

The Denvair News

Volume 44, Issue 4

April 2018



A Visit to the Colorado Railroad Museum

Paul Seyforth

A bright Sunday afternoon in March a few Rocky Mountain Corsa members made the trip out to Golden to visit the Colorado Railroad Museum. This was a sort of spur of the moment idea. The suggestion was put forth by RMC president Eric Schakel at the previous meeting on Friday night. There had not been many reasons to take our Corvairs out this winter. A short trip to Golden on Sunday was put to the group and several members were enthusiastic about the idea. About seven of the club did make the trip. Eric and Linæ Schakel drove their 67 Coupe. Larry Yoder, Mike Piper, John and Debbie Dinsdale and myself all drove our Corvairs.

The Museum was delightful. The crowd was minimal. It seems that their busy day was Saturday when they gave train rides in one of the Locomotive trains or the Galloping Goose motorcar. But the Goose was still there, one of the more unique trains. It was built to provide mail service to the mountain towns in the 1920's and 30's. A automobile body and engine with a baggage compartment in back. The Museum had 3 of the seven models that were built over the years. Out in the train railyard were several interesting old locomotives from a bygone era. One of the most interesting was collection of Shays. Eric knew the history of these unique engines and took the part of tour director. They were built with small wheels with

Continued on page 2

Sunday Drive

A quiet, warmish Sunday morning, and what better vehicle to take to Littleton than the Corvair? The maroon car sits outside, so every trip begins with a full orbit to clean the glass and inspect tires.

I climb aboard and do the starting dance: Two whacks on the skinny pedal followed by 6 revolutions of the starter motor calls the engine to a lumpy life. I hold the accelerator steady, with a few minor blips to keep the fire burning while the high idle warms the intake tracts and chambers.

Simultaneously, my hands sort through the belts strung around the floor. Once secured, I scan the gauges. Idle has smoothed out at 1200 RPMs, oil pressure over 30. The new-fangled electric odometer lights up, so I know the speedo is working. The vacuum-boost gauge needle twitches as my foot moves the pedal, and the gas gauge needle is straight up. All is well.

I push the clutch pedal to the floor and push hard on the shift lever. It's cold, and resists, but clunks into first. Ease up the clutch, add a few revs, and we're magically moving forward, leaving the eye-watering cloud of unburned hydrocarbons behind.

We loop around the east side of the barn; I'm always impressed by the flat six's torque at low throttle inputs – it practically idles up the hill. On the street, we gather momentum and I pull the shifter into second. That's enough speed for the dirt road, and I wave to neighbors as they walk their three noisy Springer Spaniels. They

Continued on page 3

differentials between the axles meant to run on narrow twisty track. They were not fast but had tremendous torque for pulling mining ore.

We wandered over to the round house. This was a working repair facility complete with an operational turntable. Later I visited the model HO railroad in the depot basement. There were no volunteers on Sunday but many of the model trains were running around the track. After 2 hours or so we all called it a day. I took the back road home, north on Indiana past the old Rocky Flats facility. You could never tell it was a former nuclear production plant with all the new homes being built on the site.

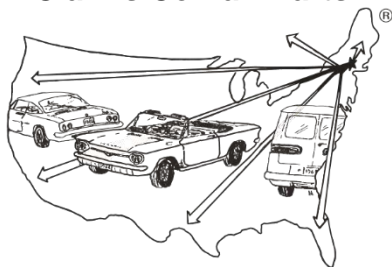


rai



A few pictures from the visit to the CO Railroad Museum.

Clark's Corvair Parts®



Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints. Check us out at www.corvair.com or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370
(413) 625-9776 www.corvair.com email: clarks@corvair.com

April Club 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.

