

# The Denvair News

Volume 44, Issue 10

October 2018



## President Letter for October 2018 Denvair News - RMC

Hello Members of the RMC!

As I write this note, I'm finishing up yet another small project on my '62 Wagon, a scenario which has played out again and again over the course of the summer. Anyone who has an old car knows that these things are always a work in progress, and they are never really done. For me, these projects are a self-inflicted wound, because I keep a "to-do" list in the garage, one each for each of my three cars. When I'm out on the road, and I hear a squeak, or a click, it goes on the to-do list to find the cause and get rid of it. So, my list never ends, it just continues, which is why I now refer to my time in the garage as "therapy". I'm able to get things done and check them off the list, and as someone who is typically very organized, at work and play, that makes me happy. One thing I don't like is "do-overs", especially on the car. If I fix something, I like it to stay that way, forever and ever, and ever. Rarely is that the case, because of the changes in our environment; rocks will hit your windshield on the highway, an oil seal will fail, and weather stripping will dry out. Change is inevitable, and it's not the changes that happen, but how we deal with them that really test us as mechanics, and people in general. ☺  
To be sure, whenever an organization changes leadership, changes are inevitable. People just see

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## October Is Corvair's Birthday

*Steve Goodman*

RMC/PPCC gets to celebrate the opening days of the Corvair this year by driving one of our Corvairs to Bennett on Oct 7 PLUS on the garage tour to Loveland and Longmont the following Sunday October 14.

I remember reading magazines in 1959 such as *SPORTS CAR GRAPHIC* and *ROAD & TRACK* and the articles with sneak peeks and spy photos plus lots of speculation as to the new era of cars being introduced for the 1960 model year.

The big 3 all had jumped onto the 'compact car' bus, even Studebaker. Chrysler had both Plymouth Valiant and Dodge Lancer along with the slant - cylinder engine. Meanwhile, Ford was more mainstream with the Falcon and simple 6-cylinder inline engine and even the Lark had a normal configuration.

BUT the news in all of the publications was the revolutionary Chevrolet Corvair; GMs' answer to the Volkswagen beetle. The free publicity that GM and Chevrolet Motor Division received from the pre-unveiling of the Corvair had to have been priceless.

*Continued on page 3*

things differently than others, and that's not a bad thing, it's just a thing. So, as I've had a chance to dig into the administrative parts of this fine organization, I've identified a number of areas where I believe the Board and I can streamline processes, improve our communication, and set the Club up for continued success for years to come. While some may feel that the Club is doing just fine as it is, I believe that there is always room for improvement, and I want to make sure this Club is a welcome environment for all who enjoy the Corvair hobby.

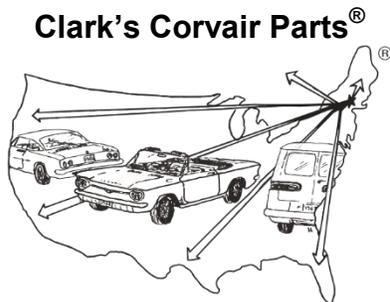
What I've found over the years, as a business leader, is that the acceptance of change is based primarily on personal perception. In the training world, we called it "WIIFM", or "What's In It For Me?". Folks will view change as either good or bad, because they feel that it will either benefit them, or penalize them in some aspect of their specific role. For example, if I said to a group of existing employees that "from now on, every Thursday, you have to wear a tuxedo and a red hat to work", I'd get rolling eyes and hear the complaints. However, if I am interviewing for a new employee, and tell them that "it is an expectation that on every Thursday, you will wear a tuxedo and a red hat to work", chances are very good that on Thursday, I'll see that new employee in tux and hat, because they don't know any better, they don't know how it "used to be". They just want to be a positive contributor to the organization they now belong to.

So, I challenge you all, as valuable contributors to the RMC, to embrace the changes that will be coming, because they will make the Club stronger, and if you have any questions or concerns, please be part of the conversation by attending the monthly business meetings to join in on the discussions. After all, one of the things you're \$25 a year buys you in this Club, is a voice, so please use it.

See you all on the road.

Drive Safe!

