

The Denvair News

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Another look at the Vair Fest at the 2022 Glenwood Springs Tri-State meet.

In this Issue

Tri-State Report

Event Calendar

Big Block Thunder

Changing Times

Conehead Ride

Minutes

Tarmo Sutt

Paul Seyforth

Eric Schakel

Steve Goodman

Rob Brereton

Rob Brereton



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TRI-STATE 2022 REPORT - GLENWOOD SPRINGS, COLORADO

BY TARMO SUTT Corvairs of New Mexico

The trip began Friday morning, May 20. Steve & Rita Gongora picked me up in their Brand X (Ford Explorer) on the way to Glenwood Springs for the 37th Tri-State Meet hosted by Rocky Mountain CORSA. Kay had a meeting Saturday she could not miss, so she could not go to the meet, but I had a great time with the always-fun Gongoras. It was a beautiful, warm day to drive up Highway 285, heading through Salida and Leadville to I-70, then west to Glenwood Springs, a trip of 344 miles from Santa Fe.

We stopped for lunch in Salida, where we learned the weather heading north was turning colder. None of us had anticipated this cold weather, so we went next door to the restaurant into a convenient second-hand store and bought coats to see us through the weekend. As we started rising in elevation after lunch the temperature began dropping and the clouds began to build. Then it began snowing. By the time we got to Leadville (elevation 10,150 feet) at about 3 PM, we were driving in near white-out conditions with an outside temperature of 21 degrees F. The elevation began to drop as we travelled north, and the snow finally began to subside and temperatures began to rise, but it was still chilly and cloudy. We found out later that Vail Pass had been closed shortly after we went through due to the snow, so several Colorado members couldn't get through and simply had to turn around and go home.

We arrived in Glenwood Springs, without further incident, about 5 PM. We checked into the Best Western Antlers motel, an older hotel which was well maintained and comfortable with great views of the surrounding mountains. The Friday meet-up was set to be a BBQ outside of Vicco's, a local eatery owned by Bart Victor. He is a CORSA member with three Corvairs of his own. Due to the cold temperatures a last-minute change of plans was necessary, so Bart invited us to his expansive warehouse which was populated by 50's 60's and 70's cars and memorabilia of the era. It was a lot of fun to visit with our Corvair friends in those surroundings. Thanks, Bart!

On the way back to the hotel after the event, I rode with another Corvair enthusiast, Phil Degroot in his Corvair, formerly LeRoy's 1965 Monza coupe. We were followed back to the hotel by a man from Sioux Falls, SD, who was travelling toward home and saw several Corvairs. He is part of a group starting a new Corvair club in Sioux Falls, and he was interested in seeing the cars. He hadn't come to the Tri-State intentionally, and his plans hadn't included a stop in Glenwood Springs, but when he learned Vail Pass was closed he decided to stay in Glenwood Springs and enjoy some Corvair hospitality.

Saturday morning dawned clear and warmer, and 33 Corvairs were polished and shined for the car show in a nearby mall parking lot. The car show lasted from 10 until 2. A few people in "other" great old cars showed up to enjoy the show. Bart brought more BBQ from Friday night, so we finally had our outdoor BBQ --just on Mother Nature's schedule.

The banquet began at 6 PM Saturday evening, and we were told about 80 people attended. The meal was an Italian buffet, and the speaker was Eric Shakel, a Rocky Mountain CORSA member who spoke about his experiences racing his Yenke Stinger. Winners of the silent auction, door prizes, 50/50, etc. were announced, and the Tijuana Club initiated its newest member. The banquet concluded at about 9 PM.

The next morning we arose, said goodbye to all our friends, had a great breakfast of schnitzel and eggs benedict and made our way home. We were happy to have reconnected with all our Corvair friends, gotten updates about their cars, and to have had an adventure which included a beautiful city.

Next year's Tri-State will be held in Salida, CO, May 19 - 21, 2023, hosted by the Pikes Peak Corvair Club.

My thanks go out to all the good folks from Rocky Mountain CORSA for a memorable Tri-State 2022 Meet. I look forward to seeing everyone next year in Salida.