Gone	Mike Corbett John Donahue
Overdue	George Evans Dexter Norris
March	Paul Jarrett Jeff Sokol
April	Christy Barden Mark Miller Jim Reich Larry Yoder Jon Whiteley
May	Darrell Jackson Jeff Golden Chad Church Jim Depres Dusty Dodge Garrie Fox



REAR-ENGINE SPECIALISTS

Steve Goodman 16010 W. 5th Ave., Unit 12
Golden, CO 80401
(303) 278-4889
Fax (303) 936-7420
e-mail: rearengine.steve@att.net
internet: <http://rearenginespecialists.com>

wave back, smiling because my speed won't smother them in a dust bowl.

Once on pavement, I select third gear. The 3.08:1 axle ratio makes that a 40mph-plus clip, perfect for the switchbacks. As the Corvair arcs into the corners, the play in the steering disappears against the side loads as we snap from side to side at speed. The Corvair likes the switchbacks, as do I, and I visualize us both smiling as we leave the neighborhood.

The long downhill run into Sedalia makes the car feel heroic, the 140 pulling smoothly through the gears with a nice assist from gravity. We clear the west track crossing gates just before a long coal drag triggers the signal, always a cause for celebration.

Stopped at the US85 light with my left turn signal tinkling happily, I scan a newish bronze Honda Pilot SUV to my left. It's equipped with several sub-teen kids, and one little blond guy is pointing at the Corvair, and mouthing words.

Then the light changes, and the Corvair takes off. I rev to 4500 in first, and snap the lever cleanly into second. The kid is watching as the Honda pulls ahead a car length. As the tach reaches for 4500 again, I rip the lever into third and nail it.

The Honda is a fierce competitor, but I've pulled alongside as we roar past the traffic light by the IREA. We're over 60 now, in a 55 zone, and the Corvair is shrieking from a dozen wind whistles. The kid is grinning as I humiliate the Honda and signal to merge. As I pull away, it's clear the Honda driver, a diminutive blond woman, has surrendered the race to me. There are no angry fists on the dash panel, only a cell phone in her right hand, as she laughs with an unseen person, completely oblivious the maroon Corvair has just beat her mighty SUV in a hotly-contested speed event.

The kid knew, though, and he might remember the unusual car one day. Drive them, guys. The world is completely different when you're in a Corvair, and that isn't a bad thing!

Eric

BLACK HAWK ENGINEERING

Precision Mechanism Design & Fabrication

Chuck Riblett, P.E.

737 West 10th Street
Loveland CO 80537
Cell 970-635-4769

chuck@blackhawkengr.com



My First car Renault 4CV

Paul Seyforth

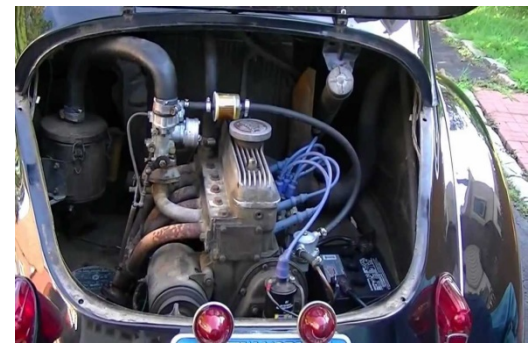
This story really began quite by accident. At one of our RMC meetings Steve Goodman requested a summary story of our first car. My first car, the one I paid for and had titled in my name was the Renault 4CV. The response was interesting. Not many people had heard of the Renault 4CV, let alone knew someone who actually drove one. This is the story of my first car.

The Renault 4CV was an automobile produced by the French manufacturer Renault from 1946 to 1961. An economical "people's car" inspired by the Volkswagen Beetle, it was the first French car to sell over a million. The 4CV was originally conceived and designed covertly by Renault engineers during the German occupation of France during World War II, when the manufacturer was under strict orders to design and produce only commercial and military vehicles. A design team envisioned a small, economical car (similar to the Volkswagen Beetle) suitable for the economically difficult years which would inevitably follow the war. The 4CV was powered by a 748-cc engine producing 17 hp, which was coupled to a three-speed manual transmission. Despite an initial period of uncertainty and poor sales due to the ravaged state of the French economy, the 4CV had sold 37,000 units by mid-1949 and was the most popular car in France. The car remained in production for more than a decade afterwards; it was intended to be replaced by the Renault Dauphine, launched in 1956, but the 4CV in fact remained in production until 1961, 1,105,547 cars were produced.



