

# The Denvair News

Volume 45, Issue 9

September 2019



RMC Corvairs at the Cherry Creek State Park picnic



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## A Gathering at Cherry Creek

On Sunday August 4<sup>th</sup> some of the RMC club faithful gathered in Cherry Creek State Park for the Dale Wilshire Memorial Picnic. The picnic has been a tradition for many years and for the last 8 years been named for our late president, Dale Wilshire. This year the Dixon Grove shelter at Cherry Creek was chosen mostly because the club needed to change the date from Aug. 10<sup>th</sup> to the 4<sup>th</sup>. Dixon Grove proven to be an excellent choice. It was somewhat secluded away from the main stream of park visitors in a nicely wooded area.



The club furnished the hamburgers and brats as well as the chief cook and burger turner. Mike Piper filled in at the grill aided by Kory Levin. Paul Seyforth brought the necessary plates and cutlery. Everyone attending brought the drinks and side dishes. Karen Piper was kept busy arranging the dishes on the serving tables. A total of 28 attended with a count of 8 Corvairs in the parking lot.



At the right is the picnic crew; On the right side is Mike Timmons and son, Tony and Diane Lawler. On the left side is Howard Steward, Andrea and Laura Wilshire, and Rick Beets. Away in the distance is Chris Kimberly, Gail Levin, Linda Duncan, and Tess Steward. Jerry and Nancy Gerteisen are back behind the camera.



At a table in the farther reaches of the shelter were Chuck Riblett, Carolyn Taylor and Ken Schiffner. The shelter was large and our crew spread out. Not shown are Steve Goodman, Larry and Lynn Yoder, Ray Klomp, Bud Duncan and Larry and Cheryl Shubert. Chris and Jamie Jackson stopped by with their family on the way to the lake to swim.



## The 2019 National Convention St. Charles, Illinois



Most CORSA Conventions are held at a hotel. The 2019 Convention in St. Charles, IL, was held at a *Resort*. The Pheasant Run Resort.

This year we had 4 RMC members that traveled to St. Charles to participate in the 2019 Corsa National Convention. All 4 drove the 1000 miles or so from Colorado in their cars, three of them in their Corvairs; Ed Halpin, Mike Piper and Tim Shortle. There were no breakdowns or any mechanical problems but the heat of summer and heavy I80 traffic did take a toll.

Ken Schiffner drove his SUV and had a bit of an adventure. St. Charles is a good two-day's drive from Denver. Mostly all Interstate though. Arriving in Des Moines, Iowa, a storm was brewing. Black clouds. Thunder, lightning, rain, wind. Lightning hit near the hotel. Bang! Pow! Next morning the dash on my Subaru Forester showed a slow blinking "Cruise" light, the "Check Engine" light was on, and low tire pressure. The temperature had dropped about 30-35 degrees during the storm. Somehow, the Subaru "brain" thought it had a low fuel tank pressure. After a refueling and a double check of the filler cap gasket (fine), given a few on-off cycles of the ignition switch, the warnings all cleared. Whew! If he had had the Corvair, I'd have had the peace of mind that comes from ignorance.



Tim Shortle



Mike Piper



Ed Halpin

At the Concours, Mike Piper and Ed Halpin did a great job as judges for "Unit 3", which is wheels, tires, and glass. It was hot and there were about 23 vehicles to judge. In their group. The mix included mostly earlies but also five wagons, four FC's and a couple lates. Quite a variety! Mike and Ed both had vehicles in the Concours so a back up judge substituted for Ed when the team got to Ed's vehicle.

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A GM film called "A Car on Trial" was privately shown and presented by the grandson of the late Frank Winchell who was the lead engineer in the defense of the Corvair. Jim Musser, who worked as an assistant to Frank, gave an introductory speech and appeared in the film. The film was produced to be shown to GM personnel and be used to educate the GM legal people in preparation for defense of the multiple lawsuits that occurred after publication of "Unsafe at Any Speed).

