

The Denvair News

Volume 46 Issue 5

May 2020



My 66 Corsa coupe. I had it for 5 years. The DMV reminded me of that last month. Maxine Seyforth took this picture. It's the best one of this car. Ed.

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Presidents Column May 2020

I was hoping for better news with the governors' recent updates to the lock down orders that were set to expire on the 26th. But even with the loosening of the restrictions, holding a traditional meeting at John Elway Chevrolet on the 1st is out of the question for at least another month or three to keep everyone safe.



Until we can meet in person, I thought we could hold the meeting virtually via a video conferencing program. That way we can keep connected as a group while we are forced to continue the social distancing thing. With all the recent event and show cancelations, there is not a lot we need to cover, but it would be great to see everyone again! Even if only a face on a video screen.

A product called Zoom has emerged as a top-notch video conferencing tool. We as a club can set up a video conference for free that can accommodate up to 100 people. We would however be limited to a 40 minute session with the free plan. We would need access to a paid plan for Zoom to go beyond the 40 minute limit. I don't have access to a paid zoom plan, maybe someone in the club does. There are other video conferencing tools out there, one of which is UberConference. I may have access to a paid plan that we could possibly use.

Don't have access to the internet? Not a problem, either service enables people to join the conference by phone.

Here is the plan as I see it right now. We plan on convening at 7pm Friday the 1st of May for about 40 minutes via one of the applications I mentioned above.

I'll send out an invitation through the RMC-list email early next week with details on how to join the conference early next week once I have all the details.

I look forward to "seeing" everyone next week. In the meantime, weather is gorgeous so get your Corvair out and drive it if you can.

Be safe!

Rick Beets

RMC Club News May 2020

This year has been a pretty tough one for RMC. The corona virus epidemic and the social isolation has been difficult to live with. Hopefully our situations have not been as devastating as it has been for the small service businesses and our health care workers. The outlook is that we will be facing restrictions thru out the summer.

I need to make note that our club membership took a major hit this year. Our treasurer John Dinsdale reports we have 45 paid members so far this year. This down 25 from last year. We are not sure what is caused the failure to renew the memberships but we can't blame it on the Corona epidemic. Member renewal dues were due in January and February. If you haven't renewed please contact John Dinsdale.

May 1st , Friday 7;00 PM The club will hold a Zoom video conference meeting. More information will be coming on RMC-list. Stay tuned. .

May 3rd, Sunday Tri- State tune up. Canceled

May 15th-17th Tri-State Meet in Albuquerque, NM. Postponed to May, 2021

July 6th-11th CORSA National Convention, Crown Plaza in San Diego, CA. Postponed until July, 2021.

August 1st-2nd High Plains Raceway Deer trail. CO, Race against Kids Cancer. This is still on the High Plains schedule.

August 9th, Sunday. Dale Wilshire Memorial Picnic. The RMC club has reserved the Dixon Grove shelter at Cherry Creek State Park, Dixon Grove area. Keep this date open. Hopefully we will be out from under the isolation restriction by this time.

September 2nd or 3rd Sunday. Autumn foliage tour.

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

December 2nd or 3rd Saturday RMC Christmas party.

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A drive into Paris a long time ago

Paul Seyforth

What does one do on these long days of social isolation due to the Corona virus. I touched base with some old friends from years past. One of those calls reminded me of the time I spent in Germany while I was stationed there in the mid sixties. I had the very good fortune of owning and driving a 1961 Corvair Monza while I was there. I had many adventures with that car during that time. One memory that really stood out was the time I drove my Corvair into Paris and lived to tell about it.

It was the spring of 1965. I always wanted to visit Paris. My tour was starting to wind down so it was then or never. With a friend I started out first visiting Amsterdam, the Netherlands, spending 2 days and then down to Brussels, Belgium. We stopped at the 1958 World's Fair site. The fair that occurred a few years earlier was eerily deserted. We did have lunch though at the Atomium. The trip from Brussels into Paris was very uneventful. The Corvair ran fine and I was only passed a few dozen times. Arriving in Paris my friend, the map reader, guided us to the center of town. We were looking for the USO office located on the Champs Elysees. The Champs is the grand avenue of Paris, some 3 or 4 lanes wide in each direction. At the west end is the Arch of Triumph surround by the Etoile. The Etoile is a huge multi lane traffic circle, pretty much every street (or avenue) in Paris converges on this oversized round about. I drove into this circle not



realizing what I was getting into. Seems that in France the rule of law states cars coming into a traffic circle have right away over those in the circle. I found it was easy to enter and not quite so easy to exit. Rather quickly we were pushed to the inside lane. In order to get out we had to get a bit pushy and make a several lane changes in front some outraged French drivers. Later I found out that if you were to drive in Paris you would find yourself on this circle often and if you did you had better have plan to get in and get out.



