

# The Denvair News

September 2025

The Official Publication of Rocky Mountain Corsa ↔ Volume 50, Issue 9

## Wilshire Memorial Picnic

The day was hot, traffic at the entrance to Bear Creek Lake Park stacked up, but by the time our worthy and persistent Rocky Mountain Corsa members and friends reached the Mountain View shelter parking area, the entrance crush was an oily memory. With shade, a nice lake breeze, ample food and drink, and plenty of good company, several hours flowed past before the afternoon clouds began to gather.

With charcoal and wood once again banned due to wildfire restrictions, President Mike Piper performed the necessary grilling operations on a propane grill transported on another Chevy orphan, your editor's Avalanche. As always, the quantity of food exceeded the demand, but everyone worked hard at their plates to ensure minimal leftovers.

*Has Rocky Mountain Corsa reached the life stage where the food triumphs over the Corvairs?*

*Chef Mike's grill work (right) was culinary art to Laura Wilshire and Larry Schubert, and (top pic) all conversation ceased while there was grub to be grabbed. A casual observer might think that when the food gets there, we forget the Vairs...*

*Hmm (below). Food on grill and table, parking area devoid of humans...*



2025 Corvair events are winding down with the summer, but don't forget the September 5 meeting at Elway Chevy, 7:00pm!



## Wilshire Memorial Picnic, continued...

Attendees and passers-by were treated to a parking lot lined with eleven Corvairs, all late models of several configurations except for two notable exceptions: The Lakewood wagons of John Dawson and Rick Beets. Kevin Shipman's LM was the only water-cooled Corvair, as he made the trek from home in his nice mid-engine coupe.

Event namesakes Dale and Joan Wilshire, cornerstone members of Rocky Mountain Corsa for many years, were represented by Laura Wilshire and her two siblings. Sans Corvair once again this year, Laura promised to try to get the Corvair back on the road for the 2026 picnic.



John Dawson and Rick Beets drove these classics. If you're into the early models, these rascals are unique upon unique!



Kevin Shipman's V8 water-pumper Corvair is a bright spot, while Dale Nielsen's fresh Darth Vair paint job is shiny sinister.



Last, but certainly not least, every Corvair event these days has at least a minimal RedRow... This is RMC's Wilshire Picnic RedRow, although argument could be made that the center red is actually "ruby". And note how the yellow 'Vairs provide a bright spot! As they say, "Viva la difference!"

## 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 (COSA) 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:

RCM  
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 **RCM, 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

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## RMC Corvair Happenings!

- Friday, September 5, 2025 — RMC Meeting, 7:00? pm @ John Elway Chevrolet
- Whenever, 24/7 — Check [www.rockymountaincorsa.org](http://www.rockymountaincorsa.org) for the latest and greatest!



## President's Letter, September 2025

Hi all!

As usual, Eric needed to remind me to get moving on my thoughts (*It's what editors do! - Ed*). There is obviously a conflict there with me having thoughts and getting moving.

I'm still working about 4 hours per week at my old employer assisting with questions and providing historical context as some system repairs and upgrades are undertaken. We had a weird situation concerning localized damage to our office rooftop solar array. I was involved in the original installation so as "historian", my thoughts on the damage have to do with a thunderstorm microburst. That doesn't seem very insightful but there was a large tree uprooted about  $\frac{1}{4}$  mile from our house, I think by high wind. Maybe that's what happened...

We had some sad news also at the office where a guy I worked for/with/for over 40 years passed away suddenly from a heart attack. He was almost exactly 13 months younger than me, not retired yet, and he was more physically active than me. Karen made the observation that he never got to retire or receive Social Security. I've barely started receiving Social Security, but I was able to sell my company stock. His heirs will at least benefit from that.

Lately, I've been thrashing with the starter on my granddaughter's car. I gave her and her boyfriend credit for trying to take care of this, but Ford did something stupid with the starter bolts by using torque to yield which makes the bolts difficult to start removal. They were able to get one bolt out with damaged flats on the bolt, but they could not get the other bolt out without severely damaging the bolt head. We got the car to my house where I have more tools. After several hours of fussing with this I took the cooling fan out for more room and ultimately hammered a 13 MM impact socket onto the bolt and applied my 18" breaker bar with considerable force. There was a loud crack, and I could remove the bolt with my fingers. As of an hour ago I'm ready to refill the cooling system (an unrelated problem), hook the battery up and drive away. The moral of all of this is despite being retired my family knows where I can be reached and what I'm fairly skilled with.

