

The Denvair News

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The RMC cars at the Tri-State TuneUp April 2023

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www.rockymountaincorsa.org



A Christmas Party

Dale Nelsen

The RMC Christmas party was held on December 16th at the Black Bear Dinner. Kory and Gail Levin hosted the party. This is their sixth time hosting the party.



Jimmy Riley and Caron Wetter were there early. The menus were a bit unique.

The Breretons, Rob, Trica and Natalie enjoyed the hor-d oeuvres. Fried onion rings!



continued

Larry and Sheryl studying the menu/.
It was detailed and pretty complete.

Below:

Eric and Linae Schakel enjoying
dinner with Kevin and Robin Sipman



The Yankee gift exchange was big
hit. You needed a sense of humor
to enjoy it. Most did. Tony, Dale
and Mike certainly did.



Presidents message

Mike Piper

Hi all!

So, we'll see how many times I'll refer to PPCC as the past president instead of RMC as the new president. I also promise to be less grumpy that I have been with PPCC. As always, it is a work in progress.

In my new role, I'm not sure I have a lot to offer just yet. I do want to thank Rick for his work as president, and if we ever have a case where a meeting needs to be held in someone's back yard I'll be talking to Rick because my yard is tiny by comparison.

Rick and I were going to talk but he became ill so that needs to wait a bit. He really is still the president so I'm the president elect at the moment.

I don't know that RMC has a "football" as Rex Harrison called the notebook of stuff I handed to him from PPCC. Mostly it contained the club bylaws including the older versions as historical documents, some tax exempt documents, rosters (also historical) and probably other things I don't recall. If RMC doesn't have one, it might be good to put one together.

PPCC had a few board meetings here and there if there were issues that needed to be pondered before they were brought to the membership. I don't know that there are any such issues in front of RMC. When I was vice president, I think Ed Halpin had one board meeting. If the president is a non-voting member except in the case of a tie, I'll pace myself.

It's a bit early in the morning at the moment so I don't know that I have a lot to say and I don't have any big ideas that I've thought about enough to write coherently about. I know Rex Harrison as the new president of PPCC would like to see how we can bring the clubs a little closer together and I also think that would be a good idea, particularly with club membership diminishing and all of us affected by the passage of time. I'm OK with the snacks during the meetings, not necessarily a full meal... Along the way it has been mentioned that we should try to have something of interest to the wives from time to time, and that's a good idea too. If any of you have suggestions, please let your slightly fearful leaders know.

Do you all know that Eric Schakel has volunteered to take over the newsletter? He will now have the privilege of trying to make what I type more coherent. If you have not thanked Paul for his long-time efforts, please do. I think this will be the last time he has to make sense of my typing...

I have achieved making this one typed page but not a single column in the Denair News despite not having much to say. Eric will frequently point out I am an engineer. I need to figure out a cute closing but until I do, if you see this before the holidays, please have happy holidays. If it is after, I hope the holidays have been happy and safe for you all. As always, be careful out there...
-Mike



Letter from the Editor

Paul Seyforth

I was asked to write a letter or a column describing my time as editor of the Denvair News. It seemed like a worthy idea. I have been the RMC newsletter editor for the past 11 years. Now I'm turning it back over to Eric Schakel to continue the task. I might have something to say.

Back in 2013 Eric Schakel had been the Denvair News editor but he found that he had too many different activities to continue. I was unsure of my MS word or Publication skills to volunteer but Mellissa Klomp agreed to publish newsletter if someone would send her the news material. So I became the contributing editor and Melissa the publisher. This worked well for about 5 years. Then in 2018 Melissa had to drop out due to her increasing job responsibilities. By that time I had learned enough MS word skills to at least publish a readable copy. I decided on a simple format keeping the flourishes and art work to a minimum. I concentrated on the club news as well as making the newsletter readable.

A lot has happened in the past 11 years. It seems like a lot. John Dawson was president when I started. He was the president when the club hosted the 2011 National convention. I consider that the club's finest hour. He was succeeded by Eric Schakel in 2016. Ed Halpin volunteered for the post in 2018. Ed hoped to make changes in the club to make it more relevant for the members. Rick Beets took over the job in 2020 and served 4 years as president. This coming year (2024) Mike Piper will stand at the helm. All these men have guided the club with a combination of grace and zest. The years have been filled with car shows, drives, picnics and Tri-States. Club membership has grown to 76 and the energy has been sustained by a member core group.

I want to recognize some of the members that have encouraged and helped me the past 10 years. Number one on that list is Ken Schiffner. He was always there with a story or article when I needed it most. Rob Brereton was rock solid with the minutes the past 10 years. Dale Nielsen and Mike Piper were there when I asked them. Eric Schakel and Steve Goodman were good for an occasional article. Those two could write. I felt privileged when they contributed a story. And Jim Pittman, the editor of the New Mexico's club newsletter, showing me how good a newsletter can be.

