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# The Denvair News

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**December 2024**

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## Schiffting Gears

- Text and pic from Ken Schiffner

### Promises, Promises...

In 2016, when I was preparing to move from New Jersey to Colorado, I was at an NJACE (New Jersey Association of Corvair Enthusiasts) meeting with my yellow convertible. I announced that I was moving to be closer to grandkids. During the conversation, a fellow NJACE member, Greg (last name withheld to ensure surprise!), said he really liked my Corvair and that, if in the future I wanted to sell, please let him know. I promised I would.

Now in 2024, I've decided the time is right to sell. And to keep a promise.

But I couldn't remember Greg's name. Then one day I found a note in my glove box with, if I recall correctly, "Greg" on one side and tire pressures on the other. Couldn't remember "Greg", I didn't make the connection, read the tire pressures and threw the note away.



I recalled, however, the number of people who, usually casually rather than seriously, asked if my car was for sale. Then I recalled leaving NJ and a conversation back East with "someone" in NJACE. I didn't have an NJACE roster, but hoping if I read it some name would spring into my head, I went to the NJACE website. There I found photos, with names, of NJACE vehicles and their owners. I saw Greg's name and it clicked.

*Continued, next page...*



The winter season is upon us... It's time to sit back, enjoy life, and figure out what sort of automotive adventures we want to commit to for 2025! And of course, there are always a few winter projects that come to mind!

BUT, Greg was no longer an NJACE member. I found out that he had moved to PA and was now a member of the Lehigh Valley club. Fortunately, long-time member Alan Lacki gave me Greg's contact info.

Sure enough, Greg remembered. And he was still interested. Indeed, his father drives a yellow, yes yellow, late model convertible with black top! Logically, why not add an early model yellow convertible with a black top? So, following communication with Greg, he will be the new owner of my car.

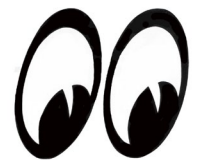
Now here's the kicker: Greg and his brother will fly out to Denver this coming May of this year and will drive it back to PA. They plan a brotherly excursion, not a race, and will document the journey in words and pictures.

**Promises kept.**

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## Editorial Ramblings

- Eric Schakel



### Into The Christmas Rush...

How did life become such a rush? With Halloween (and just how did *that* sneak into a major adult holiday role?) and Thanksgiving now behind us, there's only time for one or two quick breaths before Christmas consumes us all toward the end of the month.

That leaves little time for playing Corvairs, but perhaps a short list to Santa of items to keep them running in 2025 and beyond isn't out of

the question? And with a New Year waiting right behind this one, perhaps we'll once more see the Broncos in a playoff game or two?

In the meantime, don't forget the Christmas Party, RMC's last "Official Corvair Outing" in 2024, followed quickly by New Year's Brunch, when Rocky Mountain Corsa welcomes 2025 in Estes Park on January 1.

Of course, when we look at our crammed calendars and multiple long-term and/or last-minute opportunities, it's sometimes hard to get off the couch to play with our toys and toy friends. But as I've accumulated years, I find solace and motivation in a shoe company's corporate slogan, which has taken on new meaning for me with age: **Just Do It!**



## President's Letter, December 2024

Well, here we are. I've put this president's note off until the night before Thanksgiving with my retirement, birthday and a vacation trip yet to go before Christmas. It seemed like I had all kinds of time to wind things down at work, gather up my collected possessions and keepsakes, and dispose of some government documents before I turn in my laptop, keys and keycard. I admit I did not understand the effort necessary to go through all of the documents and dispose/distribute them in an organized way, and to go through and stop my company insurance and start Medicare. Good thing I have vacation planned to rest up after I'm out of the office for the last time. I chose to not follow the lead of one retiree where he left everything on his desk, declared "all of this belongs to the company" and walked out the door.

Back in Corvair world, depending on when Eric puts the newsletter together and if I haven't missed my shot, we have the holiday meal to look forward to on 14 December. This will likely lead to the election of our 2025 club officers. As I've noted, I won't be there for the meal, and I believe Ken Schiffner won't be present either but it's OK with me for Rick Beets or Rob Brereton to run that bit of business because I believe all of our officers are unopposed. The first 2025 event is New Year's Day brunch in Estes Park.

I believe we have a couple of new club members beyond the ones I've met. Welcome to all of you. We have a pretty good collection of Corvairs among club members as well as quite a bit of collected knowledge

about how to keep them running. Sometimes we will have a part or two stashed that can be of use to someone trying to keep a car running.

The tri-State committee has been working on the 2025 Tri-State in Trinidad. I am guilty of being behind in my personal email, but I believe we're pretty close to having the on-line registration process up and running and most of the details are set. I'm frequently reminded that time passes quickly and before we know it, we'll be at the Tri-State. Immediately before the Tri-State is the national Corsa Convention so for those of us thinking of attending that, we're going to be pretty busy. If I drive to the national convention as I've said I would, I'm going to put a lot of miles on my car suddenly, and I'm going to be really tired of the stock seats.