Ed



Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints. Check us out at [www.corvair.com](http://www.corvair.com) or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

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### Let's take a drive in the country

#### *Melissa Klomp*

So many of us hop on I 70 head east and keep on going until at least Limon. I would like to invite you to take a leisurely fall cruise to the small town (for now) of Bennett. Come interact with people from town including some of my students. We have a terrific little diner; The High Plains Diner complete with a picture of an early Corvair. Bennett is nice drive down I-70 just past the outskirts of Aurora. If you would like to get off the highway and take the back way exit at Airpark, take a left and get on 36 aka Colfax. When you get into Bennett take a left before the grain elevators. Come join us for lunch Sunday October 7<sup>th</sup> at 1:00 pm.

When: October 7<sup>th</sup> 1:00 pm  
 Where: High Plains Diner 100 Bennett Road Bennett Colorado

If you need more information or would like more back-road suggestions call me: Melissa Klomp (303) 909-0850.

It was commonplace in those years to always make a special trip to the various dealerships to view the new models. The automakers tried to change design and pieces such as grill work and tail light configuration each year so that every car was recognizable from front or rear. It sold cars and appeased the American driver with the freedom we have all enjoyed by being able to climb into our car and simply drive for the fun of it. THAT REALLY WAS THE GOOD 'OL DAYS!

The elation of owning a car with a European 'flair' (rear engine and independent suspension on both ends) influenced car buyers in every walk of life. The first two years of Corvair sales were the largest numbers, everyone bought one. In the next several years the used models continued to be passed from one owner to another OR in many cases from one family member to another. That is of course the reason we are set upon in every parking lot and intersection by someone who has a Corvair story from their past.

We should be proud of the fact that this car has brought so many of us together and made us all a part of automotive history. Drive your Corvair every time the opportunity arises, we are keeping an era alive that began 59 years ago. HAPPY BIRTHDAY CORVAIR and thank you ED COLE.



Our famous Corvair guru Steve Goodman, without him there would not be as many amazing Corvairs out there!

## News You can Use October 2018

**Friday, Oct. 5<sup>th</sup>** General meeting of RMC at Burt/Elway Chev beginning at 1900hrs.

**Sunday, Oct. 7<sup>th</sup>** Drive to Bennett to visit with school students and lunch plus showing off our cars to the local residents. Melissa Klomp teaches in Bennett and this will give her students a chance to see old cars and the entire town can take part. Watch for details/time and a map here in the DENVAIRNEWS.

**Sunday, Oct. 14<sup>th</sup>** Garage tour to Loveland and Longmont starting at 0800hrs with breakfast at the Cracker Barrel in Loveland. From there we visit John Drage's garage and see progress on his Corvair powered hot rod. After that we drive to Longmont and view Jim Reich's new project plus look at his model car collection numbering over 350 cars.

**Saturday, December 15<sup>th</sup>** After reviewing the recent RMC newsletter, the RMC website, and associated Club meeting minutes, and noting conflicting dates which have been published regarding our upcoming Christmas Party, we want to clarify, for your planning purposes, that the annual Christmas Party for the Rocky Mountain Corsa Corvair Club will be on **Saturday, December 15th, in "The Lodge Room" of Mimi's Cafe at 205 S. Abilene Street, Aurora, Co 80012, from 1:30 to 4:30 p.m.** RMC will provide our appetizers and the first drink. Meals will be ordered from the regular menu. Gift Exchange! Keep in the range of \$20.00. Everyone will receive a "drink ticket" and a Gift Exchange Number on arrival.

**Tuesday, January 1, 2019 11:00 AM** New Year's Day Brunch at the Other Side Restaurant. The club is working out details with the restaurant. More information to follow.

## Holy Roller's Car Show

*Mike Piper*

A quick, overdue note about the 2<sup>nd</sup> annual Holy Roller's car show in Broomfield. The event took place on August 18<sup>th</sup> at Midway Park next to Nativity of Our Lord Catholic Church in Broomfield. Finally, a show I could get to in a few minutes, but I still managed to be the last one to meet in the parking lot beforehand.