Tarmo

Some more pictures from the Tri-State



Events Calendar

July 1st-----RMC Club meeting 6200 S. Broadway Englewood, 7PM. I'm sure there will be a zoom session available to join the meeting.

July 9th Saturday, 4 PM—: RMC member Chris Jackson has put together an early supper for us on July 9 at 1530hrs (330pm) at BJs restaurant, 14245 W. Colfax. Hopefully everyone can be there by 1600hrs (4pm) This is in the Colorado Mills shopping center area. At the west end of the longest street in the US (40 miles). Chris says if less than 20 hungry mouths show up we can order from the menu. If more than 20 then a pizza/salad type buffet will be in place. Come and enjoy the food/ good service and visiting with other club members. Even though an official RSVP is not needed would everyone who decides it would be a fun even please reply to this email so Chris has an idea how many.

July 23-----Third Annual Cripple Creek All Corvair Car Show at the Cripple Creek Historical Museum. This is open to anyone with a Corvair and they don't need to be affiliated with any club. See the flyer in the newsletter for more information. See More will be at this free show. I know some members will be driving to Cripple Creek the day before the show and book a room for the Cripple Creek show with Double Eagle Casino and Hotel..

August 6---- 2022 Rocky Mountain Car Show. The Colorado Collector Car Council is hosting their annual car show & swap meet at the Rocky Mountain Metro Airport. 10 AM to 2 PM, Stay tuned for some details from Rick Beets

August 14-----Dale and Joan Wilshire Memorial Picnic at Bear Creek Lake Park. We have rented the same shelter this year as we had last year. And we hope for the same turnout as last year. Great setting with the same great people.



Big Block Thunder, June 4-5

Eric Schakel

Out in the real Midwest last weekend, Rocky Mountain Vintage Racing conducted the Big Bore Thunder event on the not-exactly-fabled road course at Pueblo Motorsports Park. In truth, it should be fabled, it's a great 2.2 mile, 10-turn road course built on a massive pile of desert-like dirt. It's a mile or two west of Pueblo, Colorado, hence the name.

The Stinger was there, and was joined in the paddock early Saturday morning by Jon Whiteley's Red Racer 1965 Corsa. I'd installed new pads and rotors on the Stinger the Tuesday before, and drove all over the backroads around Sedalia bedding everything – it's one of the things those of us with street cars can do that the 'real racers' can't.

But I digress... I dropped the trailer ramp, crawled into the car, and the starter clicked. I repeated that several times before accepting that it wasn't going to simply fix itself. And I did what any good racer would do: Yelled at my patient and understanding wife to shove the car toward the ramp.

She did so, the Stinger rolled forward down the incline. The engine roared to life when I popped the clutch, and worked on call for the remainder of the weekend. Had Steve Goodman been there, he'd have groused about the aftermarket starter, but since it's the only light part on the car, I'm keeping it.

Jon had suffered through a fuel-related no-start issue the previous day, when his car wouldn't start in his garage to go on the trailer. Needles had adhered to the seats in all four carbs during the two weeks of

downtime since the previous race. Truly, climate change is upon us.

So when the call came for the Saturday morning warmup session, we were both a little edgy until we were on the grid, engines running. It's like voodoo or something.

The PMP track's main straight is a drag strip, with the distinct difference in traction areas you'd expect. Jon and I both go for the sprayed-down VHT, as it keeps our wheelspin under control when we unleash the fury of our flat sixes down the straight. At the end of the straight, Turn One on the map, there's a sweeping right hander that closes radius slightly as it passed the 180 degree mark.

Once the Stinger settles into that corner, it dances at the edge of traction, with a bit of oversteer to keep it interesting. Turn Two is a quick left-hander, followed by a short straight and another hard left, with the track dropping elevation a bit through the turn, very interesting in a rear-engine car.

The track drops a bit more into the straight leading to Turn Four, which is a tight right that spits out into yet another short straight that is still losing elevation. At Turn Five, though, the track changes its mind and the Stinger dives hard right into a slightly banked, blind uphill turn taken at full tilt in third gear, with the gas foot balancing the car on the edge of the pavement, assisted by tiny twitches of the wheel.

