

# The Denvair News

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May 2019



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Bud and Linda Duncan with the Red Baron

## President Letter for May 2019

Hello Once Again Members of the RMC!

With the cut off for Tri-State registrations being Friday, May 3rd, my guess is that if you planned on attending, you've already gotten that taken care of, and we'll see you down there in Alamosa. It promises to be a great weekend of Corvair fun!

For those of you who are looking for something else car related to do during the month of May, there's the Abby Car Show on Saturday May 18th in Canon City, followed by the Florence Car Show on Sunday, May 19<sup>th</sup>. Two great venues, and lots of cars to see.

We added another Corvair to our little brood of cars this month, a '63 Monza Convertible which my wife Cheryl had been looking at. The clincher for this one was that it was an automatic, so I'll spend a good part of the next couple weeks going through all of the mechanicals, so it's safe and reliable for her to take the grandkids out for ice cream and cruise the highway. I've never had a convertible, so the drop-top experts can expect me to be asking questions.

See you on the road!

Drive safe,

Ed



## Another Era Ending

Steve Goodman addresses an end of an era in 1969 that had a fairly large impact to those of us who follow the Corvair. But in May of 2019 there is another end of an era; the front engine Corvette. OK, it is not a Corvair, nor did the Corvette break engineering ground on its introduction. However the Corvette involved from a boulevard cruiser in 1954 to a very sophisticated sports car in its 2018 form.

The C7 was no slouch when it came to the race track. Car&Driver track tested several high end cars at the Virginia Intern. Raceway last October. A Corvette ZR1 lap times came in second only to a Porsche 911 GT2, beating a McLaren 720S and a Lambo Huracan.

The last C7 front engine Corvette will be produced in May. It will be a Z06, the high performance model and it will go to auction with Barret Jackson on June 28<sup>th</sup>. The proceeds will go to a charity.

From the C1 thru the C7 there were 3 principles that were always followed: front engine (with a V8), rear wheel drive, and a fiberglass body. We are sure that the new C8 will break the first principle; It will be mid-engine with the motor behind the driver. We don't know very much more about the car because development was held under very tight wraps. We will find out more when the first C8 goes on sale in July.

We have a 3 or 4 Corvette owners in our club and this transition will be very relevant to all of them. And I'm sure this column will not be news for them.

Paul Seyforth

## E-Days Car Show at the School of Mines



Considering the weather, the Corvair clubs had a pretty good showing. When I arrived at the staging parking lot, Gary Hoffman, Ray Klomp and Christine Kimberly were already there. Gary's Jeep and Corvair were under repair, and the other three of us were driving convertibles which we all considered ironic. The weather was overcast, the temperature was about 30 degrees with wind chill around 25 degrees and before we were done it was snowing. When we got to the show lot there were two Studebaker Avantis already there. We were acknowledged for our strong turnout again. Eventually, several Mustangs showed up, plus Larry Yoder, Cory Levin and perhaps best of all, Frank Krejsa arrived in grand fashion in his '63 Spyder convertible with the top down. Frank is from Cicero, IL and keeps the car here. He son was a student at the School of Mines. Right before 11:00 a large Diesel pick-up showed up.

Awards were handed out just after 11:00. The best off-road vehicle was the only pick-up that arrived (before the awards). Frank got the best motorcycle, since there were no motorcycles and his head was the most exposed. Larry Yoder won best of show. There was no award for the best turnout of a club this year. We'll all look forward to a much better weather day next year. Mike Piper



## SeeMore It is a matter of survival.

Collector vehicle clubs, in order to survive, are always seeking ways to attract and retain members. To attract, some clubs try advertising, Facebook, word of mouth, participation at car shows, etc. To retain members, the clubs often use special events or club activities designed make club joining worth it. Attractive websites and interesting newsletters are some of the things designed to retain members.

In the Denver area, we have a unique “friend” to help gain and keep new members.

That friend is SeeMore.

SeeMore is a PPCC project designed to be both educational and be a recruiting tool. It is a late model Corvair sedan (once “T-boned” in a collision) that got a second life with the help of some metal cutting, grinding, and polishing. SeeMore was cut lengthwise to reveal its construction. Parts of the engine were similarly cut away to reveal a piston, some rocker arms, push rods, etc.



Most importantly, kids can sit in SeeMore. SeeMore draws a crowd.

As an educational display, SeeMore exposes visitors to the construction details of a vehicle that was part of the transition from body-on-frame construction to welded, unitized construction. A precursor to modern safety related design and construction, SeeMore shows how such vehicles use to be made. The thin steering wheel, pushbutton radio, and even the cigarette lighter draws interest. Given that it is a Corvair, the rear engine and transaxle that are usually just talked about can be seen. The unique independent rear suspension can also be examined and questions can be asked of the PPCC club members who are nearby.



