

The Denvair News

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Cool looking model? Close, but no. It's a 1/12 scale Monza GT electric racer

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Rob Brereton



Visit our website: www.rockymountaincorsa.org

A Collection to Admire

A year or two ago our club did a northern garage tour. Included in the tour was Jim Reich's garage in Longmont. Jim has a rather complete garage with a couple of very interesting vehicles. Jim showed us his creations which consisted of a three wheeler 1962 Corvair Trike and a two door Lakewood wagon. Both very unique cars. Jim also surprised us with his collection of Corvair toys. I took some pictures at the time and put them in the newsletter along with the garage tour info.



Jim's collection deserved another look. Last Friday I called Jim and went back to his place for a second peek. Jim was happy to show off his rather extensive collection. His collection is Corvair toys, not models. He has been collecting them since the mid- eighties and now he has over 300 toy Corvairs. filling seven shelves 12"x90".



The first car was Hubley station wagon , found by Jim's seven year old son in a antique store in 1984. He saw it and said "Dad, that looks like your Corvair" At the time Jim had a Lakewood station wagon. In the early years Jim said he found most of the cars at flea markets and antique stores. When ebay came online the collection exploded. Now there is a Facebook group dedicated to Corvair toy collection.



continued

Jim has the collection displayed in subsets; smallest to largest... from $\frac{3}{4}$ inch to 15",... 50 different sizes,... 11 police cars,8 fire department vehicles,36 forward control vehicles (vans ,rampsides, ambulances)and 40 special models (Monza GT's, Astros, Testudos).

Many of the tin toys are from Japan. Other countries that made toys are Denmark, Spain, Argentina, China , Thailand, Britain, Israel, Italy, Canada, and the U.S. Some are not even marked as to manufacturer. Some are extremely accurate representatives while others are whimsical. Many of the manufacturers were very liberal in the details.

Many have friction motors, some are slot cars. And if a manufacturer made competitors such as Falcons. Valiants, Jim has those too.

Corvair toys are fun, easy to store, relatively inexpensive, and don't leak oil. The only maintenance is an occasional dusting.



V.P. Message

The Future?

Ken Scifftner

In this Present, like those of the Past, there are people who think of the Future. Some of these folks are called “dreamers”. They are inventors, science fiction writers, sociologists, doctors, farmers, and housewives, mechanics, and plumbers. They see real and perceived needs and come up with solutions, the building blocks of the Future.

In the past, there was a need to open individual travel means for the masses. The Model T and other vehicles addressed that need. As fuel costs rose, better fuel economy was needed thus vehicles like the VW Bug and the Corvair were created. As emissions standards and environmental impacts of fossil fuel use were found and studied, improvements in internal combustion engine monitoring and control were developed such as oxygen sensors and fuel injection. Catalytic converters that hadn't existed just a few decades earlier were added to reduce emissions.

Museums in the future may show odd (for that time) things like carburetors, mufflers (where the sound and CO₂ used to be emitted) would be on display. Maybe even pistons from a Corvair. Perhaps there would even be a device that would let folks know what gasoline smelled like (artificial not real) and maybe some vials displaying what is left of the real stuff.

In our “Present”, there are new challenges. If the number of electric vehicles (EV's) increases as expected, there will be a need for faster and easier battery charging. Perhaps inductive charging cables will be buried in highways so EV's can charge “on the fly” rather than only by connection to a charging station. Battery technology or other energy storage techniques will be discovered or evolved. For CO₂ control, perhaps a greater study of photosynthesis will reveal something the past overlooked. There may be a significant electrochemical aspect that was overlooked but will allow manmade devices to convert CO₂ to nutrient sugars and oxygen, even in the dark. Perhaps fossil fuels rather than being banned or regulated into non-existence will be increasingly used for their concentrated heat energy to melt silica to make solar panels or to melt metal to make low head hydropower turbines.

The Future always seems to need the question mark (?). Who really knows?

Here is to all those of our combined Present who dream, and more importantly act, to create our common Future. May that always be. In the Future. Any Future.

A Meeting at BJ's

Seems like every three months or so Chris Jackson gets a yearning for a bite to eat at BJ's in Lakewood. Then he invites the Rocky Mountain Corsa clan to join him for dinner. This last Saturday, October 15th some 18 RMC members joined him for some good food and great company. We really hadn't bee together since the picnic in August so it was great to see everyone who was able to be there. Some members drove their Corvairs so there was some presence in the parking lot. I might say the parking was a bit easier this time. For the record BJ's is a easy drive to get there, just off I70 and west Colfax, and the Saturday afternoon traffic is not very heavy. Might just do this again sometime.



