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# The Denver News

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## Dust and Shine at the Forney

- Text and pix courtesy John Dawson

RMC and CCCC showed up on Saturday morning September 21st to assist with the monthly “dust and shine” of old cars, motorcycles, trains, glass cases, and other items on display at the Forney Museum of Transportation. With coffee, OJ, fruit, and donuts available we got the basic procedural talk and volunteer badges from Don, the Assistant Director. After that, we headed out to the floor for some fun. Armed with dust wands, glass cleaner, polish, rags, and energy from the afore-mentioned coffee and donuts, we tackled the job with ease. Of course, it



*Above, Don, Forney Museum's assistant director, lays out the instructions for the volunteers.*

*Left, Jimmy Riley admires an early model. Did they really paint cars red back then?*



sure helps to have a large number of car enthusiasts helping out. All told, there were 9 RMC members and about 11 CCCC members involved. RMC members included: Rick Beets, Tony Lawler, Jimmy Reilly, Caron Wetter, Paul Seyforth, Rob Brereton, John Dinsdale, Ken Schiffner, and John Dawson.



It's officially Fall, and officially remaining HOT for at least another week with daytime temps loitering in the upper 80's. There's still time to get your Corvair out and into the High Country to enjoy the clear, dry roads.

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# TRI-STATE CORVAIR MEET - PAST AND FUTURE\*

by Steve Goodman

I think everyone knows the beginnings of the Tri-State Corvair Meet. Briefly, in 1976 the CORSA national convention was held in Philadelphia PA in July to honor the Bicentennial of the USA. That meant lots of people, traffic, high expenses, etc., in the area.

As an alternate, several CNM (Albuquerque NM) club members including Francis Boydston, Sylvan Zuecher, Bill Reider, Leroy Rogers and others came up with a plan for a mini-convention in this part of the country. They reached out to RMC (Denver) and Bonneville (Salt Lake City UT), and both clubs agreed to the idea (*Remember that PPCC (C/Springs) had not been formed yet*). The town of Montrose in Colorado was chosen because of close equal distance between the three cities involved. It was well attended by all three clubs. It was intended to be a one time event.

In 1985 the same group in CNM chose to try a yearly meet and rotate hosting duties the same as the Fan Belt Toss was being done in California. Both RMC and Bonneville, as well as the new PPCC, agreed to participate. CNM again chose Montrose as host city for 1986. It was well attended and RMC followed in Ouray in 1987. Next year was Bonneville's turn but turmoil in their club didn't allow that to work out, so PPCC jumped in and has been the Tri-State rotation every year since. Bonneville often has members attend but has since not hosted an event.

I should note, too, that when the year ends with a '6', the Tri-State is held in Montrose as an 'Anniversary' year. It should also be noted that almost every year a small town in southern Colo or northern NM has been chosen for the event. Reasons include mountain vistas to bring Corvair owners from other states to see

the sights and/or vacation in fresh scenery. Also, holding the event in May beat the tourist season, and the small towns were eager to have 100+ visitors spending money, with the Corvairs drawing locals so they would be in town spending money, too.

Now we come to 2024 and beyond: The Tri-state meet has changed in recent years. Instead of a simple and brief meeting with the C of C and host motel and banquet facility and city officials for show 'n shine area, the entire weekend has evolved into work. The three host clubs are running out of workers both before the meet and during the weekend. Probably the workers are running out of steam, too.

The registration process and multiple choices of T-shirts and bringing auction pieces instead of just door prizes and the amount of volunteers needed to do the work has jumped a great deal. My last time as organizer was Salida in 2012 and everything was very simple and easy to do (I organized a number of the early events and all were very easy).

The thought of having one location has been suggested. In my opinion that location needs to be in the mountains PLUS be equal distance to the three original clubs. We must not dismiss Bonneville just because they don't take a turn at hosting duties.

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*Lower left, Tony Lawlor dusts red bug-eyed Sprite while ignoring blue Ford Mustang.*

*Right, Rick Beets and Don supervising.*





Bonneville members attend many of the events but it is a long drive for them to Las Vegas, NM. There were members in Salida last year as well as Glenwood Springs and even in Albuquerque in 2011. Also TRI-STATE means three states: New Mexico, Colorado, and Utah. That tradition is important, as is selecting Montrose (the city it all began in) as the host city each "6" year... With 2026 looming after Trinidad in '25, tradition dictates the event be in Montrose.