Plans are afoot to bring to the public's attention the distortions of the "Unsafe at any Speed" book. The film highlighted, in engineering terms and visual representations, that the claims of the book and the initial lawsuit pleadings were false. Videos showed that the rear suspension of even the early (1960-1963) Corvair simply could not "tuck under" as was being claimed. The rim could not contact the road up to the limits of adhesion. The skid pad tests showed that the Corvair could attain lateral "g" forces comparable if not higher than any other vehicle of the era. (You can read more about Frank Winchell at [www.frankwinchell.com](http://www.frankwinchell.com)).



The last known Corvair, 1969 production # 5999.



This 427 V-8 car had the fastest time for the Autocross event. Mike said it flew around the track. A C8 prototype?



Mike Piper and Ed Halpin show off their Concours plaques. Mike won a silver award with a 93.5 score. Ed won a silver also.

Cheryl Halpin holding her 1st place award for the model car concours. Kelina Halpin won a second place award for the Pikes Peak website.



## Thoughts on the 2019 Corsa Convention in St Charles IL.

Some insight on attending a national convention      Mike Piper

As I have done in the past, I dithered too much getting a room reserved but, in the end, I got the event rate and for extra days. Since I was planning to enter the Concours I decided to try to get there a day before the convention started. Then Ray Morales, the master of the car judging needed more judges, so Ken Schiffner convinced me with very little effort to be a judge, so I decided to get there another day earlier.

I left Westminster on Saturday. I was planning on hot weather, so I zipped the back window out of the top, grabbed a cooler full of ice and beverages and took off with all windows and vents open.

I'm happy to report there were no broken expansion joints in my path. After about 19,000 miles Discount Tire got the front wheels balanced right with weights that did not fall off and the tire pressure was what I wanted. The weather from home to where I-76 intersects I-80 was a little cool and cloudy with spitting rain and a nasty crosswind. That stretch of interstate is also about the most boring road I've ever traveled, until about North Platte Nebraska where it gets a little greener. There is almost constant truck traffic on I-80 so I had to pay attention.

Ed Halpin, Cheryl and Kelina were planning to be a few hours behind me but the weather in Denver held them up until Sunday. Not knowing this, if I ran across an interesting road condition, I would text Ed a "Travelogue" so he would know what was coming. North Platte, NE was a stop for a Runza, Kearney, NE a stop for fuel and pouring rain, Lincoln to Omaha was Nebraska State Patrol speed trap day, Council Bluffs, IA was horrible interstate construction and cratered off ramps. My goal for the day was Des Moines, IA. Once you cross the Missouri River the terrain in Iowa is a lot more interesting. Hills, curves, lots of wind turbines, terraced corn fields and contoured farming, deer fatalities at off ramps. I arrived in Des Moines behind a nasty thunderstorm that messed with Ken's vehicle electronics. The next day was Des Moines to St Charles, IL. When you cross the Mississippi river the terrain flattens out, but the landscape is still pleasantly agricultural. I took the I-88 toll road so very few trucks. St Charles gives no hint of being near a big city so that was nice.

Once I was at the resort hotel, I decided to put the thermostat shrouds back on the car. That never goes well for me, so I was out under the car in the dark with a flashlight in my mouth, setting the tone for my odd behavior. The next morning, I went out to wash my car, not knowing that the water is hard there. The wind was blowing so the water dried fast and left huge water spots on the car. At least they were bug free water spots. I tried my chamois and made the big water spots into little ones, so my car had a rough white texture. Mid-day was sunny, hot and humid so I decided to wait to do more until it cooled down, but it never did. I did manage to spend about 2 days off and on cleaning my car on top, underneath inside and out between judging meetings. I got rid of the water spots. One lady asked me if I was polishing imaginary dirt. Me and about 20 others were doing so. Her assessment was very accurate. Guys or teams would clean their cars, spot something and dive in again. At one point I'd been under my car so long on a hot afternoon that a guy came over to check on me. Ed offered me helpful suggestions, or he would sneak up and check to see if I missed something. To tell you how far this goes I was picking rocks out of my accelerator pedal and tires and Ed not only picked rocks out of his tires but put tire black on the sidewalls and visible faces of his tires.