The proceeds from the show went to benefit St. Vincent DePaul. The after-event email said they had 151 cars registered. They parked us on the grass in the park with was very nice and there were many interesting cars I have not seen at other shows. The weather was pleasant, cool and light overcast with a bit of rain for the last 30 minutes or so. I did not run for cover, but I did put my top up. My car was just wet enough to dry it off with a synthetic chamois. The Corvair Club folks and cars present were me with my 1965 Corsa convertible, Jeff Sokol with his 1963 Spyder, Marcus Miller with his 1964 Monza convertible complete with the Judson supercharger (very interesting history of the car; it was Marcus' father's originally), and Jerry Gerteisen with his 2008 Saturn Sky roadster since his car was visiting Steve. Jerry's car is also an interesting orphan car and seems to be very nicely put together. I heard one spectator grumble that Jeff and Marcus had their cars parked the wrong way with the engines facing out which I think was perfectly reasonable because those set-ups are both interesting.

Below are two pictures from the Holy Roller Car Show, aren't they beautiful!



## Fall Tour Recap

*Steve Goodman*

Twenty-eight members of PPCC and RMC met in Alma at the South Park Saloon for lunch Sunday, most of the leaf color has been changed already. Total Corvairs between the two clubs (my count) was 11 Corvairs. The cars were scattered around between the parking lot and the street but many locals wandered around each car.

Thank you to Christine Kimberly for setting up the event and thank you PPCC for inviting RMC to participate. The weather was perfect for the drive and the number of cars on 285 showed everyone else in the world agreed. Thanks to all who attended.

Below are some of the participants of the fall tour.



## Times Change While Staying the Same

*Ken Schiffner*

That title seems at first glance contradictory but the thought came to mind during some recent car shows. I've been helping display PPCC's SeeMore at some shows. The wonderful attraction mostly draws kids. Smiling kids.

Given that I was once a kid myself, the expressions on the faces brought back memories. I saw in their facial expressions recollections of what likely were my own. As a sub-teenager while living in NJ, my Dad and I would go to the local Chevrolet dealer (Hawthorne Chevrolet) in late summer or early fall to see the latest models and the latest GM technology. We went to see new things.

With SeeMore and other vehicles on display, the attendees it can be assumed go to see old things. I went as a kid to see new things. In effect, however, both then and now, it is "change" that is the entertainment.

When kids sit in SeeMore, their eyes typically go to the crank window handles (usually followed by their hands). Their world is one of electric windows. I remember the first time I saw a vehicle with electric ("power") windows. My uncle's old Desoto had them. A neighbor installed a kit on his car that converted his window cranks to electric. A man living nearby had an old Packard with hydraulic power windows my uncle had told me.

Next come the pushbuttons on the AM radio. That gets their attention. My memories of old AM stations were of poor reception and lots of commercials. My first AM-FM radio was actually an add-on tuner applied to my Dad's '61 Corvair. Kids today are used to AM-FM, stereo, CD and DVD players, etc... Push buttons...how primitive.

Then there is the key for the ignition switch. It wasn't that long ago that key ignition started to disappear. Car show kids find the key amusing.

And the single speaker in the dash? How primitive. Gotta have at least four.

And that stick shift. What does that do?

So much for the kids. Some of the adult commentary reveals how things change while really staying the same. When I first went to car shows, much of the talk was stories the owner related about owning that vehicle or one like it. Perhaps the vehicle was their first, or one they had in high school or maybe college. More recently, however I've noted the comments center more around "my Dad used to own one of them" or "my grandfather used to own one of them". But the constant is that there are memories tied to that vehicle or vehicle make not just the vehicle itself.

Perhaps, 10-20 years in the future, car show kids will look at vehicles made of metal and wonder why they were not made of plastic or reinforced polymer. Or why, at the flick of a switch, you can't change the color of the vehicle. Or they'll wonder why there are switches for the power windows instead of touch pads. Or why the entire instrument display doesn't go blank when the vehicle is shut off. Or how come there is a steering wheel rather than paddles. Where are the solar panels? Or why are there rear-view mirrors instead of cameras and proximity detectors? And, what is the gas cap for? Where do you plug it in?

