

# The Denvair News

Volume 44, Issue 1

January 2018



## Christmas at Mimi's 2017

Paul Seyforth

A dark December night, but not so dark or cold to keep thirty of the Rocky Mountain Corsa faithful from enjoying an end of the year celebration at Mimi's restaurant in Aurora. Denver's roads are getting very congested these days but the drive over seemed easy and relatively quick on this evening. When we arrived, there were already 4 Corvairs in the parking lot. Ken Schiffner drove his 64 Monza convertible, Larry and Lynn Yoder drove their red late model Monza, Steve Goodman came in his late model Monza driver, Dale Nielsen was there with his striking 65 Monza coupe. Rick Beets arrived early too in his Spyder convertible. A late Corvair arrival were the Pipers, Mike and Karen in their very sharp 65 convert. I'm not sure this number of Corvairs was a record for a Christmas party but it had to be close. I think we can attribute some of this to the very mild weather we have been having this year. Mimi's was a very pleasant venue. They provided a separate room off to the side that had more than adequate room and two very obliging young waiters. The early drinks and appetizers the club provided were greatly appreciated by everyone. The dinners were from the menu and were quite varied and the prices were quite reasonable. The early arrivals, aside from the Corvair drivers were Tony and Diane Lawler, Paul and Maxine Seyforth, Jonni Berkman and the evening's hosts, Kory and Gail Levin. Later arrivals were John

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## No Resolutions For 2018

When we next meet as a group, it will probably be Next Year. I've enjoyed quite a collection of Next Years at this point in life, and I'm still amazed by the speed at which they appear. Sure, I admit that as a wee lad, I could hardly wait to be (fill in the age), which lasted until I was granted the coveted Driver's License at 16. It wasn't long after that thrilling day that my first Corvair entered my life.

Like many RMC members, my 1965 Corsa was acquired second-hand, and the original owner had not been overly-kind to it. Still, it quickly became more than just simple transportation: The Corvair was a portal to a world of sporty driving, fun, reasonably economical, and, well, a little different from all of the other cars on the road. It was my portal to a parallel universe, and I modified it and made it the way I wanted within my sadly limited means.

Now, eons later, 2018 will require me to renew my Driver's License on my birthday, and I'm amazed that I still play with Corvairs. I have enjoyed racing YS 066 for many years, and not enjoyed mechanical frustration when it was not taking me around race courses. Just like the old days!

The poor scruffy maroon car has been driven all over the western states like it was a regular car. It sits in the elements, is subject to spotty maintenance, but has a lot of personal touches that have made it special to me,

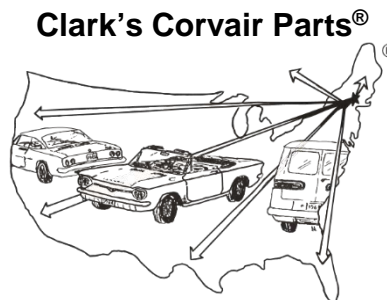
*Continued on page 3*

and Debbie Dinsdale, Eric and Linae Schakel, Laura and Joan Wilshire, Jim Riley and Caron Wetter, Chuck Riblett and Carolyn Taylor. The party were not complete until the Breretons, Rob and Trica with daughters Natalie and Melissa arrived. The dinner went very well with very good service. The main conversation on our end was Jonni Berkman's wheel dilemma. Jonni had driven her car back from the National convention this last summer but had a wheel damaged due to lose lug nuts. The wheel seems unrepairable at least locally. Jonni is faced with replacing not one but all of her very special and unique wheels.

The party was not about to end without the Yankee Gift exchange. This is a long-time tradition of the RMC club Christmas get together. And this year's did not disappoint. Nearly everyone brought a gift to share. The gifts varied widely, books, models, tools, gift baskets, and some wine. As usual the car models provided most of the swapping activity. Jim Riley was delighted with his gift of 2 NAPA oil filters and it seems that Larry Yoder has always figured out a way to leave with the gift of his choice. However, no one was disappointed with their gift. It was all in good fun as it has been every year. Last year the club started a new tradition. The party goers were to bring a Christmas toy for the Toys for Tots program. This year the Club continued it and there was a large stack of toys piled by the door. Linae Schakel will distribute the toys through her school's Toys for Tots program.



A couple of shots from the Christmas party.



