

The Denver News

June 2024

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Youth Indoctrination!

Insider's Day

Emily Schwartz, a teacher at Cresthill Middle School in Highlands Ranch, contacted me for a straight third year to see if we would be willing to participate in "Outsiders Day". Language Arts students complete a unit on **The Outsiders**, a coming-of-age book about class distinctions in the 60's.

The book features Corvairs and Mustangs as cars of the upper class, "Soc's" vs. the "Greasers". Emily asked us to arrange Corvairs and Mustangs, and we were honored to do - this is our third year.



*Above - Nothing like reliving the glory days! Of course; we were never allowed to park our cars so close to the building...
Left - Off to the Sock Hop!*



Kathy, Coda and I took our 1968 coupe. Jerry brought his 1965 convertible again this year, as he did at last year's very rainy day. I also asked John Dawson if he could bring the early model 1961 Lakewood wagon - he was glad to. John McNurney also agreed to return with his 1967 convertible Mustang. He also contacted a fellow Mustang friend, Terry Frank, who brought his 1967 fastback. Dana Garrett rounded out the Mustangs with her 1965 convertible Mustang again this year as she has a daughter attending the school.

Unlike last year, it thankfully didn't rain on us at all, but the day started out cold and a little windy. We did see a few minutes of sun. The school supplied a tent with table, chairs, and ample donuts and sandwiches!

Throughout the day we had 7 periods of classes and around 350 middle schoolers come out and look at the cars. Most students and staff were dressed up either as "Greasers" with leather jackets and rolled up jeans or as "Soc's" with cheerleader skirts and sweaters, or letter jackets and slacks.

The students had a great time climbing in the cars and looking at the different interiors. They were fascinated by the roll up windows, push-button radios, floor vents, high beam button, and location of shifters



and emergency brake levers. They also had trouble figuring out how to get the doors open from both the outside and inside; several were trapped inside until they figured it out. We didn't hear many comparisons to Tesla, like last year, because of the frunk!

We gave them little quizzes of the "old" cars. Several switch was either for popping lid. Also, they were surprised the ash trays.

Other than the quizzes, the why the engine was in the the cars. Jerry, John Dawson students could see and hear a little heavy on the gas.



about the workings thought the dimmer the trunk or for the gas by the lighters and all



students had a good time with the cars. Several asked back, so we were able to tell them some history about and a couple of the Mustangs fired up their cars so the the engines in all their glory. Several students even got

Lots of selfies were taken in the cars, with students pretending they were driving and taking each other for a ride. They were very respectful of the cars and made sure they thanked us for our time and bringing the cars out for their special day.



We had a great day showing off and explaining all the special points of the Corvair. I told the teacher we'd be glad to come out again next year. Her response was that we are always the best part of Outsiders Day, so yes, she looked forward to seeing us again next year!



- Story & Images courtesy John Green

For those who need a little Corvair in their lives, it would be hard to beat this little Corvair!

- Thanks to Jim Reich



Rocky Mountain Corsa Official BS & Contacts

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

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).

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RMC Corvair Happenings!

- Sunday, June 9 — 41st Annual Colorado Concours, ACC, Littleton, 9am - 3pm
- Monday, July 21- 24 — CORSA National Convention, Dayton, Ohio
- Sunday, August 18 — Wilshire Picnic, Bear Lake - additional details to follow



President's Letter, June 2024

Hi all!

Boy, it has been a bit hectic. Maybe I can get caught up a little. This article is certainly later than I wish...

As many know, the high point of the early summer was the Tri-State meet in Las Vegas NM. I was able to finish most of my pre trip preparations ahead of departure day, but I was still fiddling with a few minor things. I thought the white car was ready too since it had only been driven 700 miles in the previous 14 months but more on that later, and I made several trips from Loveland to Westminster and back at 80 MPH on I-25 with no hints of problems.

The red car performed very well, 22 MPG average economy and nothing broke. On the way home the poor pavement in places pounded my suspension enough that my front-end noise is back. I did not detect any handling problems when periodically rocking the steering back and forth and the brakes worked fine, but it is not relaxing to have banging noises when you are hitting holes, cracks and bad expansion joints. On my list to crawl under the front end again with my wrenches...