And the excitement continues through Turn Six, which is actually two short straights connected by turns. If you maintain speed

up the hill, and can convince yourself not to lift, Six can be taken as a constant radius. It's scary, as the curbing has big drops lurking behind. But get it right, and that uphill churn from Five, through Six and into Seven is absolutely as good as it gets in a race car. Dancing with the devil in the pale moonlight!

Seven, though, is the proverbial hairpin left-hander, and we're back at dragstrip elevation. I dive into it, brake hard and grab second, then crank the wheel hard to port as I punch it. This is a good passing area if your gearing is right, as the four-bangers can't match the flat-six torque at low revs.

Turn Eight exits onto a kinky straight with a hard ninety the end. Wind it up tight in third, then, when your eyeballs are touching your visor, hard on the brakes in a straight line. The Stinger's fresh pads and true rotors were magic at that spot, allowing me to go fifty feet past the last marker before dropping anchor. Thank you, Wilwood!

Between Nine and Ten, well, I still have trouble. That's a very wide area that serves as the staging for the dragsters, and the pavement changes with a sharp kink heading through Ten and onto the drag strip/main straight. The rear engine Stinger likes to cut that kink tight and a bit late compared to the front-engine cars, and the odd traction surface takes a few laps to get used to.

But I did get used to it, and so did Jon. The Stinger was running well, and I was getting back into the rhythm of the course, so during the first race session after lunch I decided to amp it up a tad when a flying Datsun 510 crept up in the mirrors. I know the driver fairly well, and consider him to be a bit reckless with his passing, so I waved him by and latched onto his tail.

When I'm running 9/10ths, I drive the track in third and fourth, using second only in the sharp hairpin at Turn Seven. When I'm chasing

Datsun 510s, nearer to 10/10ths, I downshift into second gear in Four, and in Nine.

It was the Turn Nine downshift that tossed the belt, and I enjoyed the extra power coming out of Ten onto the straight, gaining a few feet before the audible detonation caused me to glance at the glaring red light. I shut it down and I coasted off track, waiting behind the Armco by the corner station for the duration of the session.

Once back in the paddock and the engine cooled a bit, inspection revealed the guide on the top shroud to be loose. The belt was hanging there, visually undamaged and wearing a look of innocence. Once again, I broke a Steve Goodman rule, this one Rule #1, and re-installed the tossed belt. It was tightened down with surgical precision, started up and slathered with messy silicone, and taken out for the next race session.

And, since I'd had a DNF, I started last in that final Saturday session, but worked my way up six positions as I dutifully kept my revs and downshifts under close supervision. It was a good day.

Sunday was a better day for the Stinger. I ran an easy morning warmup, no belt issues. In the cooler morning race the car was great. Attrition had reduced the cars considerably, and some of the old people (I should qualify this: I'm 69, and Old People means five or more years older than me!) were balking about going out in the afternoon.

The upshot of all the Sunday drama is that YS-066 and the Red Racer finished 3rd and 4th of eleven starters in the final race. Both the first and second place cars were Lotus Sevens. And both Jon and I drove our cars into the trailers after the checkered flag flew.

It was a good Corvair weekend in southern Colorado. Next race is the Race Against Kid's Cancer over the July 30-31 weekend, in case you're feeling like a nice Western road trip. Jon and I are registered, and hope our cars start

OUR CHANGING TIMES

by Steve Goodman

As everyone has recognized we have had some changes to our lifestyles the last couple of years. One of the hardest things for many of us have had to cope with is the changes in the restaurant business. Many have a less than adequate serving and kitchen staff and in many cases they are more careful with the food they buy and place in the ice box because of possible loss due to non-use. Also many are strapped with very strict open hours.

With the above in mind it is very common now for restaurants to ask for a customer count in advance so they can be sure they not only have the space available to seat everyone but also to ensure staff and food is at the proper level for good service.

This showed up at the June event this year planned by Laura Wilshire to have an event in the northern area to accommodate the members and guests living in Ft. Collins/Loveland/Longmont and other towns in that area. Laura found a restaurant named CJ's Patio and that was their request: to have a count of attendees the week before the lunch was planned. Many times the restaurants will place a group in a particular place on purpose; either close to the kitchen or maybe a bit out of the way to give us some privacy as well as separated from their other guests for the same reason. Sometimes the restaurant will not have enough space if they were expecting 7 and 20 showed up. With that in mind it is necessary to share with the restaurant how much space we need so they can plan.