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## January Dues

The Dues due list reflects the local club dues. CORSA notifies the member when national dues are due. John Dinsdale requests that you pay the local club dues to him and pay the national dues to CORSA by check or online. If your name appears on the overdue list and your dues are not paid by the following month you will be dropped from the roster.

**November** Charles Kirmuss

**December** Mike Brittan  
Kevin Ellis  
Ray Klomp  
Jim Steinborn

**January** Kory Levin  
Christy Barden  
Mike Corbett  
John Donahue  
John Drage  
Steve Goodman

and a significant player in the Schakel Family Tale. Again, just like the old days!

In 2018, it is my intention to have a Nice Corvair. There are a lot of Nice Corvairs in RMC, and I always feel like the guy from the wrong side of the railroad tracks when I park my maroon car next to a Nice Corvair at a display. Although I will admit, there have been times when people offered me bribes to park next to them, so their Nice Corvairs would have that extra contrast...

To work toward that goal, I purchased a 1965 Corsa 140 4-speed a year ago, and have been fitting specialty seats and modern 3-point belts. I refer to it as the Once-Blue Corsa (OBC), because the original Mist Blue paint has faded and disappeared from years in the sunlight. The car is not being restored, because that's not what I do. Like many of us, I'm doing what the old car enthusiasts refer to as "restification" – restoration, modified to suit the owner's tastes and preference.

The OBC Restification isn't a New Year Resolution, because those are just silly, right? But if you don't see us in a Corsa with shiny paint and working heat before 2018 is out, know that I will be experiencing incredible stress with the patient lady who rides around with me. With the Next Years piling up, I better make this one count. What's on your 2018 Corvair list? Hope to see you on January 5 at Elway Chevy!

*Eric Schakel*



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## 25 Things You Didn't Know About Corvairs

Depending on how you look at it, July 7, 1959, witnessed one of the most creative, or foolhardy, steps in by the U.S. auto industry: Production began on the Chevrolet Corvair. A response to the VW Beetle, which had sold more than 100,000 copies in four years to 1958, Corvair remains America's only successful effort to build a rear-engine, 6-cylinder, air-cooled sedan, the most competitive compact segment, from scratch. To mark this occasion, Corvair Preservation Foundation historian Dave Newell and technical adviser Larry Claypool came up with these "25 Things You Didn't Know About Corvairs" –

1. The secret of the Corvair was leaked 18 months early, on April 11, 1958, when United Auto Workers official Dave Mann told the press that General Motors would build a small car at the Willow Run plant in Ypsilanti, Mich.
2. Motor Trend Magazine's Car of the Year for 1960, Corvair had GM's first all independent suspension. To use an existing manual transmission, the engine rotation had to be reversed so as not to have one low forward gear and four reverse.
3. Unibody construction with welded front fenders, a first for GM, meant that Fisher Body employees aligned the whole car.
4. Some 8,000 Corvairs were stockpiled at the GM's Milford, Mich., Proving Grounds in preparation for the October 1959 launch; 250 were "swimmers" (caught in a flood) but cleaned up, reupholstered and sold.
5. Oct. 2 was the official launch day and will be national Drive Your Corvair To Work Day this fall.
6. Initial Corvair models were 500 and 700 four-door sedans. The most basic 500 is known as the Caveman for its simplicity. Coupes followed in January 1960, then the Monza coupe with 4-speed on the floor in the spring.
7. Surviving early Corvairs are Nos. 375 and 428, both sporting original front fenders, which lasted only 500 cars into the production run.
8. Chevrolet dealers were dismayed by the initial price, which could climb to \$2,500 with Powerglide, heater and radio, only \$200 less than a full-size Biscayne.
9. Gas mileage could be as high at 26 m.p.g. highway, until the VW-style gasoline-powered heater was fired up at a loss of 6 to 8 m.p.g.
10. A boatload of 1960 Corvairs was sent to Cuba before the revolution. At last count, three survive; two reportedly running with front-mounted Russian motors.
11. Dick Doane Chevrolet in East Dundee and Chicago Tribune writers made two attempts to drive to Rio de Janeiro in three Corvairs, with a support truck and fuel truck. They got as far as Colombia in 1961, where one car remains in the jungle, according to a British Army photograph from 1972.
12. In 1961, the Corvan panel van, Greenbrier passenger van and Lakewood station wagon and Rampside pickup were introduced. Air conditioning was not optional.
13. GM built several front-wheel-drive prototypes in 1961, based on Alfa Romeo 1900 and Renault Caravelle platforms; a four-wheel-drive Corvan was tested.
14. One of the rarest Corvairs is the 1962 Loadside pickup. Only 369 were made, with a well in the center of the floor that could not be swept out.
15. The Corvair was an enormously popular base for show cars: the 1961 Sebring Spyder and Pininfarina Speciale, 1962 Super Spyder and Bertone Testudo, 1963 Monza GT and SS, 1966 Fitch Phoenix, 1967 Astro 1 survive.
16. A radical 1965 redesign with Fisher Z body saw the rear suspension resemble Corvette's to address safety issues (see "Unsafe at Any Speed"). And the heater and A/C were improved. But without the pop of the V-8 Ford Mustang, sales dwindled and opened the door to the Panther (Camaro).
17. Don Yenko extracted up to 240 h.p. from Yenko Stinger Corvairs, which were competitive Sports Car Club of Americaracers. He built 100 in one month in 1965, with a total of 185 from 1965-67.
18. In 1968, XP-892 was shown as a full-size model for the 3rd-generation Corvair, planned for 1970, but scrapped. However, the 1974 Holden Monaro HJ coupe borrowed some styling cues.
19. Corvair was down to two coupes and a convertible for 1968-69. A/C was discontinued because of the engine load added by an emissions air pump.

