving delicious and abundant breakfast. We hope you'll be there!

A Thousand Miles in a Corvair

Bruce Parizek

I just spent two days in a Corvair traveling from Western Wisconsin to Highlands Ranch, Colorado. I've thought about this for some time but just never had enough incentive to get on the road. It turns out that the thing that pushed me over the edge was a lack of storage space. I had one extra space over the summer as long as the pontoon was in the river, but come mid September, that spare space would be gone and I would need to figure out a space for one of the cars. Lo and behold, I have an empty garage space in Colorado, plus I always felt the odd man out attending the RMC events with no Corvair. So the obvious answer was to take to Corvair to Colorado



When would be a good time to make this trip? I was constrained by the mid September time frame plus, I needed to go back to Wisconsin, so I started looking for cheap airfare. It turns out the cheapest airfare was Sunday, September 4. I guess nobody wants to travel on the Sunday of a holiday weekend. I then started looking at the forecasts, I figured I could travel anytime the week before the Labor day weekend. Looking at the 10 day out forecasts, they turned out to not be very accurate. Oh well, I settled on August 30 and 31 to make the trip. It was now forecast to be hot, but no bad weather.

My usual trip from Wisconsin to Colorado mostly stays to the less traveled routes. I figured this would be a good route for the Corvair. I spent some time looking over the Corvair and making sure it was up for the trip. Everything seemed to be in order, so on the morning of August 30th, at 8:00 I hit the road. I headed southwest out of Lake Hallie, taking the local county and state roads. By the way this is a pretty scenic part of Wisconsin. The area consists of the moraine mounds left from the last glacier, plus a fair amount of the road parallels the Chippewa River. The roads are neither straight or flat. I crossed the Mississippi River at Wabash, Minnesota and headed west on Minnesota 60. This is one of my favorite roads, very twisty. In fact the only vehicles I met were a several motorcycles and a Porsche 911.

Continued

Going through the small town of Zumbrota, Minnesota 60 was closed for construction, rather than take the detour, which was going to turn me North, I took US 52 heading south. US 52 took me into Rochester, Minnesota, where I stopped for a break and to fill gas. This is the first time I had ever filled a tank in the Corvair, where the miles were all highway miles, I was pleasantly surprised, the Corvair did 26 miles to the gallon on this leg.



Heading out of Rochester, I joined Interstate 90. This was not plan, but the road closure did not leave much choice. Not much to report on I90, straight and boring. The good news this seems to be one of the least traveled interstates, so there was not the volume of truck traffic you see on I 70 and I 80. I was traveling around 65 MPH. The car seemed to like the speeds between 60 and 65. Of course, I was the slowest one on the interstate so appreciated the lack of traffic. The rest stops were interesting, there was one with a grass roof (picture below). It was hot, but what was really surprising is how much air would flow through the car with the dog leg vents open. Most of the time I would run with the windows up and just the vent window open. As hot as it was, perhaps the most uncomfortable part of the trip was not having a cruise control, I didn't miss a chance rest stop and the chance to get out and stretch my legs.

Through this part of the trip I was marveling at how well the Corvair was running. It seemed to be just purring along. I was a little concerned about the oil temperature, I have an oil temp gauge, the temperature seemed to stabilize at 250 degrees. I didn't worry too much, as the cylinder head temp gauge was at 300 degrees. I did wonder at what temperature does the oil start to decompose. I pulled into Worthington, Minnesota and filled with gas again. 25.3 miles to the gallon on this leg. I again joined Minnesota 60 and headed south. I passed by the highest point in Iowa on this leg, I thought you Coloradoans' would appreciate this. I crossed the Missouri River at Sioux City. Iowa. I then took Nebraska 35 to Norfolk, Nebraska where I stayed overnight. In Norfolk I filled with gas again at the HyVee with premium, but not alcohol free

This next morning I headed west out of Norfolk, mostly on state roads, I guess I spent the most time on Nebraska 91. Not a lot to see, except for cornfields in Nebraska, I included a picture of the Corvair in front of some yellow flowers with a corn field in the background. I now started to have some problems with the

Corvair. I stopped at gas station for a pit stop and drink and had a heck of a time getting the Corvair started. During this time I noticed the oil temperature was climbing to 270 degrees. The outside temperature was hot, but about the same as the day before. Cylinder head temperature still at 300. I stopped in North Platte, Ne for gas and lunch, filled the car with regular, stopped at two stations and no premium gas, just various ethanol mixtures. This is the first time I've ever used regular.



