

The Denver News

May 2025

The Official Publication of Rocky Mountain Corsa ↔ Volume 50, Issue 5

E-Days Show

Sunday, April 13 marked one of the annual kick-off Corvair show events of 2025, when a baker's dozen Corvairs converged on the parking lot for the annual E-Days Show at the Colorado School of Mines. Thanks to the diligent promotion and support of Gary Hoffman, a proud graduate of Mines in the last century, this has become a Rocky Mountain Corsa favorite. Perhaps one year Gary will have one of his Corvairs on the asphalt with the others!

The day itself was warm and friendly, the Corvairs drew a number of onlookers, and at the end of the show Tony Lawler received a neat little 'Judges Choice' trophy for his classic Ramp-



Thirteen Corvairs lined up, looking kind of like a Chevy dealership sales row from the good 'ol days. Rumor has it that there was another weird Chevy orphan model lurking somewhere in the background...



side. The two early models were overwhelmed by ten late 2-doors, and one of those lates appeared to have a water-cooled engine mounted in a spote GM did not anticipate.

By all accounts, it was a pretty sweet event, with veterans and recent members alike basking in positive Corvair attention and comfortable sunshine. Not a bad start to the Corvair season!

No red Corvair jabs at Larry Yoder, who has been daily driving and showing this classic Corsa for decades. Roll on!

For more Mines images, flip to page 4...

Corvair motoring season is upon us, and the weather is hopefully going to cooperate. Have you registered for the Tri-State yet, coming up May 30 in balmy Trinidad, Colorado? If not, see www.rockymountaincorsa.org.

And there's a meeting, a Tri-State Tune-Up, and other groovy (groovy?) stuff, so check the event list on the next page!



Rocky Mountain Corsa Official BS & Contacts

Rocky Mountain Corsa (RMC) has been a chartered chapter (#802) of the Corvair Society of America (CORSA) since October 1974, and is dedicated to the preservation and enjoyment of Corvair automobiles.

The Denvair News is a monthly publication for members and affiliates of Rocky Mountain Corsa.

Editorial Contributions

We encourage your participation! Please forward stories, ideas, jokes, recipes, and/or photos to the Editor. Content must be received by the 20th of the month prior to the desired publication month. Electronic files are preferred, pictures are awesome, but please include descriptions!

Classified Ads

I don't recall RMC doing paid ads in this fine newsletter since the Reagan Administration. Should this section be updated or eliminated now that RMC has a well-maintained web site?

Business Advertising

Ditto Editor rant above - much the same applies.

RMC Mailing Address

Correspondence, ads, & articles may be snail-mailed to:

RMC
PO Box 27058
Lakewood, CO 80227-0058

Membership & Dues

Rocky Mountain Corsa annual dues are \$25.00, due each year by February 28. Checks should be payable to RMC, mailed to **RMC, c/o John Dinsdale, 3240 Billings St., Aurora, CO 80011-2231**. Dues may also be paid online via PayPal at this link: www.rockymountaincorsa.org/dues

Monthly Meeting

RMC holds meetings the 1st Friday of each month at our host dealership, Elway Chevrolet, 5200 South Broadway in Englewood. Join us at 7:00 PM in the upstairs meeting room (above Parts Department).

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RMC Corvair Happenings!

- Friday, May 2, 2025 — RMC Meeting, 7:00 pm at Elway Chevrolet
- Sunday, May 4, 2025 — Tri-State Tune-Up & Swap 'n Dump, El Rancho Schakel
- May 20 - 23 — CORSA International Convention, San Luis Obispo, CA
- May 30 - June 1 — 2025 Tri-State Meet, Trinidad, CO. See RMC web site to register!
- Sunday, August 14, 2025 — Wilshire Memorial Picnic, Bear Creek Lake Park, Mountain View



President's Letter, May 2025

Hi all!