In the beginning, the host club newsletter editor made every effort to advertise the coming event by sending articles to the newsletter editors of clubs in surrounding states. Also the printed newsletters were swapped each month with other clubs and the articles about any meet was copied into that club newsletter. We used to always have attendees from Kansas/Nebraska/Wyoming/Oklahoma/Iowa/Arizona and occasionally from California and Washington state. When I was the event organizer I would call the clubs and visit with either president or editor too. Nothing beats the personal touch of a phone call vs the internet.

Again back to the beginning. The theme was to have a relaxed weekend of showing off our Corvairs plus visiting with owners from other clubs as well as the local townfolk who had their own Corvair stories. At the banquet some would sit with their own club members while others sat with owners from other clubs and

visited while eating. Now the dinner conversation is interrupted with announcements and music, and even beginning the program during the meal making it impossible to have a conversation over all of the noise. In my opinion the friendship part of attending isn't the same. I think this dampens the interest of some to attend the event.

Another point is driving our Corvairs. Albuquerque/Denver/Salt Lake City are within 42 miles of being equal distance (300-342 miles each way) and Co Springs is only 230 miles each way from Montrose. If your Corvair is well maintained and you use it often there should be a confidence level that says, sure, the car will do the trip. Along that same line is age of the drivers. We're aging right along with the cars, but if driving 6 hours is difficult leave a day early and spend a night in a motel along the route. OR drive a brand X and still take part in the weekend meeting up with old friends and making new ones. It's not mandatory to drive a Corvair but the only way you can enjoy the weekend is to show up in something.

**\*FOOTNOTE: All mentions of "past" in this piece are factual, while the text regarding future events are my opinions. I wrote this piece because the Tri-State Corvair Meet has been my favorite event every year since it began. The word 'tradition' is used often; keeping that tradition going is very important to me.**

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*Right, Ken Schiffner contemplates port-holes on a classic 1955 Buick Century, while:*

*Below, Paul Seyforth remembers when he and Maxine used to make out in the high school parking lot in a 1932 Packard.*



## Rocky Mountain Corsa Official BS & Contacts

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**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](http://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).

### RMC Officers & Appointees

President: Mike Piper

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## RMC Corvair Happenings!

- Friday, October 4 — RMC Meeting, 7:00 pm at Elway Chevrolet
- Pretty short list, check the RMC web site and/or come to the meeting!



## President's Letter, October 2024

Hi all!

It is hard for me to grasp that we have just passed the first official day of fall. I'm sure we have all noticed we have fewer hours of daylight to work with and I hope we're into cooler days now. I've had plenty of hot days but I'm not ready to look forward to snow so it's a good thing it will be a while.

I managed to participate in the 9-11 Memorial Stair climb at Red Rocks this year. I haven't done this for a couple of years so this was a reintroduction to the effort. I only saw 5 people I know, and I seemed to be grayer than many present, so we'll see in the future. I do not recommend doing this a day after a flu shot and two days before a COVID-19 booster but I'm better now. .

There are still car shows happening, but I've committed to fewer of them. We've had some scheduled events cancelled due to a weekend of poor weather forecasts. In particular, the fall drive to Cripple Creek with PPCC and the parts swap and dumpster event at Eric Schakel's place.

Since I have a break in the car event action, I took on some landscape repair projects in advance of a concrete landscape curb contractor and a tree pruning contractor doing some projects in our yard. These activities would be more appropriate in perhaps May. Basically, the automatic sprinklers in my back yard needed updating, repair and adjustment. As a result, the hot weather took a toll on my lawn. Between the grass receiving insufficient water and the running around of Michelle's new dog, the lawn is pretty sad, and the puppy likes to play in mud and dig so we have a bit of an issue. I got my last replacement sprinkler head installed about 30 minutes before it started raining last Friday evening. I seem to have a tradition of doing sprinkler work in the rain. The downside is digging up old risers and doing a lot of bending left me with sore hands, shoulder and a sore back. Better now.

On the Corvair Front, with cooler weather I may finally put my convertible top back up. I've had it down for most of

the summer and I hope there are no surprises underneath. I'll go ahead and put new spark plug wires, a new cap, rotor and Ignition points in to complete the tune-up I started a month or so ago. The car is running well but I still hear the occasional odd clicking noise. It might be arcing of the wires. Having new ignition parts surely shouldn't hurt. I also still have a few items on the white car to finish up after the Tri-State. That car is also running well, but we did a few stop-gap repairs on the way home.