After the experience on the Etoile I parked the Corvair and decided to tour the city on foot or by subway. It was not a city for uninitiated drivers. We saw a lot of the town and many of the sites. I remember while walking at night being amazed at the driver's antics. The French are unique. They believed at the time that car headlights would blind people, literally. Therefore in the city cars had to drive with only parking lights. This would be fine if there was sufficient street lighting but there was not. Cars would drive without headlights and occasionally drivers would flip on their lights to see where they were going. Another action I noticed was that while some cars would occasionally stop at intersections others would not. I discovered that the traffic lights were situated on the curb of each major intersection. These traffic lights were the size of our parking meters. I could only guess the people of Paris did not want the ambiance of their city ruined by overhanging lights.

After 3 days of touring Paris it was time to make our exit and head back to our base. So we unparked our Corvair and started out. We had almost made it to the suburbs when a French gendarme furiously waved me over. I was completely puzzled. What in the world did he want? Approaching the car he screamed 'La Rouge, Stop!' Uh oh, I realized I had run a red light. I tried to explain in sign language I hadn't seen the stop light but it didn't seem to faze the policeman. He was very angry. But luckily for me 2 or 3 cars had followed

me thru the light and were parked behind us, cowering, waiting their turn for the cop's wrath. Finally the policeman realizing he had to save some energy for the second and third car waved me on. 'Allay, allay"! I wasted no time leaving. Later down the road the second and third cars caught up to us and waved thanks as they passed.

There no further problems on the rest of the way back. Except maybe an hand wave or two from the locals when I didn't lower my headlights driving thru their village. The Corvair ran beautifully the entire trip. It was made for the roads that existed in Europe back then.



Atomium

For What it is Worth

Commentary by Ken Schiffner

I have two relatives who are involved in the COVID-19 pandemic analysis and treatment effort. They periodically sent background information and I was also able to see links to presentations given to care providers as the COVID-19 battle unfolded. I felt I should share that information.

The “Corvair” portion of this “For What it is Worth” concerns one of the unexpected things that were revealed about professionals and how they interact behind the scenes. In the background, there was and still is a lot of intense communication that is exchanged. For the Corvair, we have online groups such as Virtual Vairs, etc.. We have experienced Corvair people such as our Steve Goodman, Mike Dawson, and others. They share valuable incites that add to our education, understanding, and enjoyment. Much of that information may not reach to the Communique level. But a lot of that knowledge is unselfishly shared peer to peer.

With COVID-19, I learned that very early on medical professionals were sharing information peer to peer. As the initial cases were being analyzed, these people from various countries that experienced the initial outbreak, information was exchanged. Some of the information was so new that the papers were not even peer reviewed thus the authors risked eventual criticism if their information based upon early data proved incorrect. There was the health science aspect but also the personal concern for the health and safety of their colleagues.



The first task was to characterize the problem. Was it a flu? Was it a novel virus? Was it a combination? How was it transmitted? Was it like any previous outbreak? Was it local or was it a possible pandemic? How rapidly was it spreading and how? What is the incubation period? Did it tend to localize? Can a vaccine be created? Can herd immunity be established and if so how long would that take? Where it came from was immaterial compared to the need to stop it. The WHO labored to put these data together during the early stages. This exchange of information was not generally distributed and, in some cases, was possibly suppressed.

Scientific information groups such as the National Academies of Sciences, Engineering, and Medicine, however, made the information available to the front-line professionals. Hospitals and health services professional subscribe to such resources. Some of these people raised alarms. Meanwhile, these professionals were exploring possible diagnostic and treatment methods and were sharing their ideas peer to peer.

The initial findings that I saw were that the problem was defined as a novel virus that, initially, could be transmitted by touch, contact. Though the disease the virus fostered was respiratory, initial cases seemed to be spread by contact. Given that, the researchers figured the primary transfer mechanism was through coughing or sneezing (relatively large aerosols). Given the expected settling characteristics of these aerosols, the “6 foot” separation parameter was tied to the recommendation of “shelter in place”. Further recommendations were made about high density gatherings such as sporting events, air travel, etc.. It was thought that restaurants could put tables at least 6 feet apart to reduce the spread of the virus. “Social distancing” was recommended and in some places made mandatory. As the virus spread, the need to shutdown gained prominence. Some countries instituted these recommendations, other did not. The virus spread but at a reduced rate.