Like today, older folks will need to explain that that is the way vehicles were made "back then". And, like today, the car show kids will smile.

Because, you see, some things never change.

## St. Jude's car show

*Mike Piper*

On September 15<sup>th</sup>, Christine Kimberly and I (and our cars) attended the St. Jude's charity car show at Landmark Lincoln at 5000 South Broadway. This is an invitation only car show; Christine and I received invitations at the Castle Rock car show a couple of months ago. Ultimately, SeeMore the cutaway Corvair was also invited. I was told by one of the staff members that this year the owner decided to open the event to cars other than Lincolns so there were a lot of really interesting cars including a Pierce Arrow, a Chord, a "boat tail" Auburn, lots of Cadillacs, Lincolns, a couple of Packards, hot rods and of course 2 ½ Corvairs (and yes, Corvettes, Camaros and Mustangs). Tony Lawler brought SeeMore on the trailer, Ken Schiffner presided over it and entertained the crowd. Christine couldn't get him to go get lunch. As we were trying to get it loaded to depart kids were still looking at it and climbing into it.

Rick Beets as well as Cory and Gail Levin dropped by to say hello and check the cars out. We had lots of conversations about the Corvairs including those who had them in the family, drove them, had a friend or neighbor who had one, they did wild or foolish things in them, etc. One interesting conversation I had was with the owner of a 750 HP supercharged hot rod who drove one that his grandfather owned. It sounded like it was a turbo charged Corsa. He was asking me if they were turbocharged or supercharged and then got in his hotrod, complete with huge rear tires and "wheelie wheels."

I get a kick out of having Christine's car next to mine and pointing out the dramatic style change between 1964 and 1965. Christine was having a conversation with one of the eagle-eyed folks from the Lincoln dealership when he noticed a screw lying on the engine tin next to the left carburetor. It was one of the screws that holds the throttle linkage bracket to the top of the carburetor. When I went to install the screw, I discovered all three screws were loose allowing the bracket to slide around. I tightened them up and checked the other side. Christine reported that he car worked much better on the way home.



Mike and Christine were honored to take part in the St. Jude charity car show.

## Streaming Route 66

*Eric Schakel*

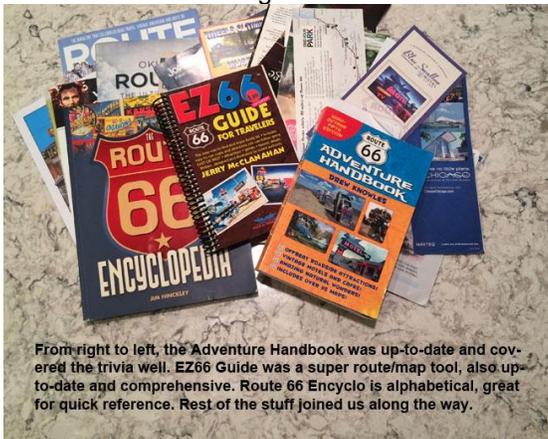
The phrase “Route 66” conjures up a kaleidoscopic range of mental images for those who lived through the great automotive expansion of the United States. It carries over even now to the nostalgic followers of that great westward migration. From the famous “Get Your Kicks...” song by Bobby Troup, through the plethora of written references overshadowed by the “Mother Road” appellation in John Steinbeck’s monumental “Grapes of Wrath”, Route 66 has become an indelible part of American folklore.

It seems simple and quaint now, but it was not back then. To truly appreciate the significance of Route 66, one must be able to conjure up November of 1926, when the Route was officially created: The US had a population of 117 million people, and roughly 22 million vehicles on the highways. People and cars were both heavily concentrated east of the mighty Mississippi.

Outside the major cities, gas pumps were scarce, certainly not on every corner. Stores were not open 24/7, and Sundays were days of rest. Automobiles and trucks were developing technologies, requiring frequent maintenance. Breakdowns were common, tires blew, radiators overflowed. Bad gas clogged carburetors, oil leaked, and hucksters thrived.

It was a time of transition, an expansion of personal range and freedom. In the years since the official creation in 1926, Route 66 has literally become a monument to the roadside service industry supporting the growth of the automotive landscape of North America.