At these events, PPCC has been highlighting membership in PPCC, RMC, and CORSA. But this comes at a cost. So far, that cost has been borne by PPCC members (some of whom also belong to RMC).

Given that RMC was “getting”, a request was made recently that RMC “give”. A proposal was made at a recent RMC meeting that RMC donate to SeeMore so that SeeMore can be the “vehicle” to attract new members to RMC. New members will keep RMC alive. Interesting events and activities will keep members involved.

It is a matter of survival. Ken Schiffner

## **MAY 14, 1969--THE END OF AN ERA**

by Steve Goodman

To build up to May 14, 1969 we need to look back to the beginning of the 1967 model year. Two major changes were affecting the life of the Corvair after 1966. First was the beginning of the 'safety features' mandated to every auto manufacturer in the U.S. A short list included collapsible steering columns, dual master cylinders, interior parts with extra padding PLUS the followup from 1966 of smog controls on the engines in California.

The other change was in the GM board of directors decision because 1966 was supposed to be the end of Corvair production BUT there was also concern that a quick end of the Corvair model line would only fuel those who had been condemning the car from the beginning; thus 3 more years of backing out slowly began.

The automobile magazines still raved over the new Corvair with by far the most vocal being David E Davis Jr of Car & Driver. He continued to extoll the virtues of the Corvair and many other publications did the same. In fact so many Corvair enthusiasts were still attracted to the Corvair; more than enough that after GM initially ended production of the 140hp engine after 1966 that they (GM) were forced to offer the 4 carb version as a special order to appease all of the customers wanting to buy a 1967 model. It was apparent however that the Corvair would be allowed to simply fade away by GM if possible.

For comparison the total 1966 Corvair production was 103,745 and the 1967 number was 27,253. (watch it drop as we go along) 1968 production had only a few changes with additional interior padding, corner marker lights and of course the smog controls were mandatory for every car built in the U.S. GM did little to help the Corvair, the linkage of the 4 carb system was poor and it was generally accepted that the smog system stifled performance.

There was also a group at GM who were pushing for a newer version of the Corvair, not wanting it to die away. They had ideas of a 'touring' or GT type car; 4 place and using either the experimental engine that made more torque and fewer places to leak oil OR the overhead cam engine used in the Astro 1. Also suggestions for firmer suspension to take advantage of the rear mounted engine were made and the general idea for a Corvair nearer a Corvette in stature

The plea of those involved was not enough and probably some GM board members feared sales of the Corvair might sag with the advent of a newer Corvair design. Also they probably had Camaro sales in their thoughts. The only bright side was the 140hp engine was back as a standard option for 1968. Total Corvair production dropped to 15,399.

In the beginning of the 1969 model year the magazines and well respected automobile authors pointed fingers at GM for simply moving the Corvair into a corner. The well informed writers all knew and understood that the Corvair was being quietly escorted off of the stage. On May 12, 1969 GM issued a press statement announcing the end of the Corvair. Production had slowed badly, only a few cars were being built and mostly by hand. Sadly the quality of those cars did not show the 'personal' touch, the general build quality of the 1969 models have always been considered less than stellar.

The 1969 story told most often is when reporters gathered to witness the last of the Corvairs come off the assembly line on the afternoon of May 14. The next to last #5999 refused to start and was finally pushed to the side so room and was finally pushed to the side so room could be made for #6000; an Olympic Gold Monza coupe which smiled to the photographers and after several photo sessions disappeared. In the ensuing couple of months the auto magazines again had editorials and articles about the demise of the Corvair. It is still hard to imagine that the car publications and so many loyal buyers and owners of earlier cars were so much enamored with the car and the parent company (GM) wanted it to go away as soon as possible.

One of the best articles was written by Robert Cumberland in the August 1969 issue of Car & Driver. I won't try to quote any part of it here but everyone should find the magazine and read his story "RIP Corvair...1960-1969".

I hope everyone takes a drive in one of your Corvairs on May 14, 2019; exactly 50 years of great memories of the most innovative engineered car ever produced in the USA.

ED NOTE: I needed correct facts for some of my statements above. I willingly confess to using "The Corvair Decade" by the late Tony Fiore as my source of facts.