On Concours judging day Ken Schiffner was our team lead. Since Ed and I both had late cars we were judging early cars. We were assigned wheels, tires and glass. Tim Shortle was also there, and he was judging the engine bay, also on early cars. Of course, it was sunny, hot and humid. The angle of the sun makes a huge difference. The shady side of the cars would look great and the sunny side showed the flaws. I also spotted things I will work on ahead of San Diego. Ray benched me for a while because even though I was drinking water at a high rate and I was soaking wet, I started getting dizzy. It was nicer under the trees than in the frigid vendor area. Eventually we completed our judging and moved on to other things.

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Other highlights: I registered too late for the rally but did get into the econo run with Cheryl Halpin as our navigator. Good thing because she kept spotting turns and landmarks that I missed. There was one unscheduled detour that we did manage to overcome and not get lost. Had she not been there I'd have been lost and probably still driving. We'll have to wait until the communique to see how we came out. I think it was about 60 miles through various parts of the area simulating highway and in-town driving. Ed and "supernavigator"™ Kalina competed in both the econo run and road rally which started one right after the other with minimal time for lunch.

There were a number of meetings to attend which I did sporadically with some really restful napping episodes involved. I suppose one complaint I have is that there were many events packed into a short time with minimal transition time between them, so it is hard to attend all you want to attend. I missed the architectural tour from the boat on the river while judging and I ended up working through all but the last 30 minutes of the autocross but what I did see was interesting.

The banquet was entertaining the food was good. Cheryl Halpin won a plaque for first place in the Model Concours, Kalina Halpin got a plaque for 2<sup>nd</sup> place as the PPCC webmaster, Ed and I got plaques for our Concours scores.

On Saturday Ed and his crew and Ken left in the morning to return home. I stayed for the People's Choice. In Independence, MO I won a top 3 award in the late open class, but it seemed like about 2/3 of the cars were late opens this time and we were not grouped together but scattered about the parking lot, so I had no chance. As Ken pointed out all the cars were very high quality. During the Concours prep for the Concours and the People's Choice there were a lot of people coming through and talking with us about our cars.

I left for home at about 2:30PM (Central time) after the People's Choice and drove to Council Bluffs for the night. That trip was the reverse of getting there, just a few days later and hotter. I drove from Council Bluffs to home the second day. I rained on me again in Kearney and then the sun came out and it was hot. I was driving into the sun most of the day. When my oil gets hot the engine leaks, so I had to stop in North Platte for another Runza and more oil. From there west, the dull really set in. If I could give an award for the absolute worst stretch of pavement it would be from Julesburg to Strasberg, CO, and 2<sup>nd</sup> place from Fort Morgan to Denver. I was developing rattles in the car and I was worried about my fillings coming loose and parts falling off the car. I had to get out at the rest stop in Strasberg too cool down and let my inner ears settle down.

I didn't track my speed on the way there but my average coming back was 71 MPH on the road. My average fuel economy for the entire trip was probably 19.5 MPG, or so. Not bad for traveling that far, and that fast. My total travel distance was about 2180 miles, garage door to garage door.



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## President Letter for September 2019 Denvair News - RMC

Hello Fellow Members of the RMC!

For those of us who drive our cars on a pretty regular basis, general maintenance and updating project lists are always on the to-do list. Whether it's a tune-up, and oil change, or something more aggressive like swapping out a full suspension set up, our cars can keep us busy.

For me, driving the '67 Sedan out to the Chicago area CORSA Convention last month proved to be a great experience. On the 2000+ mile round trip, I got to spend a lot of quality time with the car, and developed a better understanding of what additional projects I may need to add to my Fall/Winter to-do list, at least for that member of the garage family.



