

The Denvair News

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August 2020



Rick Beets was able to get his car finished for the Cripple Creek show

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Rocky Mountain Corsa Club News

Yes, RMC did have a meeting in July at Rick Beets home in Centennial. Attending were Mike Piper, the Breretons, Rick Beets, Ken Schiffner, the Levins, Dinsdales, Chris Kimberly, and a couple of others I don't recognize because of the masks. Attending on Zoom were Paul Seyforth, Garrie Fox, and Bruce Parizek. Nice shaded yard Rick. Hope we can do this again.



Well, let's cover the bad news first. We just received a letter from Cherry Creek State Park informing us that with the current Safer at Home Order that is in place they are canceling our group picnic reservations we made for Dixon Grove at Cherry Creek State Park. They are not permitting any group facilities to be rented at this time. Bummer! Rick Beets is scrambling trying to find another venue for a club picnic this month but so far he has found nothing available. Any ideas would be appreciated.

August 1st-2nd High Plains Raceway Deer trail. CO, Race against Kids Cancer. Hopefully a few of us make drive out there to support Eric Schakel and Jon Whiteley.

September 2nd or 3rd Sunday. Autumn foliage tour. If we can find a restaurant I'll bet this will be a go. Right now we are looking for a coordinator

October 2nd-3rd , Octoberfest. Sidney, NE. Join Caron Wetter for the Saturday parade and farmers' market. More news later on.

December 2nd or 3rd Saturday RMC Christmas party

The Cripple Creek Get Together

The Cripple Creek get together went off without a hitch this last weekend. Everyone had a very good time.

Upon entry to the show, everyone had their temperature measured, issued masks if they didn't have one, and were encouraged to use hand sanitizer. "Bill", the Museum manager, limited the attendees. At no time, were there more than 100 people at the event (including PPCC and RMC). Given the turnover, that is estimated range of 300-400.



The PPCC and RMC attendees included the Greens, the Halpins (Ed showed three vehicles), Ray Schick, Randy Karl, Mike Pipers, Rick Beets, Charlie and Jess Beets, Tony and Diane Lawler, Michael Timmons and Amanda, Rilee Timmonds, John and Debbie Dinsdale, Ken Schiffner and Chris Kimberly and several others. Spectators, families were there from Kansas, Texas, Missouri,

Two awards were given. Jim Steinborn won the Peoples Choice award and Ken Schiffner won the Sponsors award. PPCC was invited back for next year.



Dateline Cripple Creek, Colorado. July 25, 2020*

(Imagine radio static, hum, and background noise)

“THIS is CBS in New York...take it away Cripple Creek”. (More static, hum, and radio whine).

THIS is CRIPPLE CREEK

We have been at “war” for months now. For some, the need to get out of the “underground”, cease sheltering in place, and grabbing a breath some fresh air became overwhelming. Some decided to take action.

Given stringent restrictions as a result of the COVID-19 pandemic, the ability of car clubs to plan and participate in car shows can be daunting. Not so, however, for the Pikes Peak Corvair and Rocky Mountain Corvair clubs here in Cripple Creek.

A gathering of Chevrolet Corvairs was on display today for the enjoyment of locals and visitors in the parking lot of the Cripple Creek District Museum. Set in the midst of the war against the novel virus, precautions were taken by the museum and host hotel, Ken Schiffner Sponser award the Double Eagle Hotel and Casino, to minimize the risk of exposure. Just days earlier, the governor of Colorado had imposed additional measures on all activities both indoor and outdoor. Precautions such as social distancing, the universal wearing of masks, and adequate hand sanitizer use were imposed. The successful event was planned by Chris Kimberly for PPCC. The Museum donated for SeeMore to attend.

I can see from this vantage point that the vehicles were spaced widely apart since only about half the “normal” number of car show participants were allowed. Visitors were instructed to refrain from touching the variety of Corvairs that were on display. SeeMore, the popular cutaway late model Corvair, was in attendance. Normally an attraction for children, sitting in SeeMore for photo aps was not permitted. Jim Steinborn Peoples Choice award



continued

Earlier, during the 8:00 AM set-up time, the first wave of Corvairs arrived. Off in the distance (the Double Eagle was a block away) one could hear the distinctive sound of air cooled flat six engines as the vehicles took their positions. Persons familiar with classic Chevrolet Corvairs know this sound. Every now and then the more muffled and smooth exhaust note of a turbocharged Spyder version could be heard. This reporter was even treated to the sight of a rare Rampside and Greenbrier “truck” version. I can See it Now, a dozen Corvairs on display, no wait, there are over twenty!