20. Modular Corvair engines were built to bolt together in 4-, 8- and 10-cylinder configurations. One, a 10-cylinder front-wheel -drive configuration, was used in the development of the Olds Toronado.
21. The rarest Corvair is the amphibious Corphibian Loadside pickup. One was built. The GM plant in Oshawa, Ontario, built 100 amphibious Corvair Dynatrack articulated vehicles for the U.S. and Canadian Armies. The Australian Army ordered 500 but didn't have the money upfront.
22. Apollo astronauts trained on a Corvair based lunar rover in New Mexico.
23. The last Corvair was VIN: 105379W106000, an Olympic Gold 1969 coupe with black interior. It's reported to have been destroyed, but ...
24. In the 1970s, Viton finally made a rubber seal that resisted the heat around Corvair pushrods and cured the oil leaks that had plagued the cars since they were new.
25. By 1971, the National Highway Safety Transportation Board declared the Corvair no less safe than anything else on the road in the early 1960s. Take that, Ralph Nader (the consumer crusader who made his name in 1965 with "Unsafe at Any Speed," the book that targeted Corvair).

## **News You Can Use January 2018**

After the business meeting the program for Jan 5, 2018 is for members to tell about car/garage gifts left under the tree or stuck inside the fireplace chimney.

### **ACTIVITIES for 2018**

There are numerous activities each year that are standard re-occurring and traditional events.

New Year's Day Drive

E-days Car show @ Mines school typically in April

Tri-state tune up @ Schakel's typically in May

Tri-state Corvair Meet June 8-10 in Crested Butte

Dale Wilshire Memorial Picnic typically in August

Fall color change drive into the mountains typically in late Sept/early October

Xmas Party obviously in December

In between these months we have several opportunities to have gatherings such as garage tour/rally of some kind/swap meet/?

I am hoping/asking/begging for you to volunteer to either offer to organize or help to organize an event that allow us to drive our cars during nice weather days. Also, there are many cruise/car show events all summer long both Sat and Sunday. If you get wind of something make everyone aware by a simple post on rmc-list. It is a good way to spend some quality time with your car and visiting with other car folks. PLUS, there may be closet Corvair owners who would join RMC which would add to our membership count and get some new ideas in the club. Last thought is DRIVE YOUR CORVAIR every chance you get. Again, it shows off the car to everyone and keeps the cars' mechanical parts moving and fresh.

### **Kory Levin is listing his 65 Corsa for Sale in the Newsletter**

1965 Corvair Corsa 140 Convertible, 4speed.  
 Madeira Maroon, NEW black interior, and New White Top.  
 Purchased from orig. owner who bought at Emich Chevy.  
 Much work done by Rear Engine Specialist.  
 Major Tune up Rebuilt.  
 Shift linkage and assembly  
 Rebuilt Carbs, Electric Fuel Pump  
 Rebuilt differential, New dual Mufflers  
 Asking \$12500. Kory Levin  
 303 229 4323 text or call.



## Rocky Mountain Corsa 2017 Events Highlights



The School of Mines E-days car show April 22, always has been a favorite event of the club. Despite a cold and wintry day, we had a really good showing of support of the show.