When Laura wrote her story for the DENVAIRNEWS and the notice also appeared on our website (and I reminded everyone at the June 3 meeting) Laura asked for an **RSVP** for all planning to attend. Sadly the response was sparse by the entire club and not nearly enough to help CJ's plan properly for the event so it was cancelled.

RSVP is a French phrase meaning "respond please". It is an indication of showing a commitment to attending beforehand instead of just showing up a few minutes before the event begins.

continued

I hope all of us can remember to be more responsive to the host/hostess of some of the events when the request for advance reservations are asked for, it was sad to see the June event cancelled due to a lack of response. Thank you, Laura for trying to set up an event a little different than what is normal for the club.

Parts for Sale

Wheels, four stock late model 13 x 5-1/2", 5 bolt wheels in good condition. Set, \$80

Dash pad, black late model pad in great shape. No cracks. \$125

Convertible boot, early model in black, good shape. \$75

AM radio for forward control: Rampside, Greenbriar or Corvan. Includes the FC only housing. \$60

All parts in Longmont, no shipping. Jim Reich, [303-257-3733](tel:303-257-3733)



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The CONEHEADS Ride Again!

33 riders from Team CONEHEADS, including me, Rob Brereton, took to the road June 25-26 to fight Multiple Sclerosis on bicycles. The main event was a 150-mile two-day ride from Westminster to Fort Collins and back, while longer and shorter options were also available.

I have been riding in this tour since 1990, and in 2001 we formed Team CONEHEADS. In these 19 years we are now just \$12,000 short of \$1 million overall funds raised, so we hope to break a million dollars this year still. Many in the Corvair family have sponsored me many times over these years and I would love to have your support to break this record this year. If you haven't yet, you can use the QR code below for online donations or [click here](#) in PDF newsletter (I hope this works) or I can send you an online link—email me at rsbrereton@gmail.com. Checks can be written to “National MS Society” or just “NMSS”, and of course cash works too. I will be at the July 1 meeting.



Our team has riders with MS and spouses battling MS, so this fight is personal for us. This year our Jerseys featured a new action hero, IncrediCone, battling MS.



How did it go? We had a cool and cloudy weekend but managed to avoid the earlier forecasted rain all weekend. We started at 6:30 and faced a stiff headwind for the first 30 miles, but then the wind became gentler. The route rolled along the foothills but then climbed up into the foothills west of Horsetooth Reservoir. After several fast descents and a dash through Fort Collins we arrived at the CSU campus and the finish line at around 1:30, 81 miles down. We spent the evening in our team tent and the beer garden, then turned in early—these things start early each day.



Sunday was an early morning and again we started under clouds about 6:45. The storm passed overnight, and the roads were pretty dry. The headwind we faced the day before didn't stay around to push us home, but for the most part was a crosswind, so it didn't fight us too much either. The day was cool, and we finished about 1:45. My brother David and another rider named Rob and I took the long route back up around Horsetooth

Reservoir, a 77 mile route, while most of the team took the direct 63 miles back. We had a few long early climbs and then cruised rapidly and ultimately caught up to some of our team. The rest were waiting near the end so we could ride in together as a team. It was sure great to get off the bike seat after a 158-mile weekend. We waited for a few team stragglers to finish, had a BBQ lunch and headed for home to clean up and recover!



Rocky Mountain Corsa Meeting Minutes

Meeting Date: June 3, 2022 **Called to Order:** 7:08 pm
Location: John Elway Chevrolet, Englewood CO **# Present:** 15 on site, 4 on Zoom.

Guests, long distance, new members: None.

Standard Business:

Minutes of last meeting: Minutes from May meeting were reviewed and approved.

Treasury report: The end of May balance was \$7,419.67. Most Tri-State expenses have been paid with ~\$160 outstanding for awards. The Treasurer's report was approved.

Mailbag: Nothing.