On the Corvair front, we had a picnic that I believe turned out well and that attendees enjoyed. We had a rain sprinkle at the end which left some impressive water/dirt spots on my car. In the process of putting my top up in the sprinkles and back down to put the stuff back in my back seat for the trip home, I gained some truly impressive dirty handprints around where the boot snaps are. I'll get those cleaned up eventually.

A brief observation about the next few weeks: We're approaching the anniversaries of both 9-11 and Hurricane Katrina. I was a FEMA Urban Search and Rescue Structures Specialist for about 30 years. We referred to ourselves as "Little FEMA" which was the search and rescue piece. I deployed to the World Trade Center after 9-11 and to Hurricane Katrina. In these situations, you don't see people at their best. There have been several reminders recently of these sorts of events. Search & rescue in this context is hard physical and emotional work and I'm proud of my part and the people I deployed with. I'll avoid delving into politics too much but the recent treatment these folks have been subjected to has been disgraceful. I'll put my soap box away.

Now for my attempt at some humor. We have low growing plants in our back yard with small trumpet shaped red flowers. The hummingbirds seem to be getting ready to migrate, so we have a bunch of them around and they are pretty aggressive about these flowers. It sprinkled rain late one afternoon, which seems to really attract the hummingbirds to the flowers. After it stopped sprinkling, I was mowing the lawn. When I got to the spot next to the flowers, I found myself eyeball to eyeball with a hummingbird about two feet away. It is amazing that a bird that small can convey a dirty look. I wish I had a photo. We both carried on and the encounter ended. I'll also note that the frogs have been giving it their all the last several evenings and the crickets are also busy. I hate to see summer ending but there is some interesting wildlife activity going on. It has made working under the car a little less aggravating.

I may be on vacation when you get this, so I'll see what Corvair events are next for me when we get back. Meanwhile, as always, be safe and have as much fun as you can with your Corvairs. And please, enjoy the season!

- Mike

# Rocky Mountain Corsa Meeting Minutes

**Meeting Date:** August 1, 2025

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

**Called to Order:** 7:05 pm

**# Present:** 12 in person + 1 on Zoom

## Guests, long distance, new members:

- None.

## Standard Business:

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

Treasurer's Report: The end of July balance was \$8,387.44. Treasurer's Report was approved. A question was asked about whether money was made on the Tri-State. A full accounting for the one event was not available, but after it the balance is up.

**Mailbag:** Nothing at PO box. Flyers for Cussler Car Museum arrived at John Dinsdale's house and were placed on the front table.

## Old Business:

- Membership: New members Gary Vogt and Greg Baker recently joined. Dues for those joining from now to end of year are  $\frac{1}{2}$  dues now through end of year.
- Thanks, Eric, for a great newsletter. John Green wrote up the Rosemont show. Please contribute your articles, with pictures.
- The bylaw review completion is planned for a separate meeting after this meeting.
- CCCC Update: Our annual dues are paid. The Air and Car Show will be Sat Aug 2, and volunteers are still needed. Meet at Weathertek.
- A question was raised last month about alternate account access in the Treasurer's absence. Mike will meet with John to get on the account and remove any past officers who should not be included.

## New Business:

- GM of Elway Chevrolet would like us out of here at 8 as that is their closing time. Seeking remote for big screen TV/sound system, it is locked in someone's office at night.
- The Wilshire Picnic will be held Sunday Aug 17. Club will provide burgers, dogs, brats, buns, condiments, paper goods. There was discussion of the last time quantities to plan for this time. There is a fire ban in the park, so we need to cook on gas. Eric Schakel offered his grill and use of truck to get it there. The club will buy propane. Last picnic cost \$188 in receipts.
- Glenwood show, Bart Victor thanked us for a good Corvair turnout. Rick won the \$500 grand prize after someone else was called but had left early. 8  $\frac{1}{2}$  Corvairs were present.

## Activities:

- Sept 5 (Fri) Regular meeting, Elway Chevrolet, 7pm
- Aug 9 (Sat) Holy Rollers Car Show, S Midway Park Broomfield, 9-2.