It became evident that contact alone was not the only transfer mechanism. If the virus was spread more like bacterium (so small that the bacteria moves with the air stream and resists settling) then high efficiency filtration would be needed. Masks became a focal point. Many Asian nations were already familiar socially with using masks, so masks were quickly adopted there.

The WHO eventually had enough information to declare a pandemic and with that provide mitigation recommendations. Country disease control agencies adopted measures that they felt were applicable. Some locations delayed implementation. The reasons for delay are best left to eventual hindsight but the real time science showed, even in early February, that the virus was unlike any other, spread both

through contact and possibly by inhalation. Given the novelty of the virus, it took time to define its characteristics so that the mitigation effort could be focused.

Meanwhile, things got worse. The speed at which the virus spread was frightening even to these professionals. Hospitals added to their daily briefings topics specifically addressing COVID-19. (I was able to see one of these). Around the world, business shutdowns and quarantine measures were adopted. Elective surgery was often reduced or restricted. But infections and deaths increased.

Hardware (ventilators, etc.), PPE, and trained personnel shortages became apparent. In this country, states have jurisdiction regarding most health issues, but additional legal mechanisms were available to fight events of this magnitude (such as the Defense Appropriations Act). Much of the latter was not implemented early so the states had to compete with each other. (Historians and political scientists can and likely will tackle that issue). States established their own mitigation efforts and the rate of infections slowed (as of this writing). Unfortunately, since the states didn't impose a coordinated nationwide response, the rate of infection and the expected peaks vary (and will likely continue to do so). Testing equipment and chemicals were lacking so the health services professionals were not able to get the data points they needed. They were being reactive versus pro-active.

Internationally, the countries that responded rapidly appear to be coming out of at least this stage of the pandemic and move into a yet to be defined “new normal”.. The data on individual and herd immunity however is scattered. Efforts to develop a vaccine are

moving forward but these things take time. Time is not a luxury for people who have lost their job or who see savings deteriorate, or who are attached to a ventilator. But the virus is in control until immunity can be shown and a vaccine developed. Don't expect large gatherings in the near future. Get used to the idea of wearing a mask in public.

so, while we the public were getting information via various media channels, these health care professionals were diligently communicating, working, saving lives, and applying the science that they had learned in order to define the COVID-19, develop treatments, and to work to protect the health of us all. Including their peers. And some have died making that effort.

Editor's Note

There is not very much going on these days of social isolation. If you have a project going on or a trip completed or planned (could be one from long ago) we would love to hear about it. How about a prized picture of your car. We would like to see it. Send it to pseyforth@comcast.net.

A couple of recommendations for reading:

Jim Pitman's Enchanted Corvairs newsletter is one of the best newsletters in the country. Check it out at www.unm.edu/~jimp/.

And if the days get really long there is some great reading material at Curbside Classic Cars. www.curbsideclassic.com.



IT'S BEEN A TOUGH MONTH BUT MAYBE WE HAVE ROOM FOR A BIT OF HUMOR.

ORIGINALLY SUBMITTED BY STEVE GONGORA, CNM

Lexophile" describes those who have a love for words.

An annual competition is held by the New York Times to see who can create the best original lexophile. This year's submissions:

I changed my iPod's name to Titanic. It's syncing now.

England has no kidney bank, but it does have a Liverpool.

Haunted French pancakes give me the crepes.

This girl today said she recognized me from the Vegetarians Club, but I'd swear I've never met herbivore.

I know a guy who's addicted to drinking brake fluid, but he says he can stop any time.

When the smog lifts in Los Angeles U.C.L.A.

I got some batteries that were given out free of charge.

A dentist and a manicurist married. They fought tooth and nail.

A will is a dead giveaway.

With her marriage, she got a new name and a dress.

Police were summoned to a daycare center where a three-year-old was resisting a rest.

Did you hear about the fellow whose entire left side was cut off? He's all right now.

A bicycle can't stand alone; it's just two tired.

The guy who fell onto an upholstery machine last week is now fully recovered.

He had a photographic memory but it was never fully developed.

When she saw her first strands of gray hair she thought she'd dye.

Acupuncture is a jab well done. That's the point of it.

I didn't like my beard at first. Then it grew on me.

When you get a bladder infection, urine trouble.

When chemists die, they barium.

I stayed up all night to see where the sun went, and then it dawned on me.

I'm reading a book about anti-gravity. I just can't put it down.

Those who get too big for their pants will be totally exposed in the end. **The end.**

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
Historian:	Steve Goodman	history@rockymountaincorsa.org
Membership Chair:	Tony Lawler	membership@rockymountaincorsa.org
Newsletter Editor:	Paul Seyforth	news@rockymountaincorsa.org
Webmaster:	Dale Nielsen	webmaster@rockymountaincorsa.org