Of course, it wasn’t always that way. The most memorable photographs of the era depict the dazzling glitz of the peak of Route 66 glory, with a sarcastic touch of schmaltz thrown in for good will. The picturesque relics are well-documented and sought out by Route 66 visitors today, but represent only a small portion of the support apparatus that once thrived along the Road.



From right to left, the Adventure Handbook was up-to-date and covered the trivia well. EZ66 Guide was a super route/map tool, also up-to-date and comprehensive. Route 66 Encyclo is alphabetical, great for quick reference. Rest of the stuff joined us along the way.

To understand the Road, you must follow the Road. Today the Route 66 traveler seeks to scratch a nostalgic itch. For some, it’s a line drive: They follow the Historic Route as designated by GPS, stop at intervals for food and fuel, buy a commemorative t-shirt, and scratch Route 66 off a bucket list.

For others, it’s a game like Pokemon Go, capturing current digital images of the attractions shown in old photos in guide books. Go back every year until you collect the full set!

For Linae and me, it became uncharacteristically immersive. We found ourselves in a time warp, well off the modern pace, imagining what it would have been like to travel the old Route 66. Which of the standing buildings had been there from the start, and what had the ruins contributed to the legends?

I can’t cover the details in a single issue of The Denvair News, but I can tell you that we’ll go back to where we left off, and follow Route

66 to the sea. It won’t be a quick trip, because there is simply too much texture to ignore – it must instead be absorbed.

For true Corvair aficionados, it will also require a side trip to Decatur, Illinois. In May of 2018, collusion between the “Chevrolet Hall of Fame Museum” and the Corvair Preservation Foundation resulted in the opening of a new Corvair Museum. Online comments about the parent Hall of Fame Museum were not overly-kind or compelling, but we were pleased to discover that the Corvair exhibits were quite complete, and presented in a logical, professional manner.

All varieties of Corvairs were present, including even a LM stretch limo and a Rampside tow truck. Engineering models showed powertrain details, and the elusive “modular engine” parts were also on display. The highlight for a racer, though, had to be the turbo Corvair driven in 1974 by Tom Keosababian to a documented 173.1 miles per hour Bonneville speed record. So much for unsafe at any speed!



You can't be disappointed in a museum featuring the world's fastest Corvair-powered Corvair...

Like our Corvairs, Route 66 will live on, but many of the remaining characters and families will not be with us much longer. Sites decay, others are restored. Corporations buy some of the places for preservation or exploitation, sometimes in combination. All are in a continuous flux. Your pace may vary, but everyone finds something of interest along Historic Route 66. Sing along with me now, "Get enriched, on Route Six-Six..."



Nothing says Route 66 quite like the Boots Court in Carthage, MO. Twelve rooms and restored to 1939 glory. Reservations recommended, but well worth the effort: It was our most restful, pleasant overnight stay on the trip.



Follow the aging brick road... Side trips are essential if you wish to capture the true flavor of the Route 66 experience. There is only one short brick section of the Mother Road, and the crops give you a clue to the location...



Once clear of Chicago's extreme traffic density, you're greeted by Henry's on Route 66 in Cicero. Still in the same family after 80-odd years, still a neighborhood blue-collar favorite.