A quick recap of my Convention experience; the car ran great out and back with no issues at all. My wife Cheryl, and daughter Kelina made the trip with me, with all of us engaged in the various activities, including the Concourse, EconoRun, Rally, and of course the banquet. Since I needed to drive the car back home, I did forego participation in the Autocross (why take the chance?).

At the banquet, the Sedan pulled a Silver Award in the Concourse (as did fellow RMC member Mike Piper), and while we did not place in the EconoRun or Rally, my daughter Kelina did win 2nd Place in the Best CORSA Chapter Website award for her work as Webmaster of the Pikes Peak Corvair Club website (an outstanding achievement considering the quality of the websites being considered). I was pleasantly surprised to once again hear my name called as the 1st Place winner in the CORSA Outstanding Chapter Newsletter Award, for my role as Editor of the Pikes Peak Corvair Club Newsletter, "The Drip Line". That last win gave us a 1st Place award over three of the last four years, which was a great honor and achievement. I retired as Editor of that newsletter at the end of 2018, so it was a nice achievement to go out on top, like Peyton Manning and John Elway :)

September will bring with it cooler temps, and still plenty of opportunities to get the cars out and have fun. Keep an eye out for communications related to a Fall Drive through the mountains, an Oktoberfest Road Trip, and other seasonal events which are happening in the area.

One last thing, I wanted to thank those of you who have taken the time to send me notes of encouragement and support in respect to the Club meeting location, and the various options we've been exploring. Parking our cars at a closed business on a Friday night has never made sense to me, if the goal is for the public to see the vehicles and for us to engage prospective members/folks in conversation. The John Elway location has always limited our ability to display videos and present information in an enjoyable format, which has always frustrated me. So, for the months of October and November, we have scheduled the Club meetings in the Hagerty Meeting Room, in Golden, which has full media support capabilities, and we'll make full use of that equipment for those gatherings. Hope to see you all in attendance.

Ok, that's it for this month's notes. See you on the road, and Drive Safe!

Ed

## BUILD IT AND THEY WILL COME

Chris Kimberly

As I pulled out of the driveway and headed up the freeway, I wondered what I'd expect to see at a race track out on the high plains of Colorado. Gray clouds hung overhead and as I topped a hill, I looked out at an opening in the clouds, the sun shining through over a huge race track! Thirty miles east of Byers, built out in the grasslands, not even a cow in sight, was the High Plains Raceway. The parking lot was full and the rows packed with various classes of race cars.



“The High Plains Raceway is the only facility in the country which was conceived, financed, designed and built by a collection of amateur road racing clubs and their members. While most weekends will be used by the clubs who own HPR, the facility has remarkable potential beyond those club weekends.” One of those weekends each year is especially important to the Rocky Mountain Vintage Racing Club. They created a benefit race and partnership over 8 years ago with the Morgan Adams Foundation. This foundation was created to support Kids Cancer Research for Children’s Hospital in Denver. Over the past 8 years, over a million dollars have been raised, while folks enjoy a day of watching vintage racers in various classes run a 2.5 mile track. Races took place this year on August 10-11.



RMC members, Jon Whiteley and Eric Schakel, planned to race their Corvairs and club members came to support them and the Morgan Adams Foundation. Unfortunately, Eric’s car had issues and he was unable to bring his car out. Eric did bring out his Corvette and during a lunch intermission from the races, participated in the “Ticket to Ride” event, where folks pay to ride as a passenger in a race car ‘at speed’ for 3 laps around the track. Jon raced his beautiful red Corvair, number 265, in the small bore production cars class, both in the morning and afternoon. RMC members who were at the races on Saturday included Tony Lawler, Rick Beets, Linae Schakel, Caron Wetter, Jimmy Riley, John Dinsdale, and Dale Nielsen. On Sunday, Kory and Gail Levin and I were enjoying the races. During the lunch intermission, I bought a ‘Ticket to Ride’. Those laps were a real rush!!