## For Sale or Wanted, Recently Purchased, Projects

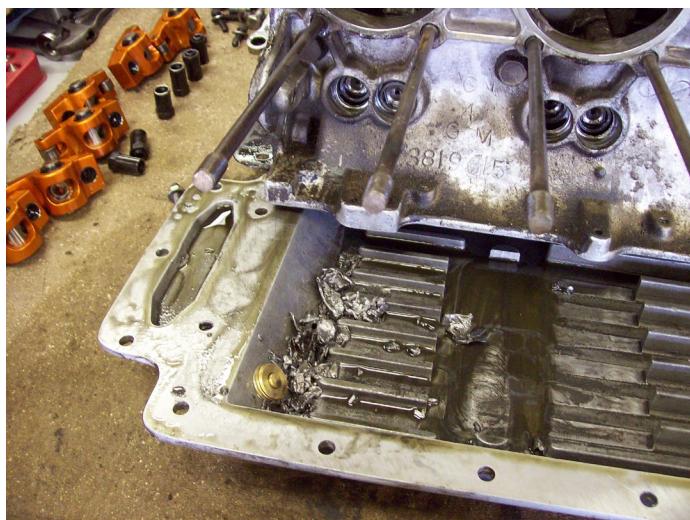
64 Corvair Spyder for sale, will go on website.

Ed selling his '60 coupe to a club member.

**50/50 Raffle:** 15 to winner, 15 to club. Winner: Rob Brereton

Meeting adjourned 8:03

Respectfully Submitted by Rob Brereton



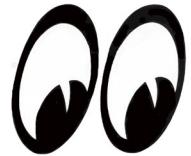
The image to the left displays typical debris accumulation that can occur when the oil filter is not replaced on the manufacturer's recommended schedule. Filter media wear eventually allows larger pieces of metallic engine debris to circulate and fall into the oil pan, which leads to unusual noise that can eventually affect the driver's ability to hear the radio clearly.

Removing the oil pan and cleaning out small pieces of accumulated debris will often restore normal operation with no additional work required, as in this case.

- Izzy Guiffe (writing from galactic portal)

## Editorial Ramblings

- Eric Schakel



### Slipping Into Fall

Writing this after the Labor Day holiday, I can't help but notice a distinct feeling in the air suggesting that summer is slipping quickly away. We had a few days of "catch-up rain" out here in the hinterlands, but the heat has come back with a vengeance and the strong gusty winds have yet to ease. Still, the daylight hours are getting shorter, and some insects and furry or feathery critters are already throttling back for the winter. Car shows and the various gatherings seem to be losing seasonal momentum.

Oh, it's still hot, but the signs of Autumn are beginning to appear on the horizon. Fall has always been my favorite Corvair season. Leaves changing, cool mornings and evenings, and streets freed up somewhat from the summer vacation travel rush give us room to drive our non-AC-equipped classics along some of the forgotten back roads once more. It's always a renewed revelation to wheel a Corvair down a twisting road. I still marvel at how contemporary the handling feels, particularly in direct comparison with other production cars from the same era.

Wonderful, yes, but I've been disappointed by the Yenko Stinger. Recently designated for street use only, it has defied my attempts to get the fresh "street" engine running. For those I've not bored in the past with the car's history, YS-066 has served as a fully-street-legal vintage road race car for the past quarter-century, but the requirement for 100+ octane fuel, loud exhausts, and tendency to overheat in traffic has kept street use to a minimum. More than a year ago, I decided to retire the Stinger rather than cut it up further for ever-increasing racing safety equipment requirements, then promptly disabled myself with shoulder injuries.

The shoulders are rebuilt and functioning nicely now, but the Stinger isn't - yet. The racing driveline was transferred intact into Schako Ringer #001 six or seven weeks ago, and a fresh 10.5:1 street engine now rests in the Stinger's engine bay. Prior to installation the engine was run-in on a test stand using the carbs and ignition from the race motor. Now, though, probably due to pure mechanical spite, it has refused to start in the car. As of last weekend it was determined that the distributor has no spark juice to distribute.

I'm confident all of this will be resolved shortly, and I'll be able to once more take to the unsuspecting highways and byways of America in a Corvair. And the timing is perfect, as there's simply no better time for Corvair driving than through the fall season. Hope to see some of you out there, too!

***Stay Functional, my friends!***