## Piper's 9-11 stair climb 2018

*Mike Piper*

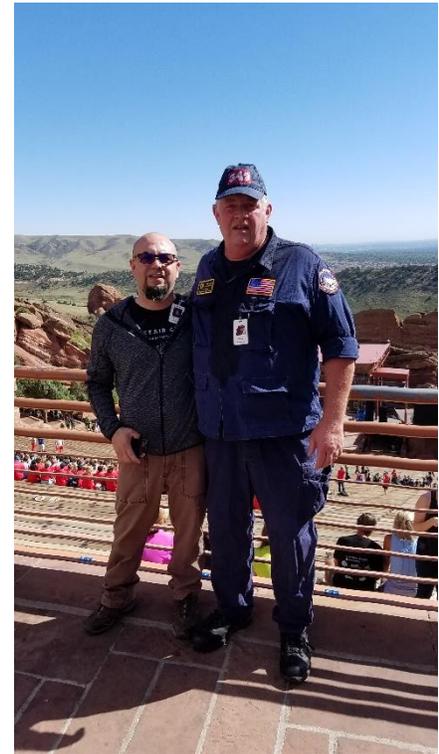
As some of you may know, I've been pretty regular about doing 9/11 stair climb events to commemorate the 343 FDNY firefighters lost during the 9-11-01 WTC attacks. I wear the uniform of the FEMA Urban Search and Rescue team I've been a member of since 1990 including the mining boots I wore on site during my three days on the scene about 2 weeks after the attacks. The first time I did a stair climb was the second year they did them at 1801 California. We climbed from the basement to the 54<sup>th</sup> floor, rode the elevator down and did it again. Now that event is limited to the first 343 firefighters who sign up. The Stairmaster is a completely inadequate way to train for this. Since then, I've trained by climbing the 99 steps at the Westminster City Park rec center, hotel stairs on the Big Island of Hawaii (great looks from the tourists watching the big sweaty guy) and Koko head on Oahu, trying to reach 2000 steps per training session.

This year was the 10<sup>th</sup> anniversary of the event at Red Rocks. I've lost track, but I've probably done these events 7 or 8 times at Red Rocks so far. This year for the first 900 to sign up they gave us a 10<sup>th</sup> anniversary commemorative coin.

This year was interesting. I went to bed at 11:30 PM the night before. At 12:15 AM the phone rang (both land line and cell) alerting us that the 45-person Urban Search and Rescue team was deploying to Hurricane Florence at 6:00 AM



so I showed up there at 6:00 AM to help them deploy. I finished there and zipped off to Red Rocks at about 7:30 AM. The introductions and pre-climb event start at about 8:30 AM. After a moment of silence, we start climbing at 9:02 AM to make nine laps of the Red Rocks amphitheater seating bowl. They announced we had over 2000 climbers, making this event the largest in the world. We were on our third lap before all of the people entering made it into the amphitheater. I climb with my friend and client Juan Luna as well as some of the members of the Urban Search and Rescue team. Juan would have been in tower I had a meeting not been cancelled. This year was very hot; climbing in a dark blue uniform in full sun was difficult but nothing like the firefighters climbing on air in full bunker gear carrying hose or irons. As in the past, I received zero style points, but I did finish. With the help of the Corvair club members I raised over \$350 in donations to the National Fallen Firefighters Foundation. I thank you all for your generosity.



## Newsletter Editor Transition

I am stepping down as newsletter editor after five years. As my career is taking up more and more time I simply cannot continue formatting the newsletter. Thank you all for your years of help and support. I will still be at events with my dad and I hope to see many of you in Bennett.

Melissa Klomp

**Rocky Mountain Corsa** (RMC) has been a chartered chapter 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 Merchandise**

Past event t-shirts, RMC name badges and other merchandise are available. Please contact Earl Nelson for a current list of goodies.

### **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, Corvair Society of America (CORSA) annual dues are \$45.00, which includes a subscription to the Corsa Communique, an award-winning monthly magazine. Combined dues are \$70.00 annually. Checks should be payable to RMC, mailed to: *RMC, c/o John Dinsdale, 3240 Billings St., Aurora, CO 80011-2231*

### **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.

### **RMC Officers**

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## Rocky Mountain CORSA Meeting Minutes

**Meeting Date:** September 7, 2018

**Called to Order:** 7:00 pm

**Location:** Elway Chevrolet

**# Present:** 31

Guests, long distance, and new members: Mike Timmons and David Korich. David is looking at several Corvairs.

### Standard Business:

Minutes from past meeting: The August minutes were approved.

Treasurer's Report: End of August balance was \$6,200.50. Tri-State transactions are closed.

**Mailbag:** Nothing but bank statements.

### Old Business:

- Newsletter was well put together. Call for articles. Share what you have going on. Dale will do an article.
- The Golden Supercruise is tomorrow evening, Saturday.
- Melissa Klomp is planning a cruise event in Bennett Oct 7 (Sun), 1pm, at the High Plains Diner. Wayne Russert has a connection in Strasburg demonstrating forging, may add a tour out there if there is interest.