The white car ended up being a competitor for the hard luck award but there was one more serious breakdown for another. I went to Las Vegas on Thursday. My daughter Melissa, her daughter Emilie, Emilie's boyfriend Elija and the four legged mascot Abby came down on Friday. The car died in the middle of Colorado Springs. After some photos back and forth the problem seemed to be the battery died because the nut and lock washer fell off and were sitting on the oil filter adapter. I thought I didn't have the allen wrench for the distributor shaft in my tool bag (I actually did) and I was about 3 ½ hours away. Tony Lawler thought to call Michael Timmons in Pueblo, who called his friend in Colorado Springs, and he came to fix the car. He also discovered the 12V wire to the coil was loose too. Nobody I've talked to has ever seen that nut come off of the alternator and the coil wire was a mystery. Melissa proceeded to Las Vegas.

On the way to the hotel where I was staying the car kept dying and was hard to start. I came to rescue Melissa (1.5 miles away this time and Steve Goodman diagnosed that the left secondary carb was not closing properly at idle so he disconnected the secondaries (a 140 will run fine without secondaries but will have a little less power under heavy acceleration). Problem solved.

The next adventure happened when Melissa decided to go to Santa Fe after the car show. She was almost exactly ½ way there when the car quit. The battery was not dead, the electric fuel pump was working, and a good Samaritan with an old pick-up on a trailer and easily accessible tools

had stopped to help before I got there. Mostly he quickly diagnosed no spark. That car also had a Stinger distributor in it and as one of my last acts before leaving for Las Vegas I tossed the old distributor and coil plus a timing light in the trunk of the white car. Since I'd had a major distributor failure in the red car, we did a quick swap on the shoulder of I-25 and vroom, the car started. We bid the very helpful guy farewell, visited with a very friendly state patrol trooper for a bit and I finished the rewiring for the primary wire coil, timed the car and away we went yet again. We were not done though... Twice after leaving Las Vegas on the way home the car died on the interstate; evidently the plug wires did not fit the same on the stock distributor cap as on the Stinger one. I figured out to spread the brass contacts on the distributor side of the spark plug and coil wires for a tighter fit and no further problems all the way home.

I must say that all concerned were philosophical about the breakdowns. Despite the aborted trip to Santa Fe we still made it in time for the banquet where Emilie was awarded the First Place, Late Open pillow for the red car.

The Tri-State was also fun and since I tend to be an old building guy, the buildings near the Casteneda hotel and the hotel were very interesting. The weather was excellent and even after the tree we parked under sprinkled our cars with water soluble sap, the car show was great too.

Once again, I've used up my self-imposed page. There are more things than I can get done despite my reduced work schedule so I can see how retired folk seem to suffer from less free time than they thought they would have. I have some home projects, the lawn mowing season is here again, and Michelle has a sprinkler leak for the old man to fix. There are several Corvair related events I've signed up for so I need to get a grasp on my front end issues. There is also some stuff to attend to for the 2025 Tri-State including reserving the venue that we need to get settled. It is good to be busy, to a point anyway...

We still need to have our board meeting so we can address any Tri-State issues plus the bylaws if changes are necessary. I'm not trying to sound like a broken record... Paul and our Tri-State team will soon need some support to get the long-range items worked out and crossed off the list. Please let Paul know if you are able to help. Keep sending Dale items for the web page and let Mario know about upcoming events. I sent along the registration sheet for the Rose-mount car show for example.

I hope everybody will enjoy warmer weather and the flowers and shrubs (pollen free!). In my case, I'm still thrashing with hands and shoulders... As always, be safe, avoid the hail and strong thunderstorms, stay warm or cool as needed and I'll hope to see you all at the next meeting.

- Mike

Trinidad, Colorado

Rocky Mountain Corsa decided to do something a bit different for the 2025 Tri-State. In the past 46 years we have visited every mountain town at least twice, some more than that. So in 2025 we selected Trinidad, Colorado to hold our annual get together. We have all passed Trinidad many times on our travels on I25 but never stopped off

Trinidad is nestled in the heart of southern Colorado Raton Basin. It is equal distant from Denver and Santa Fe at 200 miles. It is located on the old Santa Fe Trail which provides the town a rich history of the old west.

We liked the town from the start of our scouting trip. It is motel hotel rich with a dozen places to chose from. The people we met were friendly and helpful. The town is nicely spaced and there are many sights to see and activities to enjoy. We are looking forward to hosting the 2025 Tri-State.

We are changing the dates of the Tri- State to May 30th to June 1st. This to avoid a conflict with the 2025 National Convention in San Diego.

Paul Seyforth



MINUTES OF MAY 2024 MEETING

The May 3, 2024 meeting of RMC was called to order by President Mike Piper at 1900hrs. There were 17 members/guests present and 3 on ZOOM.

New guest (and member before the end of the meeting) Joe DeCrescentis introduced himself. He owns a 1966 turbo CORSA cpe.