Late afternoon storms, with a tornado warning, cut the afternoon short. Racers quickly loaded their cars and everyone headed out. The High Plains Raceway is truly a ‘Field of Dreams’ not only for the race clubs, like Rocky Mountain Vintage Racing, but for the partnership they have with the Morgan Adams Foundation in the Race Against Kids’ Cancer.

## Upcoming Events and Activities Sept. – Oct.

- **RMC club meeting** will be Saturday, Sept 14<sup>th</sup>, at the Budweiser Beer Gardens in Ft. Collins. The meeting, at 11:30, will be followed by a tour, and 'Linner' at a nearby location.
- **First Saturday Car Show** in Colorado Springs—Sept 7<sup>th</sup>. This is hosted by PPCC and is day to get our cars out to promote the hobby. Located at First and Main Town Center behind the Holiday Inn from 7:30 – 9:30. It's a free show. If you come down for this show, there is another free car show a few miles away hosted by the Stockers Car Club in the Springs from 9-1. Located at Brayla Events Center, 2165 Academy Place. A fun way to spend the day with your car....then back up to the Golden Super Cruise. Three shows in 1 day!!
- **Golden Super Cruise**—Sept 7<sup>th</sup>—in Golden is another way to get out and show off our cars while cruisin' !
- **Fall Tour**—Sept 28<sup>th</sup>—We will be meeting in Golden at Route 6 and Clear Creek Canyon Road in the Canyon car parking lot at 9:45 with a departure at 10:00. We will be going up the Clear Creek Canyon and turning onto Route 119 to Nederland where we will have lunch. Afterwards, you can visit the shops in Nederland or continue on the Peak to Peak Highway to Estes Park, or cruise down the mountain towards Boulder.
- **Corvairs and Cheeseburgers**—Sept 29<sup>th</sup> at 1:30 at the Westwood Inn.
- **Weekend Road Trip to Oktoberfest**—October 4<sup>th</sup>-6<sup>th</sup>. We will be driving over to Sidney NE for the Cruisin' Classic Rod and Roll car Show and Oktoberfest. This is a short drive(2 ½ -3 hours), and we will be leaving mid-morning. They will be having live bands, a beer garden, craft show, horseshoe tournament, cruise night, wiener dog races, a parade through town on Saturday, and lots of fun activities. Possible hotels to make your reservations are: Best Western Plus--\$110-119 per night; Country Inn & Suites--\$80-110 per night; Days Inn--\$71-99 per night. All have free breakfast. Of course there are other choices to stay as well. Get your reservations made now as this is one of the biggest Oktoberfests in Western Nebraska. \* **I'd like to know who all is planning to go on this weekend trip, so please email me and let me know by Sept 8<sup>th</sup>.**\*
- **Great Western Fan Belt Toss**—October 25-27, Palm Springs, CA. This is another road trip option but a longer drive. Register at the CORSA WEST website.
- **Save the date: December 14, 2019, Saturday, 1:00 - 4:00 P.M. The Club Christmas Party at Mimi's in Aurora**

## 2019 Holy Rollers car show in Broomfield

Mike Piper

The 2019 "Holy Rollers" car show was held at Midway Park in Broomfield on Saturday August 17. It is a fund raiser for the society of St. Vincent de Paul. According to the registration materials, last year they had 150 cars and raised \$6700 for charity. It appeared to me that there were at least as many cars as last year and there were many interesting ones.

Jerry Gerteisen and Marcus Miller had a hand in emailing us to get us organized. We had cars from 1961 to 1965 including a Rampside of a not yet club member and a Spyder of another not yet club member. The Rampside even won one of the People's choice awards. All but two of the cars were convertibles. It was a warm sunny day with no rain like last year and food and beverages were available.

Attending in order of parking: Marcus Miller with his 1964 Judson supercharger equipped Monza convertible, Mike Piper with his 1965 Corsa Convertible, Jim Reich with his 1961 "Shortie" wagon (a really nice job), Jerry Gerteisen with his 1962 Monza convertible, Future club member (maybe) Lynette Church with her 1963 Spyder convertible (Steve got it running for her a week before the show), and John and Sandy Drage with their 1962 Convertible. Off by themselves until we convince him to Join RMC were Rod Beggars and his wife from Brighton with his prize winning 1964 tan and white Rampside.