April 1<sup>st</sup>, 2017 the Club sponsored Steve Goodman's 50<sup>th</sup> anniversary of Rear Engine Specialists. A crowd of 100 friends packed Wrigley's Chicago Bar & Grill for the event. Yes, Steve was surprised.



June 2<sup>nd</sup> thru the 4<sup>th</sup>, 2017 found the club traveling down in Taos, New Mexico for the thirty third Tri-State meet of the Rocky Mountain, Pikes Peak and New Mexico Corvair clubs. A very fun weekend.



On August 6<sup>th</sup>, 2017 the club headed to Lakewood's Bear Lake park for the seventh annual Dale Wilshire Memorial picnic. Another good turnout by the club; 26 members and 12 cars including Bud and Linda Duncan's resurrected Red Baron.



**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:** December 1, 2017      **Called to Order:** 7:02 (7ish) pm

**Location:** Elway Chevrolet      **# Present:** 27

Guests, long distance, and new members: Steve G came tonight, paying dues and receiving nametag.

### **Standard Business:**

Minutes from past meeting: The November minutes were approved.

Treasurer's Report: End of November balance was \$5,589.23. The state filing fee paid. The Treasurer's report was accepted. A question was asked about whether there a club credit card or debit card? It could be useful for credit only transactions such as the state filing and website renewal. This will be explored.

### **Mailbag:**

We received a flyer for a raffle drawing for a Corvette in Ohio, 67 Stingray Roadster. See the flyer on the front table for Colonel Crawford HS Athletic Club in Galeon, OH.

### **Old Business:**

- The nametags are going out. Remaining nametags were given to Steve as a central keeper most likely to see these members.
- There is no update on the upcoming Tri-State. The graphic design guy fell off a ladder and is out of commission for some time. A draft will be created for marketing purposes in the meantime. Diet preferences have been added to website application.
- The Holiday Party will be at Mimi's Café, 205 S Abilene in Aurora. The club will provide appetizers and 1<sup>st</sup> drink. A Yankee gift exchange will take place again, if you want to participate bring a wrapped gift not to exceed \$20 and label it his, hers, or either. Please bring unwrapped toys for a "Toys for Tots" toy drive like last year.
- The November Corvairs and Cheeseburgers was held at the Westwood Inn, 1:30 Sun Nov 5. It was well discussed in the Den vair News.

### **New Business:**

- Kudos to Dale for the website! Spend some time there, enjoy it, and use it!
- Great Newsletter, thanks Paul and all who contributed.
- New Year's Brunch, cost will be \$22 ea. Pay in advance. Shakels will be staying in Estes Park, let them know if you do so also. Pay by Christmas. Checks are not deposited until after in the event you don't show.
- Eric described his Most Excellent Month involving his new Chevy SS, which has undergone several major road trips but also several incidents affecting the exterior. There was a collision with a deer, collision with another car in Houston, and an erratic Camaro driver who ran it off the road. The conclusion is that whatever you drive, you are not noticed. You are another impediment to someone else's travels. Please take care of your brakes and steering especially in our older cars!
- There has been a recent influx of wagons in the club. Steve reported on another around, a '62 Monza Wagon with early production numbers.
- Steve Goodman commented that people notice the cars, drive them! Also, if you go to an outing, tell the Facebook list, you may get some takers.

### **Upcoming Events:**

Dec 9 (Sat)	Holiday Party, 6:30, Mimi's Café in Aurora.
Jan 1 (Mon)	New Year's Brunch, cost will be \$22 ea. Pay in advance.
Jan 5 (Fri)	Next meeting, Elway Chevrolet, 7pm.

### **Break Time:**

Refreshments Tonight: Paul Seyforth    Jan: Melissa Brereton    Feb: Bruce Parizek    Mar: Ken Schiffner    Apr  
Caron Wetter

### **Entertainment:**

Updates on your Corvair projects. A pass around the room revealed everything from wheels, upholstery, race preparation, trim items, cleaning out parts inventory, oil brand debating, broken valve springs, torque converter swaps to bare metal restoration and body repair. This club has big plans over the winter!

January Entertainment: What you got for Christmas.

**50/50 Raffle:**    Amount to Club: \$48      To Winner: \$48      Winner: Rick Beets

**Adjourned:** 8:49 pm      **Respectfully Submitted by:** Rob Brereton