

The Denvair News

July 2025

The Official Publication of Rocky Mountain Corsa ↔ Volume 50, Issue 7

Trinidad Tri-State Roundup, Part 2

After a rousing burst of automotive hobby activity in late May and early June, Denver-area Corvair-dom has shifted into car show mode as the 'heat has grown'. Other than a few hardy individuals (for example, Mike Piper seemingly remains immune to heat in his 'vert!) most non-AC-equipped vehicles have been relegated to a corner of the garage or yard until the warmth subsides. Given the dearth of new stuff reported, we'll take a look back at images from the Trinidad Tri-State, courtesy Rick Beets, assisted by his DGI drone.



Above, (very above in fact): The street was filled with Corvairs, not too many red, and the day pleasant. Note 3-Vair alcove marking the entrance to the Trinidad venue where dinner was held.

Below, What the non-drone-flying folks saw was less dramatic, but infinitely more relatable...

And, yes, many readers are aware that several car shows have occurred in the DV News interim period. You may also have noted in the past that your humble Editor is not much of a car show person, so if no one sends pix or text it makes for a short newsletter...

To attempt to address this dearth of reporting in the future, please see the official DenVair News reader authorization cards on the back page of this issue. You, dear reader, are hereby granted the title "Official RMC Reporter" authorizing you to submit Corvair-related images and notes to the Editor whenever a car happening happens.



Car Shows galore along the front range will dominate July and August, but save some gas for RMC's **Wilshire Picnic** with your Corvair for Sunday, August 14th.

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CORVAIR



Far upper left, Corvairs ruled the block. Late models outnumbered earlies by a significant margin.

Above, the ramp jumping contest was wisely cancelled by general consensus before any damage was done.

Left, law enforcement was called in, but rumors of a rowdy crowd quickly proved over-stated.

Below left, the motel parking lot was also a vivid Corvair display, as well as a meeting zone for the high-level Corvair aficionados.

Below, how can we not be intrigued by this unique vehicle, literally the third Reich?



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, July 11, 2025 — RMC Meeting, 6:30? pm @ John Elway Chevrolet
- Sunday, August 14, 2025 — Wilshire Memorial Picnic, Bear Creek Lake Park, Mountain View
- Whenever, 24/7 — Check www.rockymountaincorsa.org for the latest and greatest!



President's Letter, July 2025

Hi all!

I seem to have lost a bit of track about what's been happening. Looking back, my last "thoughts" were at the end of May, roughly before June. Suddenly, June has flown past, and it is July 4. Eric has not been reminding me for my notes, or perhaps my email became full. The daily Phishing (*the band 'Phish' informs us that using a capital P letter is a violation of their trademark - Ed.*) emails from "Comcast" insist I need to login using a link in the email to keep my account alive, but it's been noting that for several months and my email is still functioning. Is constant phishing a new feature of retirement, or an increasing problem? Perhaps once you retire the perception is you are not able to be watchful. Really not Corvair related, but beware...

So, let's see, the Concours d'Elegance at Arapahoe Community College on June 8 was as usual a great affair. I admit to onling taking a few pictures but I'm pretty sure someone in our group at least took photos for the RMC web page. We had a mix of RMC members, PPCC members, and dual members. Working from uncertain memory, John & Kathy Green were there, Jerry and KeithAnn Peevyhouse, the Lawlers with two vehicles, Christine was there, John Dawson, Steve Woods, Rick Beets, and Phil Degroot (as parking master) were there as well. The weather was great, we were in the shade and it wasn't too hot. There were many interesting cars.

June 14th was the next event I attended, the Castle Rock Classic Rock Cruise-In. This show is very popular, and registration typically fills up within a couple hours of on-line registration opening. Registration are limited to older cars, so you won't see new Mustangs, Camaros and Chrysler products. Turnout was big, many spectators, and lots of Corvair curiosity. It was a hot day with no rain this time. Particular notes are that George Evans won an award for his Corvair with a Buick/Rover aluminum V8 and Steve Woods won one for his '65 Turbocharged Corsa coupe. Attendees were Jerry Peevyhouse, Christine (car was present but not functional), the Lawlers, Kevin Shipman with his V8 car, Mario, me and as noted George Evans and Steve Woods. Two v8 cars in one show is unusual.

There's a break in the action but I'm planning on the Cars and Coffee in Lafayette on July 5, the Golden Supercruise, also on the 5th, the RMC meeting on the 11th and the Rosemont Museum show in Pueblo on the 12th. WeatherTech's Cars and Coffee is Sunday the 13th if I'm still awake. Remember the Wilshire Picnic is August 17 at Bear Creek Lake State Park.

There's been progress on the gas station damage to my car. Hagerty has provided an estimate which I've passed to the body shop. The next step is to take the car in so they can compare the estimate to their work. I have actually scheduled the work for late October to avoid car commitments, but I'll likely move that up. I don't think the body shop needs too many days and warmer weather is probably better.

A couple of family things, my cousins are planning a get together in Monument after the PPCC meeting on July 20th just "down the street" from the PPCC meeting so I'll show up in the Corvair. Several of my cousins live out of state so if they make it, it should be fun. My brother and I and our families live pretty close so we should be there. Karen has a high school reunion in Gretna, Nebraska so we will attend that and head on to Iowa to see her aunt and several cousins. That's not at all likely to be a Corvair trip, though...