Marcus Miller's 64 Monza



Rod Begger's 1964 Rampside



## RMC Auto Cross in Lakewood 2019

Paul Seyforth

It's been a long time returning. RMC has not held an autocross since 2013. Rob Brereton took up the cause and almost single handily researched, produced and hosted the 2019 RMC Autocross. The day of the event was warm, 95 degrees in the shade. Rob rented the Jefferson County bus barn parking lot for the morning of August 25<sup>th</sup>. It was a good choice; large and flat, away from most residences. Rob provided the rented traffic cones and advertised for help getting some of the equipment pieces. The club showed up with a canopy, tables, and a dozen helmets. Twelve members arrived with their Corvairs ready to prove themselves on the track. After a period of setup it was off to the races.



The cars were divided into 2 classes; Street stock and Improved stock, basically the first was one of the 2 carb cars and the second of the multi carb or turbo charged cars. It really didn't make very much difference as the course was very tight with a slalom and 2 hairpin turns. Speeds were kept low which evened out the field. Each car was given an opportunity of 4 runs. The results as follows in order of their run.

John Green up from the Springs in his 68 Monza posted a best time 40.49 sec.  
Chuck Riblett down from Loveland in his 64 Spyder had a best time of 35.81sec.  
Rick Beets driving his 63 Spyder had a best time of 38.05 sec.  
Charles Beets driving his dad's car had the best Corvair time of 29.30 sec.  
John Dinsdale with his 66 sedan had a best time of 39.19 sec.  
Mike Piper in his concours 65 Corsa had a best time of 45.12 sec.  
Chris Kimberly driving her 63 Monza convert had a best time of 34.61 sec.  
Michael Timmons drove his 68 Monza 140 to a best time of 32.20 sec.  
Paul Seyforth manhandled his 66 Corsa coupe to a best time of 43.19 sec.  
Melissa Wallace drove her 62 turbo coupe to a best time of 34.70 sec.  
Natalie Brereton driving her dad's 65 Corsa had the best street stock time of 34.10 sec.  
Rob Brereton, running last with his 65 Corsa 140, his best time of 31.44 sec.

After the Corvairs had their runs the field was opened up to some non-rear engine cars. At least there were no Porsches present. Cars of note are as follows.  
Peter Kula driving his Monster Vair recorded a best time of 40.59 sec.  
Michael Timmons driving his wife's Mini Cooper had a best time of 27.98 sec.  
And Charlie Beets driving a BMW E30 had the best time of the day 27.79 sec.

## RMC Autocross

continued

The results: Natalie, Michael and Charlie had the cars and the right stuff. They were impressive. No surprise, the younger folks took home the gold (virtual, like bit coins). A really fun day. We need to do this more often.



Chris Kimberly on the starting line



Melissa Wallace on the course



Peter Kula on the line in his Monster Vair.  
Peter's car handled with a good run (40.6).



Rob Brereton in his 65 convert.  
Rob had a very good run (31.44)



## 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. 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	<a href="mailto:m.a.l@rockymountaincorsa.org">m.a.l@rockymountaincorsa.org</a>	
<u>Past President</u>	<u>Eric Schakel</u>		

### **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>
Newsletter Editor:	Paul Seyforth	<a href="mailto:news@rockymountaincorsa.org">news@rockymountaincorsa.org</a>
Webmaster:	Dale Nielsen	<a href="mailto:webmaster@rockymountaincorsa.org">webmaster@rockymountaincorsa.org</a>

## Rocky Mountain CORSA Meeting Minutes

**Meeting Date:** August 2, 2019

**Called to Order:** 7:10 pm

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

**# Present:** 14

- Guests, long distance, new members: None

### Standard Business:

Meeting lead by Mike Piper in Ed's absence. Ed went to hospital for chest pains, checked out, went home rest.