On the Corvair events front there is our October RMC meeting on October 4 at Elway Chevrolet, the Golden Super Cruise on October 5th, the Lafayette Cars and Coffee on October 5 (7:00-10:00 AM) and the Weathertech Cars and Coffee on Sunday, October 13<sup>th</sup> in The Weathertech parking lot near Wadsworth and The Boulder Turnpike, starting at about 09:00. There may be other events in the near future.

I believe Paul Seyforth will have some 2025 Tri-State updates for us at the next club meeting. I keep saying the Board needs to meet to discuss among other things our recommendations for Tr-State events going forward. I also recall that Eric mentioned testing the interest in going to the 2025 National Convention in California in case there is a group planning to go.

One last thing to think about is that sooner than we think we'll potentially be driving our cars much less or storing them over the winter. Steve has written articles on how to approach this and protect our cars. I hate to say it, but we should start thinking about this now.

This feels like a shorter article for a change, maybe because things have slowed down or I'm even more distracted than usual, probably some of both. As always, I hope you all can stay comfortable and dry and you are all able to have some fun along the way as the weather cools down and the seasons change. As always, be healthy and safe. I'll hope to see you all soon.

-Mike



*Gratuitous image of Yenko Stinger YS 066 at speed on the Pueblo Motorsports Park road course. Note aerodynamic radio antenna.*



## Rocky Mountain Corsa Meeting Minutes

**Meeting Date:** September 6, 2024

**Called to Order:** 7:03 pm

**Location:** John Elway Chevrolet, Englewood CO

**# Present:** 16 on site, 2 on Zoom.

**Guests, long distance, new members:** Guest Paul Douden was present, he has Mikey Hawks '65 Corsa for sale. New member Andrew Child joined us. Andrew is working on the upcoming Tri-State T-shirt/logo design.

### Standard Business:

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

Treasurer's Report: The end of August balance was \$6,769.31. Vector bank now charges \$7 monthly service charge. Treasurer's Report was approved.

Mailbag: No mail.

### Old Business:

- Snacks were provided by Mike Piper. Thanks to Cory for setting it up.
- Membership: Updates to RMC-list were completed this month. Jim Steinborn rejoined and we need to get him added to roster / list.
- Thanks, Eric, for a great newsletter. Please contribute your articles, with pictures.
- Tri-state T-shirt design / logo was shown and discussed. There will be another trip down to finalizing details. Will finalize on website after that. Received timing for CORSA publication, Jan / Feb.
- Rick Beets gave the CCCC update. Sep 21, 9:00 am Saturday is the Dust and Shine at the Forney Museum. Donuts + coffee + cleaning supplies provided.
- As a CORSA chapter we are to encourage membership in CORSA, and we have received the flyer and posted on the website. Looking at how can we fit to newsletter. Article proposing a group trip to convention was run.
- For the Fall Tour, PPCC will take lead to Victor on 9/21. Details below.
- The Wilshire picnic went well, thanks to Schakels for use of grille. A good time was had by all on this hot but breezy afternoon. Kevin Shipman was vying for a hard luck award after a fuel pump failure and a flat tire. A lot of meat was left, and it will go to the upcoming "Swap and Dump". Mike is still looking for a folding chair.
- Eric Schakel mentioned Ken Petri who brought a former Indy car to an RMVR race weekend. He has offered to show his collection of 100+ race cars in warehouse near Parker to our club. The club expressed enthusiastic interest.

### New Business:

- Eric started discussion over whether to continue snacks. Cory proposed club pay stipend, perhaps \$20. No signup for Oct occurred.
- Swap 'n Dump, 9/22, a swap meet with a roll-off will be at the Schakel ranch. 10 am start, come when you want if setting up a bunch of stuff. Make a donation if dumping in the dumpster.