I had an interesting experience on 4/26 that really didn't have much to do with cars but was a lesson about how our actions can affect others in the future. I've been doing some contemplating and remembering so this will be a bit of a change from usual. And it's not intended to be a personal horn tooting essay, but I suddenly learned quite a lot.

Some background: I joined the Colorado Task Force 1 Urban search and Rescue Team (CO-TF1 US&R) in September of 1990. In February of 1993 construction of the Coors Field Baseball Park structure began. I was the first structural engineer from our firm in the field. It's probably my nature anyway, but perhaps due to US&R I spent quite a bit of time watching how construction was done and the equipment used, and spent a fair amount of time talking to the contractors and equipment operators, in particular the lead crane guy for the contractor. I interacted almost constantly with the people building the place, from laborers to superintendents, and spent 26 months almost continuously investigating and solving problems quickly to keep construction moving. The first opening day game was played on April 26 in 1995. This April 26th marked the 30th year celebration, which included a number of the original design and construction team members. More on this after a few more sentences.

As many of you may know, I was deployed with the US&R team to ground zero soon after the 9-11 2001 World Trade Center attack. I think it was very fortunate that the first 4 years of my career involved the design of High-Rise buildings, and 26 months on a really busy, high pressure construction site at Coors Field allowed me to remain calm in a completely unfamiliar situation. Psychologists have written that we tend to note things we are familiar with when coping with high stress chaotic situations. That is precisely true in my case. I don't recall ever being excited or nervous at the Trade Center, but very attentive to danger. My job was to help keep the firefighter rescue folks safe. At one point four of us rode up into the center of Tower 1 in the man basket of the 800-ton crane (a B-F***ing crane!). One guy was a construction superintendent & firefighter, me, and two firefighters, one HazMat and one Safety. One of our docs came up later and said it was amazing how I just walked out and got in the man basket. I told him it was no big deal because I'd done it before. Staying calm, being familiar...

So, back to the Coors Field reunion thing. I didn't think of myself as a calming influence at that site, but I was surprised at the number of people who said the thing they remembered about me was how I stayed calm and just dug in and figured things out. I suppose in retrospect that was true, but there were a number of situations when a sense of humor helped. This included senior people at the time who pretty much did not let anything get in their way and the "crane hook was in the air" (extra stress there because it had to be solved NOW). I suppose the most surprising to me was the guys who were early in their careers into the middle of their careers telling me that working with the design and engineering team and possibly me in particular had a strong positive effect on how they approached problem solving as they continued through their careers. The word calm was used a lot. The stadium district had made it clear we were to help the contractor finish on time - arrogance was not tolerated, and that helped.

So, to get back to my main point, despite being "retired" now and not necessarily in a position to continue to influence the younger folks getting going in their careers, I think it's important to try to leave something positive in our wake that hopefully will help someone else in whatever they make of their lives. I didn't necessarily think I left a legacy, but maybe I did; being a positive influence is certainly a good way to be remembered.

My last thoughts have to do with standing at the ballpark Saturday with these folks and remembering the thousands of interactions we had as part of the team. I really do miss those folks, particularly the ones I greatly admired and respected who have joined Elvis in leaving the building. After 30 years some people are gone, all are grayer, many are larger in volume and maybe not getting around well. Many of the old crew were not there but are still vertical someplace in one form or another. One of the stadium guys posted a video from the "Super Flush" and it was quite a thing to see all those people from 30 years ago thinner, with no beards (if men) and with more and darker hair.

I hope you'll forgive me for wallowing in this bit of nostalgia. I think it's good once in a while to contemplate how in the world we ended up where we are. In Corvairdom we have opportunities to influence younger folk, perhaps instructing them on dealing with the ancient technology we enjoy, and the problem solving (OK, you need air, fuel and spark if you're missing one or more, you are out of luck so start there) that goes with it. They can also learn how our analog stuff worked and evolved into the highly computerized, automated equipment they have today. Maybe they'll learn the art of diagnosing a broken-down auto, and the details of getting to safety and seeing repairs done.