Renault and the Volkswagen were contemporaries.

I have driven both the early Volkswagen (1950 mach sticks model w/mechanical brakes and non-synchro gearbox) and the Renault 4CV. I must say the Renault was the better car to drive, in fact it was a fun car to drive. Unfortunately, my Renault did not drive very far between mechanical breakdowns. Just days after buying the car I was showing it off to a friend and while shifting from first to second the gear shift lever came off in my hand. It was a sign of things to come. I wanted the car to drive to college, however it was not to be. The first time I started driving to school, some 20 miles out I noticed the handling was a bit strange. After stopping the car, I found the left front wheel was almost horizontal to the road. The lower crossmember had broken off from the frame. After the frame was welded back together I towed it home. After more sorting I attempted for the second time to drive to school. I made it some 40 miles before the car stopped completely. The engine was running, just no power to the back wheels. Inspection revealed a stripped ring and pinion gear. My dad helped me to rebuild the gearbox and I attempted for a third time to drive up to my school. This time I made it almost 80 miles on the New York Thruway before the engine overheated and seized. The head had warped and 2 of the pistons had tried to attach to the head. After some doing, collecting spare parts and the help of an uncle that owned a machine shop I put the engine back together. But I had enough. Once the engine running I sold the car, for \$100, exactly what I had paid for it. I guess I could chalk this all up to a life experience. It's easier to say now some fifty years later.



Unfortunately for Renault my story was not an isolated one. The reliability of Renault cars of that era was atrocious and by the nineteen sixties Renault stopped exporting their cars to the US. The Volkswagen won the import war, not with a better car, but one with more quality and way more reliability.

First Corvairs-n-Cheeseburgers Well Attended

Steve Goodman

Sunday March 11 was cool but not cold and sun was shining. Twenty-one RMC/PPCC members in 8 Corvairs and 1 Corvette and a couple of brand X filled the parking lot at the Westwood Inn on 6th and Wadsworth.

This was the first one of the year and everyone had a good time visiting plus all of the conversations in the parking lot with folks who 'used to have one just like that red one'.

It was waitress choice and Julie liked Kory and Gail Levin's gold 66 Monza cpe. The restaurant gave a gift certificate so they will come back again. Thanks to the owners and staff of the Westwood Inn for their great food and service and to all who attended.



A few of the cars from the first Corvairs-n-Cheeseburgers of the season.

News you can Use April 2018

Friday April 6: ----RMC meeting at Burt/Elway Chevrolet starting at 1900hrs. Program will allow members to recall past TRI-STATE CORVAIR MEETS they have attended. Everyone is invited to share something that stood out as GREAT or just the experience of the weekend. Bring any souvenirs if you choose.

Saturday April 7: ---Golden Super Cruise if weather is decent and probably even if it isn't.

Saturday, April 14th, 9am-1pm: 25th Annual School of Mines E-Days Car Show Golden, CO. As we do every year, members of both the RMC and PPCC will gather together prior to the show at 8am in the Century Link parking lot at 19th and Jackson in Golden. From there, we'll roll all the Vairs into the event at the same time, so we're all lined up together. Registration begins at 8:30 AM and the show starts at 9:00 AM and will go till 1:00 PM. Registration includes 1 T-shirt. You can register multiple vehicles, just fill out the form for each vehicle you plan on showing. See the flyer.

Sunday, May 20th: Tri- State Tune-up at the Schakel spread. This is one of our premium events hosted by Eric and Linae Schakel. Great food and great company. Let's see if we can break the record for the number of RMC Corvairs at one event. The address is 7082 Piute Dr., Sedalia, CO 80135. Check it out on Google maps.