Club items of note, the board needs to meet to wrap up the last 25% of revisions to the bylaws. I also mentioned considering a different RMC monthly meeting place and time to possibly better accommodate those who don't want to drive in the late evening or after dark. Related to this, when I emailed the GM at Elway Chevrolet to let him know we'll be meeting on the 11th, he again requested we be done and out by 8:00 PM (20:00 hrs) which is their closing time. I've grandfathered ourselves based on the agreement with A.J., but I think we should make this change per the GM's request. The question in the very short term is do we still start at 7:00 PM (19:00 hrs) and limit myself to a shorter agenda, or do we start at 6:30 instead (18:30 hrs). We don't do significant snacks these days, but a shorter meeting might mean less social time although we can show up earlier or talk in the parking lot afterward as we often do.

On the weather front, maybe we've moved from the evening thunderstorm and potential hail front into more hot weather. I'm good with no heavy rain and hail. Now we need to be careful of the heat and stay hydrated. There are quite a few more things left to do with our Corvairs, and I hope you all are getting out to drive them to keep everything lubricated and working and to remind folks they are still out here. Please keep an eye on the other drivers since trends of behavior in traffic are not looking good. Stay healthy and enjoy your cars and activities with the club.

- Mike

Rocky Mountain Corsa Meeting Minutes

Meeting Date: June 6, 2025

Called to Order: 7:11 pm

Location: John Elway Chevrolet, Englewood CO

Present: 8 in person + 0 on Zoom (couldn't connect).

Guests, long distance, new members: None.

Standard Business:

Minutes of last meeting: Minutes from the May meeting were reviewed and approved.

Treasurer's Report: The end of May balance was \$ 9,351.04. Treasurer's Report was approved.

Mailbag: Nothing.

Old Business:

- Membership: No update.
- Thanks, Eric, for a great newsletter. Please contribute your articles, with pictures.
- Tri-State review: Went well, a bit of shuffle over the MC role but it all worked out. Was well received and well attended.
- Bylaw discussion, ¾ through a review, Mike will schedule a new meeting to complete. Meet on June 9.
- Next meeting falls on July 4, push off to July 11 (Following Friday)
- CCCC, HB 25-1127 bill related to historic military vehicles was deferred for the year. Dust and Shine coming up 6/21 morning, need 10 volunteers.
- Tri-State, PPCC next year, 2026 first weekend in June in Montrose. Then Bonneville is evaluating options for 2027.

New Business:

- Tri-State leftover snacks were brought by Rick Beets. Thanks!

Activities:

- June 7 (Sat) Golden SuperCruise
- June 8 (Sun) Concourse d'Elegance, Arapahoe Community College
- June 15 (Sun) Castle Rock Car Show
- June 21 (Sat) Dust and Shine at Forney Museum 8:30 -11
- July 11 (Fri) Regular meeting, Elway Chevrolet, 7pm

For Sale or Wanted, Recently Purchased, Projects

Christine's Blue convertible had a PowerGlide failure.

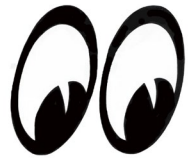
Piper, told story of his failed PG that wouldn't stay running backing out.

Oil leak discussions followed.

50/50 Raffle: Not held.

Meeting adjourned 8:05pm

Respectfully by Rob Brereton



Hot Summer Doldrums

I'm writing these words after noting the 99 degree temperature reported in the shade of our front porch. I'd say that qualifies the title of this column.

The Yenko Stinger is still being converted to a real street car, with a fresh engine featuring a moderate 10.5:1 compression ratio to allow pump premium gas. The racing power train, with 12.4:1 compression and no torque below 3500 RPM, is sitting on a rolling cart behind the Ringer.

The infamous Pig, aka Joe Car, aka Maroon Car, aka whatever profanity strikes when it's dripping oil on the floor, still starts on the first or second try every time I twist the key in the ignition. It's a reminder that Corvairs were, and still can be, reliable, comfortable transportation.

The single, major element that affects the {Corvair Daily Driver} statement these days is the climate control system. Even if your Corvair has a fresh, reliable driveline and awesome suspension and tires, it's not overly compelling to sit in stop and go traffic when the temperature is hovering near the 3-digit range.

It's also not very good for your air cooling efficiency. Looking back through GM papers and reports tells a story of development Corvairs failing to meet the corporate targets for hot-weather cooling. And that was before anyone ever brought up air conditioning compressor loads.

Things change. Even as the Corvair transitioned from "economy" to "sporty", you may have noticed that air conditioning was rarely mentioned in road tests or Chevy literature. GM was scared of the load the AC compressor added.

It hasn't improved since. Average seasonal temperatures have risen since the 1960s. While the numbers aren't consistent, when you factor in longer traffic delays we're talking about 10 degrees or so more these days.

Corvairs with reasonably clean cooling passages tolerate higher temperatures without much drama as long as the loads remain in the range GM anticipated. Added loads, though, like an AC compressor creates, change the equation pretty quickly.

The Stinger raced in low to mid-90 temperatures many times over the past two-plus decades. Even with a cut-down (freed 20 extra HP at high revs, but lowered cooling air volume, too) fan, oil and cylinder head temps remained in a safe range on track. Sitting on the grid, though, any hold with the engine running would spike temperatures quickly. Air cooling needs airflow to be effective.

When you think about it, our Corvairs are kind of like us as we age: We both run better when we keep moving.

Stay Functional, my friends!

RMC Reporter



Simply scrawl your name on these handy-dandy "official reporter" cards, cut them out, and insert them into your lanyard badge holders to gain official entry to high-level Corvair events across the globe!

RMC Reporter