I'll skip the usual miscellaneous stuff for now. I'm still trying to retire, I'm messing with my yard, the Tri-State Marches on, the Corsa convention is coming right up.

I hope the new year is going well for you all, and I hope the weather continues to improve and we have no nasty thunderstorms or hail... Please stay healthy and enjoy your cars and activities with the club.

- Mike



Dale Nielsen's newly-repainted 1965 Monza black widow is a shiny example of an updated daily driver.



Is that Dusty Dodge's 1965 Nassau Blue Monza coupe? Sweet!



Above: Mike Piper's driven-a-bunch 1965 Corsa convertible, in RED.



Above Right: Awesome Madiera Maroon (or cool purplish shade?) 1965 Corsa (sorry, didn't get owner, Ed.)



Above: Un-named owner's 1965 Corsa convertible, white/white top for a clean original look.



Right: There's something not quite right about Kevin Shippman's blue-striped Corsa. That's a pretty big oil cooler slot below the front bumper...



Above both: The Beets-mobiles, piloted by both Rick and Charlie to keep the day from being a Late Show.

Lower Left: '65 Corsa that's so clean it's tires are even on little pads! Allegedly owned by Glenn Ford (my favorite cowboy actor when I was little - Ed.)



Below: Mario Wibben's clean 1966 'vert.



Upper Left: Steve Goodman's "too nice to drive to the shop" '66 Corsa.

Above: Big Tony's all-American Rampside.

Left: Did you catch this earlier? Jeff Romeo's rare blue Cosworth Vega was hiding behind the Corvairs. Not to worry, Jeff had a Corvair as a kid, too.



Rocky Mountain Corsa Meeting Minutes

Meeting Date: April 4, 2025

Called to Order: 7:07 pm

Location: John Elway Chevrolet, Englewood CO

Present: 12 in person + 3 on Zoom.

Guests, long distance, new members:

- Larry Blasco is a relatively new member in attendance.

Standard Business:

Minutes of last meeting: Minutes from the March meeting were reviewed and approved. Later in discussion it was learned that the House Bill referred to as HB25-1157 is actually HB25-1127.

A memorial card was sent on behalf of the club for Caron Wetter, as well as a donation to the Limon Ambulance Service as recommended.

Treasurer's Report: The end of March balance was \$10,180.91. Treasurer's Report was approved.

Mailbag: Invitation and information on "Tri County Family Care Center Cruisin into Summer Festival" car show June 7. On the table up front and will be sent to the webmaster/newsletter.

Old Business:

- Membership: Most renewals have been made, 1 more round of follow up calls will be made. There are 16 non-renewals so far, need to consider the impact. John noted that RMC may not be meeting the needs of the members, and we discussed how to get more family engagement.
- Thanks, Eric, for a great newsletter. Please contribute your articles, with pictures.
- Rick Beets gave a CCCC update: Did not attend most recent meeting in Colorado Springs.
 - CCCC meeting: HB25-1127 related to retired military vehicles, fixes a problem in definition of military vehicle that caused all retired units to be considered off road only, and has severely impacted the military vehicle club. Bill passed several committees and was referred to appropriations committee.
 - Dick Thompson wants to speak to our club about will likely ask for a donation for their PAC, Friends of Collector Cars.
 - CCCC changed their bylaws to say that clubs must have 12 members to become a CCCC member club but are not automatically removed if they drop below. The unrevised rule was limiting member clubs that may have shrunk in membership
 - Saturday, June 21st Dust and Shine at the Forney Museum.
- Tri-State, registrations in process, T-Shirt artwork at printer, waiting for total. Award/trophy (frame) chosen, and will be ordered. Confirming if permit is in place and correct. Dates are on website. 31 registration, 24 cars, 50 for banquet. Baskets—8 confirmed for raffle. Hotel rate ends May 1, T-shirt deadline April 15, Banquet May 15.
- Bylaw discussion, ¾ through a review, Mike will schedule a new meeting to complete.
- We have reviewed CORSA membership in CO against our roster, and will update our roster to include a CORSA member field.