## RMC Calendar of Events, 2019

### April

- 4/27 Saturday... **Road Trip and Tour** to Greeley R.R. Museum (open 10-4).  
Lunch afterwards

### May

- 5/3 Friday... **Club Meeting** at Elway Chevrolet; 7:00
- 5/4 Saturday... **Golden Super Cruise Night** in Golden
- 5/5 Sunday... **Tune-up Potluck** at Schakel's house; Cinco de Mayo theme; festivities begin at 1:00; Bring taco shells, tortillas, refried frijoles, side dishes or desserts. Bring your chair.
- 5/17-5/19.... **Tri-State Gathering in Alamosa, CO**; register for event online; hotel reservations at Best Western in Alamosa. Call 719-589-2567 and mention "Corvair".
- 5/19 Sunday... **Florence Car Show**; Entrance being accepted; register online. Stop off on your way back from the Tri-State

### June

- 6/1 Saturday...**Club Meeting** up North and tour the **Dougherty Museum** in Longmont; Meeting beforehand museum opens at 11:00
- 6/1 Saturday...**Golden Super Cruise Night** in Golden
- 6/8 Saturday...**Havana Cruise**; CCCC sponsored event; Rick B. is the contact for this event.
- 6/15 Saturday...**Castle Rock Cruise In**; VCC sponsored; register online
- 6/22 Saturday... **Road Trip** to Keenesburg; **Wild Animal Sanctuary**; 'Linner' afterwards at location TBA

### July

- 7/5 Friday... **Club Meeting** at Elway Chevrolet; 7:00
- 7/6 Saturday... **Golden Super Cruise Night** in Golden
- 7/13-14 .... **Auto-Cross** details to come. Rob B. is contact

### August

- 8/2 Friday... **Club Meeting** at Elway Chevrolet; 7:00
- 8/3 Saturday... **Rocky Mt. Car Show and Swap Meet** @ Jeff Co airport; CCCC sponsored; Class C car show with fly-bys
- 8/3 Saturday... **Golden Super Cruise Night** in Golden
- 8/11 Sunday... **Dale Wilshire Picnic** at Cherry Creek Reservoir
- 8/17 Saturday... **Holy Rollers Car Show** in Broomfield
- 8/25 Sunday.. **Old CO City Car Show**; PPCC is a co- sponsor for this event

## Events continued

### September

- 9/7 Saturday... **1<sup>st</sup> Saturday Car Show**; hosted by the PPCC in CO Springs
- 9/7 Saturday... **Golden Super Cruise Night** in Golden
- 9/14 Saturday... **Club Meeting up North; Budweiser Beer Gardens** in Ft. Collins; meeting at 11:30 and followed by a tour and 'Linner'.
- 9/28 Saturday... **RMC Fall Tour**; location TBA
- 9/29 Sunday **Cheeseburgers and Corvairs**; Westwood Inn

### October

- 10/4 Friday... **Club Meeting** at Elway Chevrolet
- 10/5 Saturday... **Golden Super Cruise Night** in Golden
- 10/4-6 Fri-Sun... **Weekend Road Trip to Oktoberfest** in **Sidney, NE**;  
"Cruisin' Classic Rod and Roll Car Show"
- 10/18-20... **Great Plains Round-Up-** Carthage, Missouri
- **Great Western Fan Belt Toss**—Palm Springs

### November

- 11/1 Friday... **Club Meeting** at Elway Chevrolet; 7:00
- 11/9-10 ....**Activity TBA**
- 11/28 Thursday...THANKSGIVING

### December

- 12/6 Friday... **Club Meeting** at Elway Chevrolet; 7:00
- 12/14 Saturday... **Christmas Party Luncheon**; TBA



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## How to identify a '66 versus a '65 – Part 4

Part four of five parts      John Dawson

Changes to 1966 model year from 1965 model year

### ENGINE / ENGINE COMPARTMENT

- 60) Linkage for 140hp engine changed.
- 61) New battery hold down (06/04/65).
- 62) New style rear engine motor mount. (03/04/65).
- 63) AC condenser relocated up away from engine.
- 64) AC now available for 140hp models including Corsa.
- 65) Receiver dryer moved from the engine compartment to the trunk.
- 66) ¼ in. size bolts for rubber engine perimeter seal (01/25/66) 1965's used 5/16in.
- 67) New Style Turbo air cleaner sticker.
- 68) Fuel lines on right side of 140hp models changed. (due to AC or smog pump).
- 69) AIR smog pump added to California vehicles except turbocharged 180hp models.
- 70) Changes to shrouds to accommodate AIR plumbing.
- 71) AIR cars have modified exhaust manifolds.
- 72) AIR cars have extra pulley for smog pump.
- 73) Some larger shroud bolt attaching holes on cylinder heads.
- 74) Body platform code "Z" added to trim line on body tags on Van Nuys built Corvairs, excluding those with optional headrests. This was added to identify Corvair platform since Van Nuys was producing other Chevy models now.
- 75) No group 3 options on Fisher body tag.
- 76) Front engine shroud changed to delete axle dipstick tube hole.
- 77) Fan shroud has larger attaching holes due to use of larger attaching bolts in heads.
- 78) "High" mount bracket for AC now available for use on 140hp engine. Low mount bracket still used on two carb models.
- 79) Different mounting location for fast idle solenoid (Now mounted to fan shroud).
- 80) AC cars no longer use 1961-63 style air cleaner assemblies. Std late model units used
- 81) Different ignition coil mounting location on 1966 AC cars vs. 1965 AC cars. (11/11/65).
- 82) Different distributors "recurved" for AIR models.