I enjoyed my time as newsletter editor. It ever really seemed to be that great a chore. Yes, I battled MS word sometimes to a stalemate, sometimes having to start over, but I always seemed be able to get the copy out on time. Thank you to the club for the experience.

RMVR Vintage GP weekend – June 23-25

Jon Whiteley

It was pleasantly warm & dry for RMVR's June 23-25 Vintage GP at Pueblo Motorsports Park - a nice change from the cold and rainy Spring Sprints held the previous month. The theme of the weekend was the recognition of MG's 100th anniversary.

Though we were blessed with warm and dry weather, just a few days earlier it was a different story. Uncharacteristically heavy rains had flooded several sections of the track in Pueblo leaving a coating of mud over many parts of the track. Flash flooding had also washed out a portion of the access road. Kudos to track manager John Brandow's crew and the City of Pueblo for getting both the track and the access road back in shape in less than a week.

Qualifying in Saturday morning's cool air put me P11 out of 26 for the first race that afternoon. Eric Schakel was uncharacteristically off pace, and it was clear that YS-066 wasn't up to snuff. He stated that the engine wouldn't rev past 4500 rpm. Carbs, ignition, other?? By the end of 15-minute Race 1, I'd managed to pick up one position and finished just behind my bogey - Richard B. in his dark green MGB. But I was having difficulty shifting out of gear.

As I headed out in the afternoon for Race 2's pace lap, the shifting felt somewhat better. Not great, but better. As the green flag dropped, I called up Corvair's torque to put some distance between me and that green MGB. Once again, as the race progressed the shifting became increasingly difficult. Fortunately, I was able to pick up another position and finished just ahead of that MGB. Count it as incremental success.

Sunday morning – sunny, calm, and relatively cool. Checked oil, tires, lug nuts and added

fuel. Starting 9th out of 21 for a 20-minute race. I got off to a good start but by the 10-minute mark, the shifting gremlin had returned. As the laps went by, I found myself having to devote more focus on shifting, and less on braking/turning. For the last two laps I began to shift fewer times/lap. For better or worse, this ultimately cost me two positions, but at least I'd avoided a DNF. Remarkably though, I achieved my best lap time of the weekend! Following lunch, I made the decision to pack up - Race 4 would be a DNS for me. Now it was time to do a deeper dive to identify and sort my transmission problem.

Inter-event garage time - Transaxle pulled and diff cover removed. Ewwwwww – that is not good. There was serious wear on the R&P; the pinion teeth so sharp I could have used them to shave. And the diff case had a pond of metallic mud in the bottom. Fortunately, I had a spare diff to use while the other was rebuilt. But what did the trans look like?

Never having delved into the workings of a transmission before, and being short on time before the next event, I took the CR Saginaw to Steve Goodman for autopsy. Steve's prognosis was encouraging, and he kindly expedited a refresh of my trans. I was back in biz. Why this R&P chewed itself up was not readily apparent, but a few theories have been proffered



RMVR RAKC weekend – July 28-30

The Race Against Kids' Cancer is RMVR's best attended race of the season. With over 150 entries, this year was no exception. Some of our southern neighbors on "summer break" come to Colorado too for their racing fix. This included Chris Langley (YS-199) from Galveston, TX who'd indicated an interest in checking out High Plains Raceway. Typically, Eric Schakel and I are the only Corvairs at RMVR events so having a third with Chris was exciting.

As I mentioned previously, Eric's car hadn't been running right at the previous month's Pueblo event. Despite my unrelenting cajoling (sorry Eric) and offers to help, he seemed disinclined to diagnose and fix the problem with YS-066. He preferred instead to spend available time working on his new build "Ringer" racecar with plans to have it ready to go for our September race.

After spending several days sightseeing in Colorado, Chris Langley and his wife Reyna camped at the track Thursday night. He hit the track early Friday morning for a day of test & tune with plans to learn the track and get his carbs dialed in for local altitude (5000'). I arrived mid-morning to find Chris out on the track. He and I then chatted while he changed out those little Weber bits and bobs between sessions. Reyna and I were waiting out in the East stands to watch Chris's next session when she got a call from Chris –he had aborted his track session. YS-199 had dropped a valve seat and cracked a cylinder. His weekend was done.

Saturday morning - race day broke sunny and cool with pm temps forecast to be in the mid-90's. I was certainly disappointed that Chris and Eric would be MIA, but with 33 qualifying in our group there'd be plenty of other cars to race with.