Steve Goodman & Larry Yoder's Corvairs



Tony Lawler & Chris Jackson's Corvairs



Upcoming Events

November 4th -----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

I/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 last year, 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!

Corvair Brake Maintenance

There has been a fair amount of information recently on Corvair brakes, but since this function is so important to our cars and us too, we passing along this well written article. (ed.)

Westwind article

Corvair Brake Maintenance By Bob Nichols

The Corvair was built with four-wheel drum brakes. This article will cover the basics of maintenance, disc brake upgrades, and brake fluid types and change intervals.

For a more detailed brake service explanation, you can watch Larry Claypool's Corvair brake system U-tube video at: www.youtube.com/watch?v=NQUTN6qaNj8

The Corvair drum brakes on 1960-1964 models were adequate by the standards of the time for "normal" driving within posted speed limits. The 1965-1969 drum brakes are larger and were well regarded by automobile magazine testers at the time. Disc brakes add-ons -- When Corvair owners have issues with drum brakes they may consider installing disc brakes. At this time, Corvair disc brake conversions "adapt" parts from other cars that can result in less than desirable stopping performance, especially in emergency situations. Until an aftermarket brake system manufacturer comes up with a professionally designed disc brake kit for the Corvair, caution is advised when "adapting" disc brakes to the Corvair.

Brake system maintenance -- Some have the incorrect impression that brakes don't require any maintenance until the brake linings wear out, or the brakes malfunction. Brake fluid deteriorates and should be changed. Brake shoes should be adjusted to maximize contact area with the drum for the best lining lifespan (1963-1969 Corvair brakes are selfadjusting IF the mechanism is maintained). Brake fluid -- All brake fluids **MUST BE REPLACED** periodically to keep the brake system reliable! For old hobby cars that aren't driven much the consensus is to change the brake fluid every two years. Moisture enters the brake system via seals and brake hoses. Moisture in brake fluid reduces its ability to resist heat. After two years the maximum temperature before the brake fluid boils can be reduced 25% to 33%! If the brake fluid is not changed it can saturate with water and cause brake component corrosion. Brake fluid function is also compromised by "debris" from worn seals and hoses

Brake fluid types:

- DOT 2 (Petroleum based) -- rarely used now.
- DOT 3, DOT 4, and DOT 5.1 (Glycol based)
- DOT 5 (Silicone based) -- NOTE: there are also nonDOT 5 silicone brake fluids.

Glycol brake fluid -- Corvair drum brake systems are designed to use glycol-based DOT 3 brake fluid and that is what should be used to ensure reliability. There is a persistent - and false - notion that the more recent DOT 4 and DOT 5.1 brake fluids are "better." In fact, DOT 4 and DOT 5.1 are NOT recommended for use in DOT 3 brake systems using flexible components made from "SBR" per Bendix and Continental automotive products. DOT 4 and DOT 5.1 brake fluids require "EPDM" material for seals and hoses. • DOT 3 -- Suitable for all drum, disc/drum, and all disc brake components rated as DOT3. It is not approved for use with most Anti-lock Brake Systems (ABS). • DOT 4 -- Designed with a different viscosity for use in ABS. Has a boiling point about 10% greater than DOT 3. It is not compatible with DOT 3 seals and hoses made from "SBR." • DOT 5.1 -- Works with ABS, and the boiling point is greater than DOT 4. It

is typically used in high performance vehicles. It is not compatible with DOT 3 “SBR” seals and hoses.

Silicone brake fluid -- DOT 5 silicone brake fluid is compatible with “EPDM” seals and hoses. Non-DOT 5 silicone brake fluids may be mineral oil based and are NOT compatible with DOT 3, 4, and 5.1 seals and hoses. DOT 5 brake fluid is NOT recommended in the Corvair drum brake system as follows: • DOT 5 is not compatible with DOT 3 “SBR” compound seals and hoses. • It is incorrectly assumed DOT 5 never has to be changed because it doesn’t “attract” water. Moisture can enter a brake system using DOT 5 fluid and it must be changed to eliminate water accumulation and debris to prevent corrosion. • DOT 5 will NOT mix with other glycol brake fluids; the entire system must be flushed/purged of glycol-based DOT 3, DOT 4, or DOT 5.1 fluids before adding DOT 5. • DOT 5 is more compressible and the brake pedal feel is impacted.