In theory, I should have more spare time after I retire, but I've been working about ½ time, and I have not seen a sudden increase in free time. There is stuff to do in many directions that I have not been doing so there will be some catch up going on. I have my current Corvair restoration project get back to work on to get it on the road while I have a few years to enjoy it before I get too stiff to get in and out of the car.

Despite the fact I didn't think I had much to say, I've managed to type quite a few words. Despite the cooler weather and potential car storage, be sure to prepare the cars for winter storage, and if there is a spell of decent weather, get your cars out and drive them to keep everything moving and operational. I always look forward to getting through the winter solstice and January and February so we can start thinking of spring again. Time always seems to pass quickly and I'm finding it hard to remember what day of the week it is, already. Meanwhile, stay warm and healthy and enjoy the holidays. I'll look forward to seeing you on New Years Day and if I'm reading my calendar right, our next scheduled RMC meeting is on 3 January 2025.

- Mike



*Many Christmas Greetings...and come in our new Corvair!*

## Rocky Mountain Corsa Official BS & Contacts

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**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 20th of the month prior to the desired publication month. Electronic files are preferred, pictures are awesome, but please include descriptions!

### Classified Ads

I don't recall RMC doing paid ads in this fine newsletter since the Reagan Administration. Should this section be updated or eliminated now that RMC has a well-maintained web site?

### Business Advertising

Ditto Editor rant above - much the same applies.

### RMC Mailing Address

Correspondence, ads, & articles may be snail-mailed to:

RMC  
PO Box 27058  
Lakewood, CO 80227-0058

### 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 may also be paid online via PayPal at this link: [www.rockymountaincorsa.org/dues](http://www.rockymountaincorsa.org/dues)

### Monthly Meeting

RMC 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 (above Parts Department).

### RMC Officers & Appointees

President: Mike Piper

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Vice President: Ken Schiffner

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## RMC Corvair Happenings!

- Saturday, December 14 — RMC Christmas Party at Black Bear Diner, 2:00 pm until?
- Wednesday, January 1, 2025 — New Year's Brunch, Big Horn Restaurant in Estes Park, 11:00 am
- Friday, January 3, 2025 — RMC Meeting, 7:00 pm at Elway Chevrolet



## Rocky Mountain Corsa Meeting Minutes

**Meeting Date:** November 1, 2024

**Called to Order:** 7:02 pm

**Location:** John Elway Chevrolet, Englewood CO

**# Present:** 18 on site, 2 on Zoom.

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

- Larry Glasgow, new member joining tonight. He is new to Corvairs but has a '66 Monza PG planning to convert to 4spd.
- Jerod Eades is a new member who was in attendance tonight.
- Jake Audorff, online, new member.

### **Standard Business:**

*Minutes of last meeting:* Minutes from October meeting were reviewed and approved. Afterward, Rob noted that the Lafayette Cars and Coffee time was wrong, 7-10, not 7-1 and the day was also wrong, Sat not Sun.

*Treasurer's Report:* The end of October balance was \$6,682.14. Treasurer's Report was approved.

*Mailbag:* No other mail.

### **Old Business:**

- No snacks planned for tonight. Rick brought anyway.
- Membership: Updates to RMC-list were handed out this month. Will get badges for new members. Have a new supplier.
- No more issues with RMC list.
- Thanks, Eric, for a great short newsletter on short notice. Please contribute your articles, with pictures.
- Rick Beets stated that the CCCC meeting is next week so no update from last month, it is on the 1st Wed of month at 7:30, this time at Forney Museum. Next year dues are set at \$50 per club + \$4 /CO member, which was \$238 last year. Dale noted that the CCCC webpage has a listing for our club but the link does not get to our site. Rick will address at next meeting.
- Webpage activity, not too challenging. FB page is going OK.
- Tri-State discussion. Trinidad, last weekend May / 1st Weekend June. National Convention is the week before. Discussed a T-shirt order sheet. Artwork in, start at \$25. Need info on text to go on shirt. Rick has notes for it. Dale creating group email list for event, will then gather all info to go on Website.
- Holiday Party, please RSVP on Website so they know how many to expect.

### **New Business:**

- Election nominations tonight. Elections at Holiday Party. Opening for VP. Mike, continuing. Ken not continuing. John, Rob continue. Tony-member at large.
- No December meeting on Fri Dec 6, Elections held at Holiday Party the following week.

### **Activities:**

- December 14 (Sat): Holiday Party, Black Bear Diner, with Toys for Tots collection and Gift Exchange.

*Continued on next page...*



*See? Minutes are really continued!*

- January 1 (Wed): New Year's Brunch, working on details.
- January 3 (Fri): Regular meeting, Elway Chevrolet
- Standing Events:
  - o Adam's Polishes Cars and Coffee in Lafayette, 1st Saturday every month. At Flatirons Church, 7-10 and at Denver Premium Outlets in Thornton, 3rd Saturdays.
  - o Golden Supercruise, first Saturday year round (unofficially).
  - o WeatherTech Cars, Tacos and Doggos on 2nd Sundays at WeatherTech Lot in Broomfield.