Old Business:

- Tri State recap: Tony and Dianne reported that they were really impressed with banquet service and food. Rick, Tony and Dianne shared a big thanks to all the volunteers! Most popular baskets were CO beer and Johnny Lightning cars, then the car wash bucket. Hard luck award went to Mike Piper, both coming and going. Dale reported hitting construction damage on C470 and Quincy, cut RF tire, and arrived home by AAA truck for the last 4 miles. See the newsletter for a lot more!
- Thanks Paul for a great newsletter and for continuing to produce them, great coverage of Tri-State, and to Ken for covering for the President's article.
- The CCCC meeting was Wed June 1. The lobbyist reports there will be a new \$29 fee to be added to registrations for state parks pass. There were unanswered questions about how it applies to 5-year collector cars and how to opt out for lifetime members? CCCC is begging for volunteers for the Air and Car Show Sat August 6. Request is for 2 hour shifts: 6-8, vendor load-in, 8-10, show car entry and collect \$10, 10-12, 12-2 direct spectators, pass out programs, collect funds, run swap meet, truck and trailer parking. See Rick to volunteer. We will have a specific show area for Corvairs. We need 20 or more Corvairs.
- After discussion we determined we would hold the meeting on July 1 despite the holiday weekend.
- Chris Jackson was to bring snacks tonight but was out sick. Thanks Cory and Gail for filling in at last minute. There are also leftovers from the Tri-State for members to take. Chris Jackson will cover July. Rob Brereton will cover August Ken Schiffner is taking September.
- Paul has made arrangements for the Wilshire Picnic, Sun Aug 14, 11am. Reserved the Mountain View shelter at Bear Creek Reservoir. Will use the 6 cases of water left from Tri-State.
- Christmas Party planning: Gail reported that the Black Bear Diner doesn't take reservations, a former manager did and then left but they honored the reservation. They are pursuing 3 options.
- Rick Beets reported on the Applebee's car show last week at the Westland Shopping Center. Met with Larry Yoder there.

New Business:

- Membership: Jim Williams joined up again after a few years absence.
- Steve Goodman reported on upcoming events. Sun June 12 Laura Wilshire arranged a lunch at CJ's Patio Grille in Loveland, RSVP due today. Chris Jackson discussing doing something in the month of July, he is sick this week so no details. The PPCC Ice Cream Social is rescheduled to June 19. For other events see newsletter.
- Rob Brereton spoke about his Bike MS Tour to raise money to fight Multiple Sclerosis with TEAM CONEHEADS.
- Rob also announced the birth of Taylor and Melissa Wallace's daughter Lucy Adeline on May 18.

Upcoming events: See Steve's report and other items in new business above also

- July 1 (Fri) 7pm Monthly meeting, John Elway Chevrolet
- July 23 (Sat) All Corvair Show, 9-4, Cripple Creek. See details above.

For Sale or Wanted, Recently Purchased, Projects

- John Dinsdale to go to Ryan's Rods next week to discuss progress or lack of it.
- 2 people contacted Steve Goodman recently: Jerry Gerteisen still has his car for sale. Jim Deprie sends greetings, he is caring for his wife.
- Rick Beets found his rear air grille damaged after stopping on the way to Tri-State. Near the Georgetown exit he ran over some pieces of a traffic cone that were kicked up by a truck.
- Tony recently found rear air grill missing from his '64. He bought another from Clark's including new screws, then found screws in place.

50/50 Raffle: \$65 total , \$33 to Club, \$32 to Winner Mike Piper

Meeting adjourned at 8:34 pm. Respectfully submitted by Rob Brereton.

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* Dues can also be paid on line via PayPal at this link www.rockymountaincorsa.org/dues

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

Appointed Chairpersons

Activities Chair:	Steve Goodman	activity@rockymountaincorsa.org
Auditor:	John Dawson	auditor@rockymountaincorsa.org
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Webmaster:	Dale Nielsen	webmaster@rockymountaincorsa.org

Extra Page of Stuff

Just can't see sending out a blank page



Ever wonder why you rip up interior panels removing door handles in spite of your special tools? Check out GM clip fit versus replacement clips. Your GM clips are precious - treasure them!

Thanks Eric



Dog Park



MY CAT GETTING READY
TO HEAR ABOUT MY DAY