I then joined I 80 and later I 76, not much alternative on this part of the trip. I stopped at the first rest area in Colorado, and the car would not start, it was so bad I had to get out the jump starter battery, and out of desperation I poured water on the carburetors. It finally started, I motored to Ft Morgan, Colorado where I needed to fill with gas, I did not have enough to make it into Denver. In Ft Morgan, I filled with premium and poured water on the Carbs. I also have a electric fuel pump, that I leave off most of the time, no safety interlock. I used the electric fuel pump to start the car. It started right up??? Vapor lock, bad gas?? By the time I got to Denver it seemed to running better, oil temperature was back down to 250 and before it would not idle well, but was back to idling ok. I gassed up a Sams Club with premium and car started right up. The last couple of days, I've run the car and it seems to be running ok. Any Comments on what may have been the problem?

Just for the record, the trip was 1031 miles over two days. Car got excellent mileage, 25.88 MPG, and except for the starting issue did great. I now have a car to take to the RMC events

Welcome to the mile high, Bruce. Vapor lock is a way of life in these here parts (ed.)

Well, you never know

Ken Schiffner

It started off simple. My turn to supply the munchies and drinkies for the RMC meeting. Gathered the treats together, picked up a bag of ice and headed off to Elway's. Given Labor Day weekend coming up, I gave myself some extra time. Top down, nice night(so far), Corvair sound, extra time is golden time. Only got caught at one (out of six) traffic lights. Omen? I was reminded of the line from the Our Gang Comedies where one of them was asked to use the word "isthmus" in a sentence. He said, "Isthmus be my lucky day!". But you never know, don't you?

Lucky? Not today. Upon arrival way early at Elway's, while I was busy cleaning my windshield. your Editor, Paul, arrived. One of his many talents is that he knows a flat tire when he sees one. They have, like many of us, a characteristic shape. "Uh, Ken, I think you have a flat tire". It only took a glance to change the "think" to "know". Driver's side rear. Firestone tire. Bought around 2008. About 15,000 miles on it. Some obvious tread wear. No signs, however, of nails, etc. Got out the jack, removed the wheel. Inspected again. All around. No hissing. No nails, no staples. Just flat.

Put on the spare. Held air. Club members started to arrive. Kory checked the spare tire pressure. It was 30 psig. That would work. Jimmy helped replace the hubcap. We went to the meeting. Upon leaving, the suddenly overcast sky was flashing. Omen? Some call the flashes "heat lightning". The lightning was like flashbulbs going off. Dozens. Better hurry home. The flashes were so bright I thought I really didn't need my headlights. Pulled into my garage. I made it! Then the downpour!

What, you might ask, caused the flat? Since you read this far, I'd better tell you.

I had been warned over the years that tires, besides rolling and holding the vehicle off the ground, do two other things. Wear and age. I was told that when tires are over about 10 years old, the "age" becomes a major factor. See photo (I sprayed some white paint around it). The tire cracked at the junction between the tread and sidewall. Perhaps aggravated by some road hazard. Other dry cracks. Not repairable. Not pluggable.

So, I ordered four (4) replacement Maxxis MA-1 tires. Hopefully they'll arrive before the Fall Foliage Tour. I'll feel safer riding on a set of new tires. Because, well, as they say, you never know.....even when you are warned.