*Continued on next page...*

*See? Minutes are really continued!*

### Activities:

- October 4 (Fri) Monthly Meeting, 7pm, Elway Chevrolet.
- Sept 7 (Sat) Lafayette Cars and Coffee.
- Sept 7 (Sat) Fundraiser for RTD Transit Police officer after career ending stroke, 10-2, Southglenn, \$10 per car, auction items.
- Sept 8 (Sat) WeatherTek Cars and Coffee, Boulder Turnpike south on Wadsworth. 2<sup>nd</sup> Sundays.
- Sept 21 (Sat) PPPC hosting fall drive, meet at Rudi's BBQ, Hwy 24, to Cripple Creek.
- Sept 21 (Sat) Broomfield Days.
- Sept 21 (Sat) Dust & Shine at Forney Museum, 9am.
- Sept 22 (Sun) Swap 'n Dump party at Schakels
- 10/20 (Sun) Jim Reich garage tour *(note: cancelled/postponed by Jim's request - Ed.)*
- Other Ideas: Rambler Ranch, Yuma Museum, Forney Museum (rotating display: As is, no warranty, a Retro used car lot)

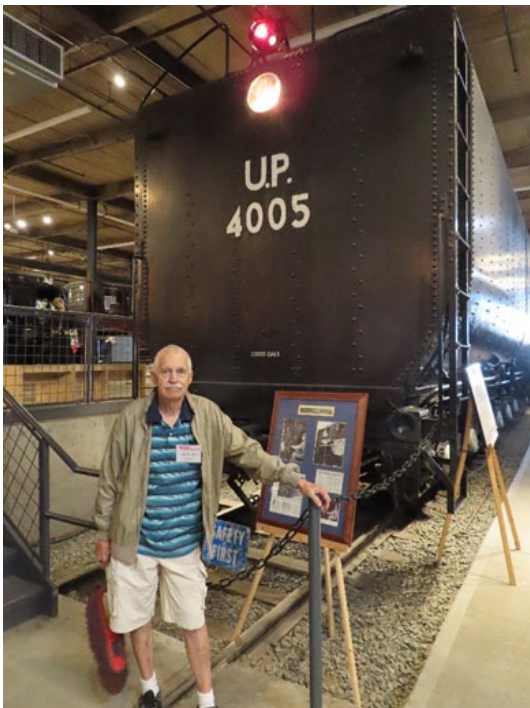
### For Sale or Wanted, Recently Purchased, Projects

Car projects: Charlie and Rick assembling a 102 that could become available. John Dinsdale, repairing a window crank.

**50/50 Raffle:** \$27 Club, \$28 member, winner Mike Piper.

**Meeting adjourned:** 8:02, Snacks followed.

**Respectfully by** Rob Brereton

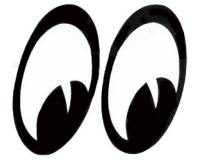


*John Dinsdale, left, was asked if he'd mind cleaning an engine... He ended up dusting Union Pacific 4005, a massive 4-6-6-4 articulated steam locomotive.*

*Rob Brereton shuddered at John's pick, and requested a car to dust. Above right, he's standing on the platform of the classic railroad observation car they assigned.*

## Editorial Ramblings

- Eric Schakel



### Staying Cool?

That's not a question typically asked at this time of year. And as I write this on October 1, Linae is out in her garden, inspecting possible damage from what may have been the first below-32-degree overnight temperatures of this Fall Season.

But [www.weather.gov](http://www.weather.gov) says our zip code will reach 80 degrees in today's sunshine, with sunny high temperatures in the mid-to-high 80's all week. C'mon, Mother Nature, it's Fall!

This affects our Corvair hobby in odd ways. My family enjoys the autumn transition to the cold months, as do many of our Corvair friends. It's a time to drive among the changing colors, with roads a tad less populated than the summer vacation season.

But with this lingering summer, hottest on record along the Front Range, only a few rugged individualists endure regular heat soaks in traffic in Corvairs. The call of modern car climate control has lured many of us into the trap of comfort, windows up, basking in our surround sound systems while we watch the proletariat pass by.

My excuse, of course, is that we don't really have a "street" Corvair among the three sitting around here. The Stinger, hopefully retired from racing as the Ringer progresses to the track, has hauled us to Sedalia a few times this year, and I even drove it to the Post Office this morning. But the 100 octane fuel requirement keeps the car from being truly street-worthy.

And the poor Maroon Car, aka Joe Car, aka Pig, might finally be on deck for its' long-planned makeover. We're just wrapping up a garage shop expansion that will allow all the cars to live under a roof - essential when golf ball-size hail shows up regularly in the weather forecasts.

Thus, like many of my Corvair acquaintances, I obviously have a full bag of excuses for not driving my Corvairs much. Well, 'tis the season, and Fall will inevitably fall. Let's go drive the things so they'll still be limber when we think about them again in the Spring.

In the meantime, stay cool!

**Viva La Vair!**