One of these is a 1965 and the other a 1966. Which one? A trained eye could tell the difference.

**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. The Denvair News is now available as a PDF by request to the Editor.

**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:	Ed Halpin	<a href="mailto:prez@rockymountaincorsa.org">prez@rockymountaincorsa.org</a> <b>303-619-0080</b>
Vice President:	Mike Piper	<a href="mailto:veep@rockymountaincorsa.org">veep@rockymountaincorsa.org</a> <b>720-255-1007</b>
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	
Past President	Eric Schakel	

### **Appointed Chairpersons**

Activities Chair:	Chris Kimberly	<a href="mailto:activity@rockymountaincorsa.org">activity@rockymountaincorsa.org</a>
Auditor:	Jonni Berkman	<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>
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# Rocky Mountain CORSA Meeting Minutes

**Meeting Date:** April 5, 2019

**Called to Order:** 7:00

**Location:** John Elway Chevrolet

**# Present:** 27

- Guests, long distance, new members: None present tonight.

## Standard Business:

Minutes from past meeting: The March minutes were approved, with corrections. At February meeting, Jimmie won the EM white Matchbox style car. The CORSA Convention is in St. Charles IL, not St. Louis MO.

Treasurer's Report: The end of February balance was \$5,932.67. The end of March balance was \$5,952.67. Treasurer's report was accepted.

## Mailbag:

The Latest Scoop is available and contains RMC and PPCC information. It was shared on the front table. The Colonel Crawford High School is raffling a '62 Corvette as a fundraiser in Galion, Ohio. Flyer up front.

## Old Business:

- Activities review:
  - On the 23<sup>rd</sup> was a visit to Wings over the Rockies at Centennial Airport, good turnout, few car clubs have done this. Lunch at Perfect Landing well attended.
  - 24<sup>th</sup> Sun Corvairs and Cheeseburgers, Westwood Inn, 6<sup>th</sup> and Wadsworth, 1:15pm. Chris Jackson won a certificate for dinner; it was the waitress' pick this time.
- Upcoming Events
  - Lincoln Tech show, tomorrow, 4/6
  - Golden Supercruise will happen this Saturday due to expected good weather.
  - April 13, E-days Car Show, School of Mines. Meet at 8:15, head in to show at 8:30.
  - Pinewood Derby, Sat April 13, LDS church near Southglenn. 8-5 or 6pm. See email from John Dawson
  - April 18, Duane Hayes, large salvage yard in Peyton with about 100 Corvairs. PPCC Meeting, then part picking.
  - Sat April 27, Greeley Model RR museum. Last done in 2012. Very large display, depicts all of Colorado railroading.
  - May 5, Tri-State Tune-up. Taco meat to be provided, bring sides. Also bring Corvair items to share.
  - Tri-State, May 17-19 in Alamosa. Arrive on Friday for Welcome Party and registration. Sat am show at Cole Park. May 3 registration cut-off for banquet and shirts. 46 registered, CNM ahead. Car show in Florence that Sunday. For those who can join on the way back, they will hold a space for us.
  - CORSA Convention, July 23-27, St. Charles IL. Registration started late, found on cover of latest Communique. Ken S, Ed H, Dale N, Mike P, and Tim S are going.
- CCCC update, Rick Beets: Meeting 3/6, at Lincoln Tech. Not a lot happening in legislation affecting our hobby.
  - June 8 will be the Havana Cruise. Our role is to provide 5 volunteers for flaggers, Poker Run Table, and flyer handout, sharing the Havana Exchange Shopping Center, 2880 S Havana with the Denver Roadster Club. SeeMore will be there and volunteers needed for that in addition. The Stampede site has food + food trucks and is hosting facility for model car show. Racers are invited to display, but this is also a race weekend for our resident Corvair racers.
  - Airport event is in planning with volunteers for parking needed.
  - CCCC tour at Forney, April 13, 10 – lunch.
  - At meeting April 3 in CO Springs, Leo presented a number of bills that could come for vote. Possible increase in inspection fees for VIN. Fees for doing this with a CSP and appointment required. Errors in DMV reported which require owners to sign that you will not use the car over a defined # of miles, but this restriction legally is for certain years that do not include us. There was discussion of how to these types of rules impact us. Consider taking action and bringing these to CCCC attention to be addressed.