### New Business:

- The membership survey was discussed. 42 completed the first survey, 37 the second part.
- The next Tri-State will be June 28-30 in Ouray.
- Steve Goodman reported on the Sep 23, Fall Drive to Alma (South Park Saloon). Meet at The Fort at 11:45 or in Alma at 1:30pm. PPCC leaves 10:30 from Rudy's on Hwy24. Concern expressed over late date change and some who can't make it on Sunday, change was made by PPCC, not RMC.
- Steve Goodman is planning a Northern CO get-together. Oct 14, breakfast at Cracker Barrel 8 am, then to John Drages' to see hotrod and engine project, then to Jim Reich in Longmont to see his FC project, 3-wheeler and several hundred model cars.
- Nothing planned in Nov due to weather uncertainty.
- Discussion of New Year's Brunch. Steve has it all arranged with The Other Side in Estes Park.
- Dusty Dodge reported on the Red Rocks Medical show. There were 2 Corvairs in this very diverse show.
- Mike Piper discussed the Holy Rollers Car Show in Broomfield. There were 4 Corvairs out of about 150 cars. There will be an upcoming article for the newsletter.
- Rick, Dusty, John and Cathy Green are bringing cars to Brookdale Senior Living Center in Greenwood Village Sept 8.
- The Centennial Car show is on Sept 9th, 9-12. Seymour and several whole Corvairs will be there. Concert afterward.
- Mike Piper is doing the National Fallen Fire Fighters Stair Climb on 9/11. Please sponsor him as he climbs laps at Red Rocks.
- Dusty Dodge shared his involvement in Habitat for Humanity, building 4 houses a year. Then he shared about Hands of the Carpenter's car ministry, Hands Automotive. They repair and maintain cars for single moms and widows, doing full inspections and service. They also take donated vehicles and assess them, repair some to go to single moms and widows, and some are sold to pay for repairs on others. He volunteers every other month, and will be there Sept 15, on South Golden Road for half a day. There is also the Pit Crew: 2-4 workers meet on Wed and work all day doing repairs.
- Rob reported on autocross location at Jeffco Public Schools Transportation center lot, near 6<sup>th</sup> and Simms. They approved our use, and we need to fill out a form and provide insurance. Only available day is Sunday. Eric Schakel pointed out problem at previous location was that they did not require lot to be emptied each night. Rob will follow up on that question. May not have time left this year for event but could plan for spring / early summer.
- Ed is looking into ice course at Rainbow Falls Lake. There's another lake in Deckers which a motorcycle club reserves frequently. Still pursuing. Georgetown Lake is generally booked up.
- Chris Kimberley reported on the St Jude's Charity show, an invitational event. Mike and Christine invited during the Castle Rock Cruise-In. Seymour was invited at the Air Show. Event is Sept 15 at the Landmark Lincoln lot near Arapahoe.
- Mike Piper offered a Turbo muffler that isn't the right fit for his use. "Free or Best Offer". Rob Brereton offered a set of 175-70R13 tires in good shape from his Mom's Toyota Tercel that was sold. Again, "Free or Best Offer".
- October meeting will feature Dick Thompson, President of Collector Car Council of CO to discuss the work they do. They are an organization of car clubs and employ a lobbyist in state legislature. Ed is PPCC rep.

Sept 5 (Fri)	Corvair Meeting at Elway Chevrolet
Sept 9 (Sun)	Centennial Car Show
Sept 15 (Sat)	St Jude's Invitational Car Show, Landmark Lincoln
Oct 7 (Sun)	Cruise in Bennett, 1pm, High Plains Diner
Oct 14 (Sun)	Northern CO event, Meet at Cracker Barrel at 8am for breakfast.
Jan 1 (Tue)	The Other Side reserved for New Year's brunch.

**50/50 Raffle:** Amount to Club: \$32 To Winner: \$33 Winner: Dale Neilsen

**Adjourned:** 8:32 pm **Respectfully Submitted by:** Rob Brereton