June 8 10 (Fri-Sun): The 2018 Tri-State Meet at Crested Butte, CO. See Rick Beet's update later in this newsletter. You really don't want to miss this event. A great weekend get-together after a scenic drive in the mountains.

Sunday, August 12th: The club has made reservations for the summer Dale Wilshire Memorial Picnic at Bear Creek Lake Park in Lakewood. Keep this dale open.

Saturday August 18th: Holy Rollers Charity Car Show in Broomfield. Finally, a car show for the northern folk. It will be held at South Midway park. The inaugural show hosted over 120 cars, hundreds of spectators, and raised nearly \$6000 for the Society of St. Vincent de Pau. See www.holyrollerscarshow.com for more information.

34th Tri-State Corvair Meet

Now that it's springtime, the second weekend of June is right around the corner. If you are planning on joining us in beautiful Crested Butte Colorado for the 34th Tri-State presented by Rocky Mountain CORSA, please register soon to make sure you get a room! We will need to get a head count to the caterers by early to mid-May, so if you haven't done so, please go to <http://www.rockymountaincorsa.org/2018-tristate-registration/> to register. Also, we will be closing the order form for commemorative shirts on April 25th, so if you want shirts, please place your order at <http://www.rockymountaincorsa.org/2018-tristate-t-shirt-order/> now!

Sign in and welcome gathering at host hotel Friday afternoon and evening.

Saturday's car show will be held along historic Elk Avenue in the town of Crested Butte. Our goal is to have downtown Crested Butte awash on Corvairs so make your plans to bring out your favorite ride and join us and the PPCC cut-a-way Corvair!

The chair lifts will be running for hiking and biking (single ride lift ticket are part of the room package). Gunnison, the scenic Black canyon and Blue Mesa reservoir are a short drive from the hotel. The special \$99 event rate is available up to 3 days before and after the event weekend so bring the family and make it a vacation to remember.

Hotel Info:

The Grand Lodge at Crested Butte Resort sits at the base of the world famous Crested Butte Ski resort. Shops, pubs and other family activities around the hotel are in abundance, and the town of Crested Butte is a short drive or shuttle away for more shopping and eating along historic Elk Ave.

Two room options are available at the special rate. The King Suite has a king-sized bed and a queen pull out in the sitting area, and the Emmons Suite which has a king bed and a king-sized Murphy bed in the sitting area. All rooms are equipped with a kitchenette, flat panel HDTV's. Each room will also come with a single ride lift ticket for each registered guest per day.

There will also be parking set aside for our Corvairs and tow rigs.

Call 888-443-6715 for reservations. Use the code phrase "Rocky Mountain CORSA Tri-State Rally" to get the special rate. Reservation agents are available to guide you with bookings of other activities.

Book online at <http://www.skicb.com/mygroup> use booking code: 10249. (standard room choice is the King Suite. Emmons Suite is also available at the \$99 rate)

When: June 8-10, 2018

Where: Grand Lodge at Crested Butte
500 Gothic Rd, Mt Crested Butte, CO 81225



Rick Beets
Event Chair, Rocky Mountain CORSA
Tri-state@triple-5.net

25TH ANNUAL



E-Days Car Show

APRIL 14, 2018

9AM - 1PM in Mines CTLM Lot
(18th & Arapahoe)

\$25 Registration Fee, Includes T-Shirt!
\$20 for Veterans & Students

Cars and Bikes Welcome!