There was a reminder that new members could order name badges too

Minutes of April meeting were approved as printed

Treasurer John Dinsdale reported \$6,672.21 in the bank.

There was nothing in the mail bag.

Steve (historian) brought a picture book of past New Years Day brunch in Georgetown and Bruce Parizek brought one of Eric Schakel's books.

President Mike led a short 'remembrance' of long time RMC member Tim Shortle who passed away suddenly the previous week. Several members commented on things that Tim had done and the various car meets he regularly attended. Everyone offered condolences to the family.

Dale Nielsen asked about experiences with RMC-list while sending newsletter and other mail.

Paul Seyforth, chairman of 2025 Tri-State brought everyone up to date with progress and open jobs that needed volunteers for next year. The host hotel has been retained with 30 rooms reserved. The banquet facility has not been secured yet. The Saturday morning Show n Shine has been suggested using a downtown city street except for the paperwork involved with dealing with the city. Paul is still working on that or just finding a park for the show.

Paul read a workers list of volunteers needed including Registration/T-shirts/Trophies/plaques/50-50 and raffle baskets. Paul suggested more help may be needed later too.

Member Andrew Child who is a noted artist offered to design the logo for the T-shirts. Thank you Andrew.

Christy Barden (on ZOOM) asked about member dues being collected and total RMC count. Membership chairman Tony Lawlor stated 46 paid up members.

Rick Beets stated CCCC dues had been paid for 2024.

Webmaster Dale Nielsen asked for more pictures and short write-ups about members' cars to be featured on the website. Dale also said no changes or updates to the club facebook page.

President Mike announced the need for a BOD meeting and look over non-profit rules.

OLD BUSINESS: President Mike offered thanks to everyone who attended the Tri-state tune up at Eric and Linnae Schakels' home and thanked host and hostess. It was also added that Eric was recovering nicely from his shoulder surgery.

NEW EVENTS: The 'set' events for the year was again announced. They included (in order) New Years Day brunch/Tri-state Tune-up/Tri-state event/CORSA convention/Wilshire family picnic/fall foliage tour/Christmas party. Also E-Days car show weather permitting. Webmaster Dale reminded everyone the schedule is on the website for all to read and make plans for the dates.

It was also announced that the Wilshire Family Picnic was set for August 18 at same place as the last several years. Look at our website for date/time/directions to Bear Creek Lake Park.

The clean-up day at Forney's Car Museum hasn't been set yet. Rick Beets will announce it later.

Also reminders of the Golden Super Cruise (first Sat) of every month and a Cars n Coffee in Lafayette as well as Castle Rock on the first Saturday.

There are 10 cars registered for Arapahoe Comm College show on June 9 and a car show in Glenwood Springs on July 23/27.

Event co-ordinator Mario Wibbens asked for event ideas for the open months and people to head up the event. A tour up north to Jim Reich/John Drage and others was suggested.

Jimmy Riley and Caron Wetter brought snacks for the break
THANK YOU BOTH.

After the break President Mike stated his tach kit worked and he had gotten his red convert aligned at Seyfer Automotive on 45th and Harlan and felt good about the work and treatment he received there.

Steve announced 3 cars for sale in the area.

NEXT MONTH SNACKS by Kory and Gail Levin.

Mario asked for thoughts about offering a scholarship for young people interested in the automotive trade. Will wait until next month for opinions/views.

Bruce Parizek won 50/50 drawing. Total \$71.00 split \$36.00 to Bruce and \$35.00 to the club.

Meeting adjourned at 2045hrs.

Minutes taken by Steve Goodman in the absence of recording secretary Rob Brereton

Editorial Ramblings

- Eric Schakel

Apologies from the Editor for a late Denvair News. I promise to shoulder the load (or perhaps load the shoulder?) in the second half of the year. But please note that putting out a newsletter isn't a solo gig - images, projects, and interest stories help fill in the gaps - everyone in RMC is a reporter for the Denver News!

The glaring shortfall this month is, of course, lack of Tri-State coverage. Please send images with descriptions, and details, and I promise to put together a follow-up next month - the Tri-State is our signature annual event, and not featuring it makes me feel like I'm shirking my duties...

Thanks to John Green for the Outsider's Day tale and images, the event was a noble cause, and the images of the kids in the cars reminded me of the good old days.

May your fan belts remain in place!



Tech Corner - Piston Maintenance

Air-cooled engines bring unusual challenges for the engineering team. High cylinder head temperatures (450 - 550F in extended high rpm operation) can cause damage over time.

Fortunately, a few minutes with a coarse file to clean up the rough edges, a fresh top compression ring, and this piston will back in service in no time!

- Izzy Guiffe