Brake fluid and moisture -- Moisture will permeate brake cylinder seals and flexible brake hoses, albeit slowly. If the master brake cylinder has an air barrier bladder in the cap, then it reduces moisture getting into the fluid compared to the older style open vented cap. Glycol-based brake fluids will absorb and suspend slight traces of moisture until the brake fluid saturates. The fluid should be changed before it saturates with water and causes corrosion (typically every 2-3 years depending on climate). New brake fluid comes in sealed containers. NEVER use brake fluid from a container that was previously opened because the fluid absorbs moisture from the air that enters the container as it is emptied!

Drum brake shoe adjustment -- 1960- 1962 Corvair brake shoes have to be manually “adjusted” to compensate for the linings wearing thinner. The shop manual explains how to do this. Adjusting the brake shoes ensures they wear evenly for the best brake action and to optimize lining mileage. The 1963-1969 model years Corvair drum brakes are “self-adjusting.” The brake shoes only adjust when the brakes are applied while the car is backing up. Self-adjusting brakes can be manually adjusted if the mechanism fails to work due to worn or broken parts. See shop manual.

Drum brake shoe replacement -- New brake shoe lining material does not contain asbestos fiber like the original linings. There have been complaints the new brake shoe linings cause excessive brake pedal pressure and poor stopping. The following is a list of issues that often cause high pedal pressure: • Replacement brake shoe lining material might be harder than the original linings. Beware of brake shoes with claims of lasting longer as they tend to use a hard lining that wears slowly. It results in higher pedal pressure to stop the vehicle. A “softer” lining with a better friction coefficient reduces pedal pressure required to stop the vehicle.

• New, or relined, brake shoes might have a curvature that doesn’t fit the drum curvature so only a portion of the lining contacts the drum. Brake drums flex slightly when the shoes contact them. The brake shoe curve should ensure all the brake shoe material contacts the drum when the brakes are applied. It can take many miles to “wear in” a lining to a proper curve during which time the brakes are not as effective. Brake shoe linings can be “arced” to fit the brake drum curvature. At this time, it is only done by a few specialized brake shops with the proper cutting machines.

• Corvair drum brakes are “self-actuating” to reduce pedal pressure. Good brake action requires the shoe facing to the front of the car (primary shoe) to have a shorter lining versus the shoe facing to the rear (secondary shoe) that has a longer lining. Refer to the proper model year shop manual for brake lining measurements. The linings can be cut to proper length on the shoe.

Brake hoses -- Flexible brake hoses should be inspected whenever the chassis is lubricated for cuts, knicks, cracks, abrasion damage and replaced if needed. Brake hoses also deteriorate internally and may block brake fluid causing the brake shoes not to release. The general consensus suggests brake hoses should be replaced every ten years.

Brake master and wheel cylinders -- The cylinders contain sealed pistons that work with the brake fluid to stop the vehicle. The master cylinder can be externally examined for leaks. The wheel cylinders require removing the brake drums to check for brake fluid leaks. The cylinders can be rebuilt by mild honing and replacing the seals. Note that excessive honing will make the cylinder bore diameter too large and sealing will be unreliable. New replacement cylinders should be inspected since they may have been "on the shelf" for a considerable time. An alternative is to have the original cylinders sleeved to new specifications by a specialist. For cast iron wheel cylinders, stainless steel sleeves have a similar expansion rate.

Brake drums -- The brake drum surface the brake shoe touches should be even. Hot spots (bluish color) and grooves should be removed. A fresh cut brake drum surface will help "break-in" new brake shoe linings. Only remove the MINIMUM amount of metal from the drum when it is "cut." The Chevrolet shop manual specifies the maximum brake drum friction surface diameter. If the drum is "cut" beyond specification it can flex too much during brake application and could fail. ALWAYS clean the machined surface of a brake drum, with an approved brake cleaner, before its installation



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Last minute Xmas party details

We are happy to announce the 2022 RMC Christmas Party details!

Date: December 10, 2022
Time: Meet at 2:00 p.m. in the lobby area
Place: Black Bear Diner
14100 East Iliff Avenue (I/225 at Iliff Ave)
Aurora, Co 80014

RSVP: No later than December 1, 2022, please

Thank you to Super Website Hero Dale Nielsen for setting up RSVP accommodations at

Rocky Mountain Corsa.org. Just go to the website to take care of that.

*****PARKING AT BLACK BEAR DINER:** There is construction on the corner of the parking lot. There is some parking in front of the building and more behind!

Appetizers and a drink (no alcohol at BBD) provided by RMC. Thank you!

We believe there will be a quick business meeting for election of Officers!

We will order good food from the menu. Breakfast is served all day along with all other meals.

The Yankee Gift Exchange will be held. If you care to take part, bring a gift in the \$20.00 price range and mark it for GUY, GAL, EITHER. Be ready to steal your desired gift!