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

Bruce discussed replacement of carpet, challenging if it's not hot. Do it on a hot day to get it all to relax. Also discussed fiberglass front spoiler.

Rob, convertible power top discussion. About to replace a top at Auto Trim Specialists but needed to get motor working reliably. Found that circuit breaker was not working, borrowed a working but not original one from Tony Mueller (has convertible Camaros). Will later replace with original but wanted circuit protection for the shop use. Also disassembled switch, now motor works great. Other issues in frame will be addressed by shop.

John is parting his '66 sedan after the ordeal with Ryan's Rods. Good parts John can use go to his '67. Everything else must go. 2008 Pioneer stereo, set of wheel cylinders, brake hoses, engine wiring harness, electric fuel pump, front suspension (rebuilt) '65 tilt steering and box, dual exhaust, NOS right headlight bezel and more.

**50/50 Raffle:** \$31 Club; \$31 member, winner Trish Brereton.

**Meeting adjourned 8:48**

Respectfully by Rob Brereton

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## **Give Me A Brake!**

- Eric Schakel

In 1970 a young man on his way home from high school football practice saw the lights at a rural railroad crossing begin to blink red, and abruptly downshifted his 1965 Corvair Corsa into second and floored the throttle to beat the slow freight that often delayed his dinner. Seconds later, when a fast passenger train appeared from the trees instead of the usual slow freight, he depressed both the clutch and brake pedals hard, and both went to the floor.

After the microshock, he reached forward, pulled hard on the emergency brake lever below the dash with his left hand, and the rear wheels abruptly locked. Fortunately,

he'd had the good sense to hold the release, and as his heart set a new beat record, he brought the Corsa to a stop a few feet from the silver Pullman rail cars flashing by. At home later, with heart beating at normal level again, inspection revealed that a hard brake line on the right trailing arm had been kinked at some point, and chose that particular moment to fail.

While this makes a good "old car guy" story today, brake system hydraulic failures were an unfortunate reality at the beginning of the Corvair era. But the winds of change were blowing.



*Single brake MC "Fruit Jar", typical on all Corvairs (except Yenko Stinger) through the 1966 model year.*



*Yenko Stinger with dual MC. Two complete brake circuits versus one for the single MC. Image shows disk brake dual MC, will not match Clark's kit part in appearance.*

Lead by European imports, many new cars began offering front disk brakes in the mid-1960s, which used dual-piston master cylinders to maintain proper proportioning of the brake pressure. The dual MCs also essentially doubled braking reliability, and in 1967 the government mandated dual piston master cylinders on all cars, which included all 1967-1969 Corvair models. In the following years, accidents from brake hydraulic failure became almost non-existent.

**Upgrading To A Dual MC Is Not Hard!** The good news is, a dual MC is a fairly simple conversion, one that even a mechanically-challenged owner can typically handle in an afternoon. A drum brake MC is needed, but Clarks takes the pain away with kits complete with dual MC, necessary hard brake lines and all fittings, for less than \$200.

Most of the mods occur in the trunk (frunk?), but connecting the new fittings does require some under-dash exercise to shift the existing OEM chassis brake lines. You'll need some

small flare-nut wrenches(excellent stocking-stuffers for Christmas!) if you don't have any. And of course, a quart of fresh DOT 4 brake fluid.

**Is It Worth It?** To me, absolutely, and the math is easy: A single master cylinder uses one piston to supply pressure to all four wheel cylinders. A dual master cylinder has two pistons that each supply pressure to two of the four wheel cylinders. That kind of redundancy is a no-brainer when you consider the importance of your Corvair's brakes!

**A quick note on brake fluid:** I prefer standard DOT glycol brake fluid, but some advocate for silicone fluid in collector cars. I've used silicone in the past in several four-wheel-disk street/track cars, and found it very difficult to bleed completely. Once heated up, it is slightly compressible under heavy usage, and is very, very difficult to clean from any surface it touches. It simply was not worth the extra cost and effort, and I've been happy with glycol ever since, even on the race track.



*Flare nut, non-tool type. You must approach with caution!*

## ***Tech Corner - Flare Nut Awareness***

Many hard line connections on your Corvair, including most brake and many fuel line fittings, utilize double-flared tubing ends held against a tapered seat by male flare nut fittings. Many of these fittings are installed in 'dirty' areas underneath the vehicle, subject to weather, road chemicals, and the general corrosive effects of life over more than a half-century.

The fittings are durable, of course, but become quite stubborn about being removed over time. To do the job right, with minimum risk of damage to fitting, tool, or tool user, a flare nut wrench with additional contact flats of the appropriate size must be utilized.

Do not get your flare nuts confused! A flare nut wrench brandished toward the wrong type of flare nut may cause bodily harm and/or arrest.

*- Izzy Guiffe*



*Flare nut wrenches,  
with male flare fitting.  
Note added grip flats.*

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# **Have A Merry Christmas!**