Minutes from past meeting: The July minutes were approved.

Treasurer's Report: The end of July balance was \$5,279.55. The Treasurer's report was approved.

**Newsletter: Great job, see Paul.** ¾ drove Corvairs, Ken Schiffner drove Corvairs. Ken's Forrester gave weird results after restarting. Rob, John to pre-review.

**Mailbag:** Membership application and payment received from Gordy Ellingson.

### Old Business:

- Activities review:
  - National Convention report by Mike Piper. Mike reported on a long drive with vibrations from road conditions and noise from a rattling E-brake handle, some rain and a hot day coming back. Mike performed Cleanliness and Condition inspection during the Concours, and it was not enough to be munched for 30 minutes to rest and hydrate. The program from the convention was displayed on the front table. At the convention, a film used for preparing lawyers in Corvair lawsuits was shown. Next Convention is in San Diego.
- Upcoming Events
  - Autocross Update, Sunday August 25<sup>th</sup>. We have 16-17 signed up, enough to proceed. The venue is reserved, insurance arranged, and course design is underway. Cost is \$15 per driver, please pay by August 9. If you didn't sign up but still want to participate, please contact Rob Brereton.
  - Sun Aug 4, 11 am, Dale Wilshire Memorial Picnic Cherry Creek State Park, Dixon Grove Pavilion. Club will provide hamburgers, brats, hot dogs, cheese, ice, charcoal, matches, plates, cups, condiments, tomatoes, catsup, mustard, onions, relish. Bring sides and desserts and cooking tools and serving utensils.
  - Sun Aug 10 & 11 Rocky Mountain Vintage Racing, 8:30 to 5pm, Race Against Cancer, High Plains Raceway in Deer Trail, benefitting Morgan Adams Foundation battling children's cancer. Watch the RMC list. Sat the 10th there is dinner and evening program. Free event for spectators. There are about 120 entrants.
  - August 18, Old Colorado City Car Show. Clubs will park and display together. PPCC major sponsor. \$35
  - Monday Sept 2, Labor Day Car Show, Lakewood, hosted by Street Rodders for Life.com.
  - Sept 6-8, Good Guys Car Show, at The Ranch in Loveland.
  - Sat Sept 14 Northglenn Elks Car Show, Erma Drive. Call Robert for details at 720-413-6348.
  - Sat Sept 14, 10-2 All Chevy Car Show, Century Chevrolet.
  - Sat Sept 14, St Jude's Benefit Car Show, 5000 S Broadway, invite by car show production company.
  - Sept 14 11:30 RMC meeting at Budweiser in Beer Garden followed by tour.
  - 2<sup>nd</sup> Sat Sept, Littleton Cruise, 12-3, 1500 W Littleton Blvd.
  - Sept 20-22, PPIR, show and camping on infield, drag race. Look up Hot Rod Rock.
  - Sept 21, Florence Pioneer Days Parade, PPCC invited, Bars and Brothels theme. Games & fun in the park
  - Sept 28, Fall Tour, Details coming soon.
  - Road Trip to Sydney NE Oct 4, 5, 6. Octoberfest and car show. This is only a 2.5-3 hour drive. Fri ceremonial beer keg tapping at noon, crafts, car show, wiener dog race, parade, and much more. Make your reservations.
  - October 18-20, Great Plains Roundup, Missouri.
  - Oct 25-27 Great Western Fan Belt Toss, Palm Springs
  - 12/14 Holiday Party, 1-4, gift exchange, Mimi's, 1<sup>st</sup> drink and apps free. Collect for Toys for Tots. No wrap.
- **New Business:**
- None.

### For Sale or Wanted, Recently Purchased

- Projects? Mike, cleaned bugs off. Mike Timmons has Clifford aluminum valve covers for sale.

**50/50 Raffle:** Was not held this month.

**Adjourned:** 8:27 pm

**Respectfully Submitted by:** Rob Brereton