A box will be provided for donation gifts to TOYS FOR TOTS! If you want to support this charity, please bring an unwrapped gift which will be given to a young person who might not otherwise have a gift for Christmas. We will deliver the booty to Toys for Tots for distribution.

If you have questions, please direct them by email (see Roster) to Gail or Kory Levin.

Hope to see you at Black Bear Diner on Saturday, December 10!

Gail Levin

Rocky Mountain Corsa Meeting Minutes

Meeting Date: October 7, 2022 **Called to Order:** 7:03 pm
Location: John Elway Chevrolet, Englewood CO **# Present:** 15 on site, 2 on Zoom.

Guests, long distance, new members: New Member Andrew Child came in later.

Standard Business:

Minutes of last meeting: Minutes from September meeting were reviewed and approved.

Thanks to Chris Kimberley for preparing the September minutes in Rob's absence!

Treasury report: John Dinsdale provided end of September balance of \$6,958.00 after the meeting. Rick will turn in feather flag invoice.

Mailbag: Just junk mail.

Old Business:

- Thanks, Paul, for a great newsletter and for continuing to produce them.
- Tonight's snacks are provided by the Levins. Paul Seyforth is scheduled for November, Rick will cover Dec, and Bruce has January.
- Discussion of meetings in Dec and Jan, decided they are far enough from Holiday Party / New Year's Brunch to proceed with meetings.
- Fall Tour was a nice twisty drive, RMC and PPCC groups met on highway almost perfectly. Food was pretty good generally.
- Holiday party 12/10, 2:30 at Black Bear Diner, I-225 and Iliff. Will publish the sign-up info after Nov meeting.
- New Year's Brunch, 1/1, 11am, Big Horn Restaurant. RSVP page will post early Dec.

New Business:

- Membership:
 - Attendees were asked if they need club Business Cards to hand out. Rick will reach out to Ed for the template and produce some.
 - There was discussion of window inside and outside stickers. We are low on both, may order 10 or 20 ea. Sell \$2 ea.
- CCCC Report by Rick:
 - Support Forney Museum with 3rd Sat of month dust and shine. 8-10 people, coffee and donuts and cleaning supplies provided. 2 available months are Dec 17 and May. Start at 8:30 Volunteers signed up, total of 10.
 - In other news, Forney Museum is hosting a Trunk or Treat Sat Oct. 22, 12-4.
- It was also noted that Gateway Classic Cars, will have a Trunk or Treat on 29th, 9-12.
- A second reading was given to a proposed change to the bylaws to allow "no more than five (5) consecutive one-year terms". Discussion: there are no limits for other positions. Larry Schubert motioned to strike the term limit for President and Vice President. Motion was seconded. Unanimously approved revision to Article IV, Section 1 to remove term limits.
- President, VP, Treasurer, and Secretary all willing to continue in roles.
- Steve and Chris are dropping out of Activities roles next year. Thanks!

Continued

Upcoming events:

- Oct 15 (Sat) Get together at BJ's Restaurant, 4:30pm
- Oct 22 (Sat) Trunk or Treats all over. At Forney Museum at 12-4, and later at Great Scott's, 4pm.
- Nov 4 (Fri) 7pm Monthly meeting, John Elway Chevrolet
- 12/10 (Sat) 2:30pm Holiday Party, Black Bear Diner, I225 & Iliff
- 1/1 (Sun) 11am New Year's Brunch

For Sale or Wanted, Recently Purchased, Projects

- Ed Halpin is living in Ft Meyers going through hurricane with no damage to house, but without power for a few days, and no gas available.
- Steve Goodman has a customer needing a '62 rear air grille. Rob may have one that is usable.
- Garrie Fox has a complete Crown Conversion kit for sale with good gearbox, bad differential. Will post to RMC site.
- Andrew Child is looking for an FC block, he wants to build up a 110 FC motor. Rick has one. Good block, stuck motor, but not all the FC peripherals.
- Mike—Tinted rear glass for 65 coupe. Several suggestions on who to talk to were discussed.

50/50 Raffle: To Club: \$40 To Winner: \$40 Winner: Rick Beets (donated back to club).

Meeting adjourned at 8:17 pm. **Respectfully submitted by** Rob Brereton.

Correction:

Last month Bruce Parizek wrote an excellent story of his trip from Wisconsin to Denver in his Corvair Corsa. Unfortunately the picture of him at the top of the article was not Bruce. We found that we did not have any pictures of him on file and Bruce was kind enough to supply the one on the left.



Bruce Parizek

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 Schiffner	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
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