## New Business:

- SeeMore Discussion--Ken Schiffner is seeking more support for SeeMore. Recent work includes a brake display, carburetor display, new carpet, and seat reupholstery. Ken stated that SeeMore is an outreach tool, a draw, rather than bringing people to a museum, we bring a display to events. It is a PPCC asset but both clubs and CORSA membership material is shared. An article on SeeMore was sent to Haggerty, which may draw more people in. Ken states that we are getting value now without contributing. One problem is use of borrowed open trailer, SeeMore can't travel in rain, as it can't feasibly be covered. Need closed trailer. Ken proposed to donate to SeeMore support fund under defined conditions. PPCC tracks a separate budget for SeeMore than club operations. Sponsors are needed to offset cost of displaying. Discussion: travel requests cannot be fulfilled for long distance and are being denied.

Continued next page

- Locally there are 3-4 events on the immediate horizon. Is there a charge to show it at other sites? No, but there are travel expenses to get it there that should be compensated. Ken has offered to match funds up to \$1,500. Chris, Eric, Rick, Ken to get together and come up with a proposal to present at next meeting.
- Marketing Tools - Business cards, Window Stickers, Feather Flag.
  - New cards are available and were handed out at meeting.
- Mike Piper selling window stickers, featuring design for installation on inside and outside (for tinted windows).
- 8 ft feather flag discussed again. Getting quotes.
- Marketing discussion—who do we market to? How do we reach? We have a good website and a good FB page in addition to tools to reach individuals. Younger folks get info from FB, Instagram, feeds, not sites. Rick Beets stated that we are doing it right, using FB to drive traffic to website. Web search of CO and Corvairs yields RMC and PPCC at top of results.

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

- Eric Shakel, got parts in, so getting racer back together.
- Gary Hoffman, 65 Monza Crown Conversion build for Vintage Racing. Accepted for eligibility in ASRA Sport Racing thanks to several articles documenting history of these cars in racing
- Jon Whiteley offered free parts and die cast model, which were quickly snapped up.
- Chris put dual exhaust on his 64.
- Mike Piper is battling a vibration/rattle in tunnel or floor pan, doesn't hear it on bumps but on small ripples. Chase is on.
- Bruce looking for LM coupe, Mike Timmons had a lead.
- RMVR.com, fire and rescue school tomorrow. Driver school April 27-28. \$325. Spring Grand Prix coming.
- Eric has custom set of wheels, 13 x 8 and 13 x 7, 5 bolt LM. Light, competition wheels but don't fit over disk brakes.

Upcoming Events: See section above in Old Business.

**50/50 Raffle:** Amount to Club: \$37 To Winner: \$38 Winner: Pete Kula Jr. Pete won twice, so he suggested we draw another. New winner: Rob Brereton

**Adjourned:** 8:53 pm **Respectfully Submitted by:** Rob Brereton



This Is Your Invitation to Attend the 12th Annual

# Tri-State Tune-Up

On **Sunday, May 5, 2019** you are once again encouraged to drive or drag your Corvair to rural Sedalia for an afternoon of socializing, playing with Corvairs, and general goofing off. **Lets go with a start time around 1:00pm, figuring to hang out through 4:00pm.**

Our hosts Eric and Linae Schakel will provide crock pots with spicy beef filling, cheese, lettuce and 'maters. You may bring taco shells, tortillas, perhaps refritos frijoles, appropriate side dishes, desserts, and the like. No charge, but as usual, donations are accepted.

This the second largest event of the year (next to the Tri-State) for Corvair turn out. So get your Corvair out, dust it off, check the oil and the tires and join the club for a afternoon of good food and socializing.

Getting there is half the fun. Best way is to take Hwy85 (S.Santa Fe Dr.) south from C470. Hwy85 is named CanAm Hwy south of C470. Look for the traffic signal at Sedalia. Turn on to Hwy67 west bound thru the town, past the biker bar, about 3 miles to Rainbow Creek Rd. Rainbow Creek Rd. winds around, up and down. When you get to Cherokee Dr. turn left. If you miss the first one don't worry, Cherokee loops and you get a second chance. Then look for West Piute Drive. You should see all the Corvairs by now. For direction challegened (like me) enter the address 7082 West Piute Dr. into your cell phone. Really lost? Call 303 660-0914.