New Business:

- Website update: Tri-State Registration is working smoothly.
- Not much new on Facebook. Tony posting on Tri-State on FB page.
- Tri-State Tune-up will be held May 4, Sun, Noon – 3 or 4. Dumpster Day.
- We learned that Maxine Seyforth passed away last Friday 3/28. Will share more as we learn it.
- Dale to set up reservation. For same shelter at Bear Creek Lake Park for same weekend.

Activities:

- May 2 (Fri) Regular meeting, Elway Chevrolet, 7pm
- April 13 (Sun) School of Mines Engineering Days (E-Days) 10:00. Meet at Lumen building 19th and Jackson to go in as a group at 9am. Must register online in advance.
- May 4 (Sun) Tri-State Tune-Up and Dumpster day at Schakels, Noon.
- May 30-June 1 Tri-State at Trinidad, see website
- June 21 (Sat) Dust and Shine at Forney Museum,
- Standing Shows:
 - Adam's Polishes Cars & Coffee: Lafayette, 1st Sats 7-10 at Flatirons Church, Thornton 3rd Sats 7-10 at Denver Premium Outlets.
 - Golden Super Cruise, first Saturday year-round (unofficially).
 - WeatherTech Cars, Tacos and Doggos on 2nd Sundays at WeatherTech Lot in Broomfield.
 - Runza Hut in Loveland, 1st and 5th Fridays.

For Sale or Wanted, Recently Purchased, Projects

Mike reassembled wheel bearings, got brakes wrong, and will be correcting and bleeding brakes tomorrow.

Tony thanked Steve for taking core parts of an alternator to D & D for a rebuild.

John Dinsdale struggling with idle, worked well one day, then no power and poor idle the next. Discussion of what to look for. Points were implicated, but it has Pertronix which may also be the culprit.

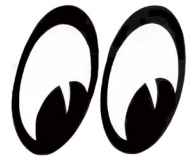
Bruce and Ivy Parizek are moving back to Wisconsin, so this may be his last in person meeting. He took the Corvair back there in November and likely dropped a valve seat 5 miles from home—managed to get home with it. Discussed potential sources for 140 heads in that area.

John Dawson found on FB marketplace, the inside of a barn with several Corvairs and hubcaps on walls. Corvairs not for sale, but a bunch of parts are. Parts are from the late Ralph McDonald and are being offered by his grandson Justin McDonald.

50/50 Raffle: \$25 Club \$25 member, winner Larry Blasco.

Meeting adjourned Not Recorded, but early!

Respectfully by Rob Brereton



Forgotten Stuff and the Hourglass

After my recent shop construction disruptions, which were preceded by a year of sitting around as my shoulder recovered, I'm now in a kind of odd discovery mode. I've always been something of a pack rat, but the magnitude of rediscovered treasures has been a shock as I work through repackaging my "project storage" stuff.

It seemed simple enough: Separate the Pontiac stuff from the Corvair stuff. In the process I've unearthed tools I bought while working in Dad's garage in high school, found unused parts I bought when I was 25, and uncovered a cache of cool stuff for one of my long-gone RX-7 Mazdas. No box, no pile has gone undisturbed.

Corvairs rule now, but how do I explain five pair of 140 cylinder heads, each set neatly boxed? Or

two engine "short blocks" and a bare case that will work just fine with one of the three forged 164 cranks on a shelf? As a racer, having parts for a spare engine or two seems reasonable, but somehow they've multiplied in the darkness over the years. How did I lose track?

As I write this, I figure I have roughly 80-85% of what I need to finish my four automotive project goals. But now, with all this precious "stuff" unearthed and clear sailing ahead, I find myself staring at life's hourglass...

So, if you'll excuse me, it's time to head back out to the shop.

Stay Functional, my friends!



Corvair row - the backside lounge area