I was pleased that shifting was back to normal and #265 felt pretty good. My

qualifying time was a fair amount slower than my PB at this track two years ago (was it me or the car?) and placed me 26/33 for the first race that morning. When the checker dropped on Race 1, I found myself finishing 21/31. Certainly nothing to write home about, but I was having fun. And a half-dozen folks from the local Corvair club had come out to cheer the lone Corvair on!

The afternoon races were FUN'D races - grid position being based on amount of \$ raised for the Morgan Adams Foundation, plus a few other arcane criteria. I started P2, an unfamiliar place for me! I didn't hold that position long as the group gradually assumed its usual run order. One lap in, I could see Frank A's red MGB-GT, one of my close competitors, in my rear view. Coming onto the long back straight, I can usually put some distance between us and did this time too; but at the end of that straight he went deep, and I mean deep, into turn 4! The MGB-GT handled the right hander without drama, and I watched him motor away. Wow Frank, I thought, you've got some new moves! [At the Saturday night party, Frank admitted to me that it was weekend guest & pro driver Randy Pobst behind the wheel of his car for that Fun'd race]

Sunday was sunny and clear once again, though the nice, light breeze we'd enjoyed the day before was no longer present. A brief warm-up session kicked things off after the drivers' meeting. My run group wouldn't get on track again until 11:00 am for a 20-minute race 3. I gradually moved up a couple spots during the race but eventually found myself behind Doug K's 1952 Allard K2. With its 6.2L SBC, he could pull away out of corners and down the long straights. Though Doug's a pretty good driver, handling and braking aren't the Allard's strong suits and often I could get close again by the next corner.

During the race I made a couple attempts to get inside to pass him on slower corners, but each time he'd pull away on corner exit. If the race had been a bit longer, I might have had success (as his brakes gradually faded). But when the checkered flag fell, I was still behind Doug.

Fourth and final race of the weekend – This time I was gridded side-by-side with the Allard. I hoped to get ahead of him before the long straight out of turn 3 where that V8 would show its strength. As the pack rounded turn 15 and headed toward the starting line, we picked up the pace. Green flag! I was able to immediately move left of the car in front of me and gain a couple spots. By turn 3 and halfway down the long straight the lower-HP cars were still 3 wide, keeping Doug from

blowing past us all. I took that opportunity to put some distance between me and the big red Allard. And there I stayed for the remainder of the race.

The weekend's takeaways:

- A great turnout. It's always fun to have drivers/cars from other VMC clubs attend.
- We raised over \$200K for the Morgan Adams Foundation
- I'm pleased that the trans is happy again.
- Rather disappointed in my lap times. They did drop over the course of the weekend, but I thought I'd be faster. It's evident that the driver needs continued improvement.

Happy motoring to all – Jon Whiteley

One remaining Item of Club News: Dues, Dues, Dues

January is the annual dues paying month, for every one. Except if you have paid ahead or joined the club in the last half of the year. Dues can be paid in cash (\$25) at the Friday club meeting, by check (\$25) made payable to RMC and mailed to John Dinsdale, 3240 Billings St., Aurora, CO 80011, or with Pay Pal (\$26) made out to RMC.



Throttle Body EFI How To.

Dale Nielsen

This time it's about installing a throttle body *Electronic fuel injection* (EFI).

There's a list of items necessary to complete this task.

1. An EFI kit.
Two barrel FiTech or two barrel Holley Sniper (not my favorite) or any other you might like.
2. A center mount intake for either a 110 or 140hp engine. (Getting hard to find)
3. Possibly an adapter from 2-bbl EFI to 4-bbl intake
4. A 50 PSI fuel pump. Either in tank or external.
5. High pressure and ethanol rated fuel line from tank to pump and to EFI unit.
6. Fuel return line from EFI unit back to fuel tank. Doesn't need to be rated for high pressure but should be ethanol resistant.
7. Fuel filters. One before fuel pump. One between pump and EFI unit.
8. Wiring modification to Corvair rear harness for EFI unit and pump.
9. AN-6 fittings for hard and/or flexible fuel lines.
10. Temp sensor modified for air cooled engines.
11. Bung fitting welded to exhaust U-pipe for mounting O2-Sensor.
12. Lift or jack stands, so it's safe to lift car and work under it.
13. Lots of patience.

On to The Parts and Pieces

1. EFI kits are available on-line at Amazon, Jegs.com ,
summitracing.com, holley.com, fitechefi.com and others.



2. Manifold center mounts are available from Clarks. Part C2216, for about \$480. Other versions sometimes show up on e-bay where prices and availability vary greatly. There might even be one sitting in a club members hoard of forgotten parts.



3. Two to four barrel adapters are available at Amazon, Jegs, Summit Racing, e-bay, possibly local parts stores and other locations.