The sky was threatening causing people to glance upward every now and then. Droplets fell followed by a good drenching. But then, nearly as soon as it started, the shower passed. The enjoyment continued. Though these are not normal times, this reporter observed that the attendees were observing the guidelines. Unseen but imagined, were smiles concealed under those masks. The “eyes” had it.

How long will this “war” last? Some say months, others say maybe even years. But as these car clubs have shown, in the quest to gather and enjoy a common interest while sharing that interest with others, they will never give up. They will not be defeated. Good night and.....good luck*.

Now back to CBS in New York.....Ken Schiffner

“Homage to reporter Edward R Murrow’s “THIS is London” WW II radio broadcasts. Different “war” at a very different time.



**Jon Whiteley's Red Racer will do battle this weekend race for Kids
Cancer at High Plains raceway**

RMC Presidents column August 2020

Rick Beets

Well, we've made it through another month of craziness due to the pandemic starting with a reasonably well attended July meeting in my back yard including a handful of folks who joined in via Zoom. Thanks for the donuts, Dale! There were masks all around and plenty of shade for proper social distancing.

Which brings up some bad news. Paul has confirmed that the pavilion at Cherry Creek is unavailable to us this year. And as such, our deposit will be returned. We've explored a few alternate locations to no avail at this time or the foreseeable future (this year anyway). So do postpone until after labor day when conditions might be more favorable to holding a larger gathering, or simply cancel it for this year. I was really looking forward to cooking some burgers, dogs and gathering with our Corvair family. I would lean towards postponement, but I would like to hear from the membership before we make a final decision. At any rate, it is canceled for the 9th.

I was hoping to hold a short business meeting, not that there is that much going on, before the picnic. Since the picnic has been postponed indefinitely, we could still hold a meeting Sunday morning the 9th here in my back yard. If anyone else has a larger outdoor space with plenty of shade available, and are willing to host a meeting, please let me know. Not quite sure who had snack duty after Dale, but I will volunteer bringing donuts.

For me, work continued to be pretty steady but calm enough to make time for the

continuation of the on and off restoration of my '63 Spyder. This spring it was a new top and weather seals, and once that was done I was able to meet my self imposed deadline to get the car to Ryan Timmons of Ryan's Rod Service (thanks to the help of Tony Lawler and his truck and trailer) down in Florence for the paint work. I wanted to give him a month to complete the job and give myself a week for re-assembly to get ready for the Corvair only show in Cripple Creek the weekend of the 25th. Ryan completed the paint in time for Tony and I to pick it up on the 17th. One deadline met, time to assemble everything. I thought a week would be plenty of time, but feeling like I was in an episode of Overhulin', I was right down to the wire putting the on the finishing touches right up until departure time for Cripple Creek Friday afternoon. It was difficult at times making the deadline, but I'm glad of the effort. The car looks awesome. Now's the time to start planning interior updates. The weekend in Cripple Creek was a fantastic way to get away from the summer heat, and even with the restrictions placed on the event organizer, we had pretty solid attendance (about 20 cars) foot traffic was steady all day. We may be able to pick up a new member or two. Thanks again to Chris Kimberly, and Bill Burcaw (Director of the Cripple Creek Mining District Museum) for putting on such a great event! In these times of uncertainty, it was a herculean task indeed! Also, congratulations are in order to Ken Schiffner for winning the Sponsors Choice award, and Jim Steinborn winner of the People's Choice trophy.

Stay well, Rick

For sale



Bud & Linda Duncan are selling their 1962 Corvair Monza Convertible; 1965 110 engine installed in 2017. 4-Speed. Runs great. Extra carburators, clutch/pressure plate; extra moon hubcaps. (Steve Goodman has known the car since it was new). History log available. \$6500.00. Call Bud @ (720)219-3595.



For Sale; A set of NOS 1964 Colorado

Plates. \$100 postage paid.

Also a NOS commercial license Plate for 1954

Colorado. Asking \$50 for this single plate.