Register at: minesformula.com/events



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

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

President: Eric Schakel	prez@rockymountaincorsa.org	(303) 319-0788
Vice President: Larry Yoder	veep@rockymountaincorsa.org	(303) 420-1279
Secretary: Rob Brereton	sec@rockymountaincorsa.org	(303) 730-0820
Treasurer: John Dinsdale	treas@rockymountaincorsa.org	(303) 341-2327
Historian: Steve Goodman	history@rockymountaincorsa.org	(303) 278-4889
Newsletter Editor: Melissa Klomp	news@rockymountaincorsa.org	(303) 909-0850
Auditor/Trustee: Jonni Berkman	auditor@rockymountaincorsa.org	(303) 659-4525
Activities Director: Steve Goodman	activity@rockymountaincorsa.org	(303) 278-4889
Membership Chair: Paul Seyforth	membership@rockymountaincorsa.org	(303) 280-2025
Webmaster: Dale Nielsen	webmaster@rockymountaincorsa.org	(303) 601-8544

Rocky Mountain CORSA Meeting Minutes

Meeting Date: March 2, 2018

Called to Order: 7:05 pm

Location: Elway Chevrolet

Present: 26

Guests, long distance, and new members: None.

Standard Business:

Minutes from past meeting: The February minutes were approved.

Treasurer's Report: End of February balance was \$5,193.41. The Treasurer's report was accepted.

Mailbag:

Scoop Magazine was discussed, they list car events all around Colorado. It's a great source for events to attend.

Old Business:

- Tri-State. 44 rooms reserved so far. City Permits received. T-shirt orders coming in. It was noted that the web posting says the Banquet is open to club members only. Based on discussion, there is no restriction preventing non-members from being present; it is open to non-member Corvair fans as well. The site was modified to correct that statement.
- Reservations for the Dale Wilshire Memorial Picnic have been made for August 12, Bear Creek Lake Picnic area.

New Business:

- No major Club events are scheduled this month. The North Tech Session Steve Goodman was working on didn't work out due to availability. The Golden Super Cruise (informal) will take place due to nice weather tomorrow. Steve Goodman proposed to hold a Corvairs and Cheeseburgers gathering on Sunday 3/11 at the Westwood Inn.
- Eric Schakel proposed to meet Sunday at 1pm at the Colorado Railroad Museum. He is looking for suggestions of other places to visit and drive Corvairs so we have gatherings and bring our cars.
- There was discussion of moving the Christmas party to afternoon as some don't like to drive at night and in winter. General consensus was that this was agreeable to those present. Also, our cars are more visible in daylight!
- Paul Seyforth mentioned a dry-up in the flow of Newsletter articles. He needs first person car stories and project stories.
- Car for sale in Grand Junction: Spence Berger selling a '66 110 4-spd for \$1,250. Contact Steve Goodman for more details.
- Linda Duncan has 2 granddaughters who wanted to drive the Corvair. So, they learned in a parking lot in Firestone and really enjoyed that time. Paul urged Linda to write it up for the newsletter.

Upcoming Events:

April 6 (Fri)	Next meeting, Elway Chevrolet, 7pm.
April 14	E Days Car Show, School of Mines
April or May	North Tech Session TBA
May 20 (Sun)	Tri-State Tune Up
June 8-10	Tri-State Corvair Meet, Crested Butte
July 23-28	CORSA Convention, Pittsburgh
July 28	Longmont Cruise. More details to follow.
August 12	Dale Wilshire Memorial Picnic
Sept/Oct	Fall Color tour
Dec	Holiday Party
Jan	New Year's Brunch

Break Time:

Refreshments Tonight: Dale Neilsen April: Caron Wetter May: Karen Piper June: Gail Levin
July: Linda Duncan August: Linae Schakel

Entertainment: Ladies crafts. Nancy Gerteisen showed crochet work, necklaces and earrings, greeting cards, selling the scrubbies again for the Lions Camp.

April Entertainment: Reminiscing past Tri-State Meet events. Bring the oldest Tri-State T-shirt.

50/50 Raffle: Amount to Club: \$45 To Winner: \$45 Winner: Caron Wetter

Adjourned: 8:31 pm **Respectfully Submitted by:** Rob Brereton