4. Fuel pumps, either in-tank or internal, are available from same vendors as EFI units. Internal pumps require modifying the fuel pick-up unit.

5, 6, 7. Fuel lines and filters generally available as part of EFI kit or separately from same vendors as EFI units or from local auto parts stores.

8. Wiring mods depend on EFI configuration, but usually involve finding 12 volt switched source in engine compartment and running an electrical line from the EFI unit to the fuel pump.

9. AN-6 fittings are needed to prevent leaks because of the high pressure in the fuel lines. Type depends on type of fuel line used. Kits are available from Amazon and other vendors with fuel line and a variety of fittings.



10. Temp sensor available from TheDubshop.com

Part SKU = SEN_CLT_MOD



11. O2 sensor fitting available from Amazon at this link.

https://www.amazon.com/GlowShift-Wideband-Oxygen-Sensor-Saddle/dp/B08M8P7W42/ref=sr_1_15?keywords=o2+sensor+bung&qid=1694484562&sr=8-15.

Similar fitting might also be available and welded in place at local muffler shops.

12. Lift or jack stands are just basic safety requirements. Never get under the car when it's raised with a jack.



RMC Home 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:	Mike Piper	prez@rockymountaincorsa.org
Vice President:	Ken Schifftrner	veep@rockymountaincorsa.org
Secretary:	Rob Brereton	sec@rockymountaincorsa.org
Treasurer:	John Dinsdale	treas@rockymountaincorsa.org
Member at large	Tony Lawler	m.a.l@rockymountaincorsa.org
Past president	Rick Beets	

Appointed Chairpersons

Activities Chair:	Open	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:	Eric Schakel	news@rockymountaincorsa.org
Webmaster:	Dale Nielsen	webmaster@rockymountaincorsa.org

Rocky Mountain Corsa Meeting Minutes

Meeting Date: December 1, 2023 **Called to Order:** 7:09 pm
Location: John Elway Chevrolet, Englewood CO **# Present:** 23 on site, 2 on Zoom.

Guests, long distance, new members: None. A few faces we haven't seen in a while.

Standard Business:

Minutes of last meeting: Minutes from October meeting were reviewed and approved. November minutes are not yet available.

Treasury report: The end of November balance was \$6,031.95. Treasurer's Report was approved.

Mailbag: Nothing.

Old Business:

- Elections discussion. Nominations continued at this meeting, and Elections will be held at the Holiday Party. The President position will be open. Mike Piper is the only nominee for President at this time.
- Appointed Positions: We also have openings for activities chair and newsletter editor.
- Holiday Party, Dec 16, Black Bear Cafe, 2pm. A show of hands was taken in addition to those registered. Club buys first round and appetizers. There will be a Yankee gift exchange. We are supporting Toys for Tots, so bring as many unwrapped gifts for kids as you like. This meeting serves as Elections.
- New Years Brunch will be at the Bighorn Restaurant in Estes Park at 11am. The email will detail.

New Business:

- Ken Schiffner discussed the recent CORSA Webinar in which Carl Jones presented the needs for a new museum location, current multiple sites are too small, they keep outgrowing rented spaces. Looking for a Route 66 location. Goal is to raise \$2 million. See it on CORSA website under CPF.
- Melissa Wallace presented her T-shirt business with 2 Corvair designs among a number of seasonal designs. She handed out flyers. Can do custom with your car, or other modifications you want. Will be posting to the RMC List.
- Jan 5, next meeting, Chris Jackson to bring snacks. Rick will cover February and Dale has March.
- Register early for Tri-State, in Las Vegas NM, listed in the CNM newsletter. There are 2 hotels with same owner. Thurs or Mon have different rate from the weekend.

Activities:

- Dec 16 (Sat) Holiday Party, Black Bear Cafe, 2pm. See discussion above.
- Jan 1 (Mon) New Year's Brunch, Reservation at Bighorn Restaurant, Estes Park, 401 W Elkhorn. 11:00am.
- Jan 5 (Fri) Monthly Meeting, 7pm, Elway Chevrolet

For Sale or Wanted, Recently Purchased, Projects

- Dylan just put in a new clutch in van, but has chatter when warm. Works fine when cold. There was discussion of grain issues related to flywheel surfacing direction. There can be improper / warped flywheel even if new. Make sure to soak pilot bushing in oil before installing.
- Chris is looking for 1/10th scale early model die cast cars. Colorado Die Cast in Parker was suggested.

50/50 Raffle: To Club: \$37 To Winner: \$38 Winner: Chris Jackson
2nd drawing for present (thanks Cory and Gail). Winner Ken Schiffner (Emergency tool kit), oil filter.

Meeting adjourned 7:48pm

Respectfully by Rob Brereton.