Contact Christy Barden. 530 263-1001. or

ChristyBarden@cs.com



Look out world, 1965 – 69 Chevy Corvairs are rising fast!

We all could use a little good news about now.

By Jeff Peek 05 March 2020 Alt

Although the Corvair had a solid 10 year run (1,839,439 were sold), many automotive enthusiasts today consider it tainted by the Nader situation and a bit of a cult car. Although both panned and praised, the Corvair certainly has a stout and loyal following. Proving the point, second gen models are heating up in the marketplace, and Hagerty associate editor Kyle Smith offers a few reasons why.

“ The second generation seems to have a good mix of the quirky aspects and the overall Chevrolet aesthetic of the late 1960s, ” says Smith, owner of a 1965 Corvair that he endlessly dotes on. “The early model is more polarizing, mostly due to Nader’s take on it, but the second gen Corvair with its revised rear suspension and stylish looks is a great car for those people who want to be different from all the Mustang or Camaro owners at the local car show”

Originally designed to compete with the Volkswagen Beetle, the Corvair actually followed the Bug’s lead by ditching its radiator and installing an air -cooled, horizontally opposed, flat six engine in back. The majority of 1965- 69 models carried a 2.7 liter power plant that produced 90 – 140 horse-power, mated to a three speed or four speed manual transmission or Powerglide automatic. A 180 hp turbo engine was available on the 1965–66 Corsa.

“It has a reputation as the American Porsche, but that’s likely a bit inflated,” Smith says. “ The top trim levels certainly pack the power to give a 911 a run for its money, but Chevrolet ’s original intention was to build an engaging and economical car for the everyman. The flat six engine is reliable and sturdy, and any handling complaints from the past can typically be ironed out with correct tire pressures front and rear. ”

Smith isn’t alone in his appreciation of the 1965–69 Chevrolet Corvair. After the car’s Hagerty Vehicle Rating hit an all time low of 15 in July 2018 and was sitting at a sickly 27 in January 2019, it began a steady rise to its current 81.

NOTE:

The Hagerty Value Rating, based on a 0-100 scale, combines insurance quoting activity and the number of new insurance policies, along with sales data, auction activity, and other metrics to rank vehicles compared to the overall collector car market. A vehicle with a score of 50 is keeping pace with the collector market. More popular vehicles score above 50; vehicles with a sub 50 point rating are lagging behind the rest of the market. The HVR is not an indicator of future collectability, but it says a lot about what’s trending hot and what’s not.

Continued

One factor that has elevated the Corvair is the rise of its #3 (Good) condition value by 4.6 percent in the last two Hagerty Price Guide updates. "That's the second-generation Corvair 's score since 2014," says Hagerty information analyst James Hewitt.

- * The average #3 value of a
- * 1965 Corvair 500 two - door hardtop coupe is \$4600.
- * 1966-67 Corvair 500 Sport Coupe is \$4800.
- * '68 Sport Coupe is \$6400.
- * '69 Sport Coupe is \$9200.

The most expensive second generation production Corvair is the 1968- 69 Monza two-door convertible, which has a #3 average value of \$18,600. The 1966–68 Corvair Yenko Stinger two-door coupe, on the other hand, carries a #3 value of \$36,000.

According to Hagerty data, 30 percent of 1965 – 69 Chevrolet Corvairs sold in the last 12 months went for more than their insured value, and the average sale price has risen every month since August 2019. That's not all: "[Second- gen Corvairs] saw their highest 12-month quote increase since 2015," Hewitt says. Clearly, 1965–69 Corvairs are quickly moving up in the collector car market. Wonder if Ralph Nader knows.



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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.

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

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:	Rick Beets	prez@rockymountaincorsa.org
Vice President:	Michael Timmons	veep@rockymountaincorsa.org
Secretary:	Rob Brereton	sec@rockymountaincorsa.org
Treasurer:	John Dinsdale	treas@rockymountaincorsa.org
Member at large	Ken Schiffner	m.a.l@rockymountaincorsa.org
Past president	Ed Halpin	

Appointed Chairpersons

Activities Chair:	Caron Wetter	activity@rockymountaincorsa.org
Auditor:	Jonni Berkman	auditor@rockymountaincorsa.org
CCCC Rep:	Rick Beets	cccc-rep@rockymountaincorsa.org
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