RMC Meeting Minutes

Sept. 2, 2022 Elway Chevrolet

- The meeting was called to order at 7:05 pm. The meeting began with members sharing memories of Jerry Gerteisen. He will be missed by the club.
- Last month's minutes were moved, seconded and approved.
- Treasurer's Report--\$7215.84 in the treasury. Tri-State made a profit of \$106.74.
- Membership—New member Bob Sparling and his daughter, Gail Ausburn, joined us. They have motors/parts, ie., transaxles, wheels, motors, trim, grills, hoods, steering wheels, trannys, rebuilt engines, etc., for sale, most are in Salida. Anyone interested in parts, please contact Gail, 303-807-6816. A complete list and pictures will be posted in the newsletter.
Welcome to our new members, Michael Spalding, Andrew Childs, and Steve and Barbe Belenger.
- Thank you, Paul, for another great newsletter last month.
- Mailbag—nothing

Old Business

- Drive-By for Jerry---Jerry and Nancy loved the drive-by and were very appreciative. Thanks to Paul S. and Marc M. for setting this up.
- Picnic--- Great food and a great time was had by all! Well attended and those who couldn't attend were missed.
- Yuma Trip--- Rick B., Tony L., and Christine K. drove to the Orphanage Museum in Yuma Co. It was a small but great museum. They even visited the garage across the street where the restoration projects were taking place. Lunch was served and they met another local couple who had recently purchased a Corvair from Chris Shade in Hastings.

New Business

- Activities---Steve shared a Super Cruise taking place Sat. the 3rd in Golden. Fall Drive and lunch will be in Pine, CO, at Zokas Restaurant, 12:30 pm on Sunday Sept. 25th. All reservations need to be given to Christine K. by Sept. 18th. Meet up to caravan will be at Denver Botanical Gardens at 10:45 with a departure at 11:00. See last month's event calendar for directions.

- Christmas Party---Kory L. shared the Christmas party will be at the Black Bear Diner (same as last year), on Saturday Dec. 10th.
- New Years Brunch---Kory shared the New Years Day brunch will be at the Big Horn Restaurant in Estes Park Jan. 1st., from 11-2. We will have a private room.
- Steve shared he is working on an event up north....more info to come. He is also working on a garage tour at Chris Jackson's. More info to come.
- Eric S. Shared that he will be racing in Pueblo on Sept 24-25.....come on out to see him.

Tech Talk

- Mike P. has been picking parts for John Kull's car. He gathered quite a bit in one weekend.
- Rick B. was contacted by Andy Yokum in NM and he has lots of parts for sale. Contact Rick for more info.
- FOR SALE- Custom Light Alloy Weight Aluminum Wheels 13x7,(front) & 13x8 (rear). Contact Eric Schakel.

Motion to adjourn made, seconded, and approved.

Meeting ended at 8:17 pm Submitted by Christine Kimberly



Remembering Jerry Gerteisen

Jerry was good guy, very easy going and always ready to lend a hand. He and Nancy were faithful members of the Rocky Mountain Corsa club driving down from Broomfield to our meetings together with Bud and Nancy Duncan. Rest in peace Jerry. We will miss you.

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* Dues can also be paid on line via PayPal at this link www.rockymountaincorsa.org/dues

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:	Ken Schifftner	veep@rockymountaincorsa.org
Secretary:	Rob Brereton	sec@rockymountaincorsa.org
Treasurer:	John Dinsdale	treas@rockymountaincorsa.org
Member at large	Michael Timmons	m.a.l@rockymountaincorsa.org
Past president	Ed Halpin	

Appointed Chairpersons

Activities Chair:	Steve Goodman	activity@rockymountaincorsa.org
Auditor:	John Dawson	auditor@rockymountaincorsa.org
CCCC Rep:	Rick Beets	cccc-rep@rockymountaincorsa.org
Historian:	Steve Goodman	history@rockymountaincorsa.org
Membership Chair:	Tony Lawler	membership@rockymountaincorsa.org
Newsletter Editor:	Paul Seyforth	news@rockymountaincorsa.org
Webmaster:	Dale Nielsen	webmaster@rockymountaincorsa.org

Here is something Chris Kimberly shared with us at the last meeting.

In case you didn't think about it:

- Your grandma wore very short mini skirts, thin panties, high boots, and no bra...

- She listened to Led Zeppelin, The Beatles, Janis Joplin and Rolling Stones.

- She rode on motorcycles and fast cars.

- She smoked tobacco and other things...

- She drank gin-tonics, whiskey and whatever...

- She came home at 4 am and left for work in the morning...

Know that you will never be as cool as your grandma.

Excuse me but someone had to say it.