
The Denvair News

February 2026

The Official Publication of Rocky Mountain Corsa ↔ Volume 51, Issue 2

Winter Minimus Edition

With no January meeting, there are no minutes to report. Corvair activity, in spite of the mostly dry and fairly warm weather, has been down. The Denver Broncos have remained in contention, making it a tad more compelling to sit in front of TVs on weekends...

Oh, yeah, our RMC President also keeps banging himself up and hasn't been playing with his Corvairs as he recovers from his various whacks, so no Pres letter to pore over here. Thus, you are looking at The Winter Minimus Edition of the Denvair News. Whether or not more Minimus Editions are in store later this year depends on the events, stories, and images y'all (aka Readers) give the Editor to work with.

Next Meeting

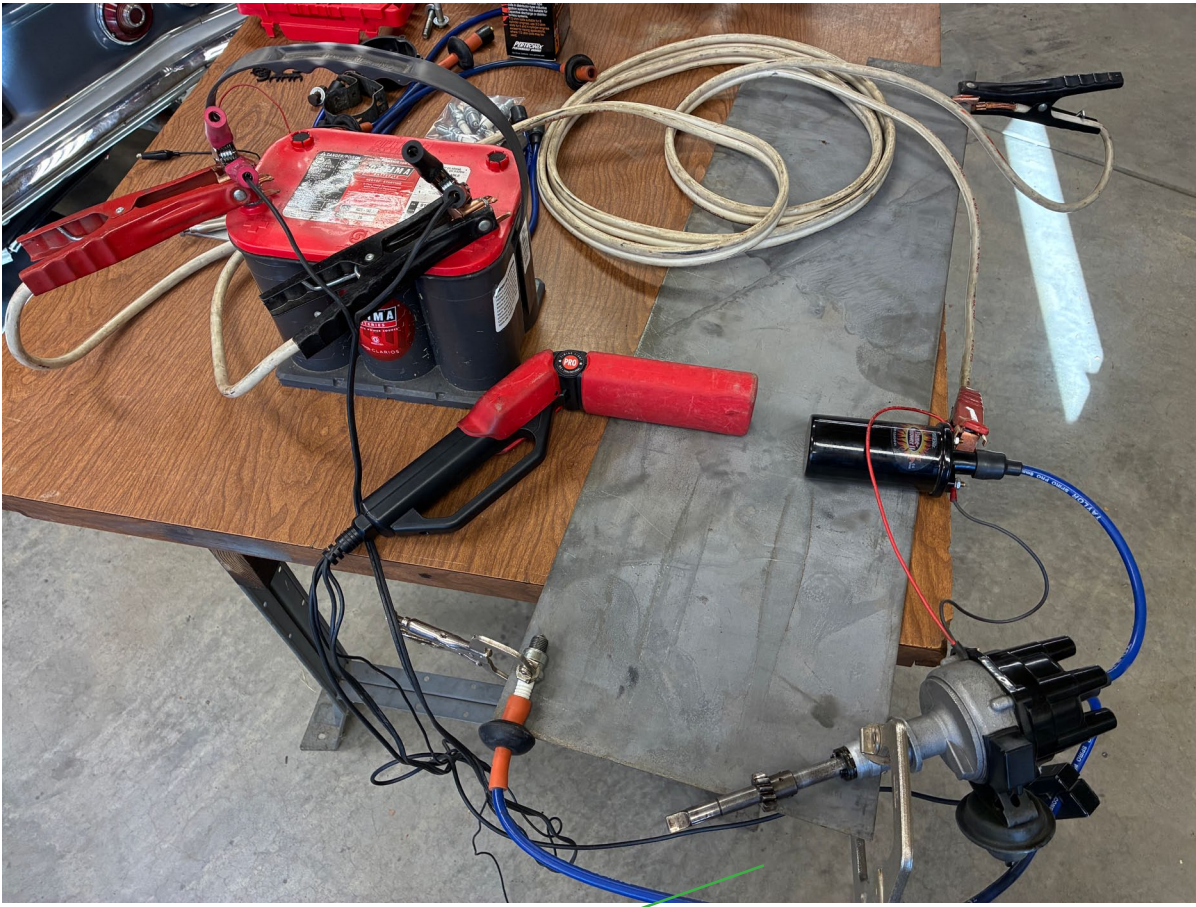
Still at Elway Chevrolet

6:30pm Friday 2/6/26!

We need some attendance and discussion regarding the survey and future - hope to see you there!

*Oh, and please don't forget to pay your annual
RMC Dues...*





Even a Minimus Edition gets some pix! For those of you who've survived the Editor's whining about not being able to start up the Yenke Stinger, this is the test fixture cobbled together to avoid putting the whole mess back on the engine to check spark. The parts you see on the fixture are the original ignition components and battery removed from the (completely functional) Stinger race engine.

This setup, transferred to the fresh, pre-run street engine now in the Stinger failed to send spark to the plugs. Now, though, when applying the not-fully-charged battery's 8.7 volts to the same coil on this handy-dandy little fixture and spinning the same GM body/Pertronix II trigger distributor by hand, the spark plug crackles happily and triggers the timing light.

Does anyone know a reliable Exorcist?

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 Rick Beets, 6181 S. Rosewood Dr., Centennial, CO 80121-2464**. 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).

RMC Officers & Appointees

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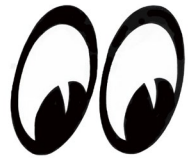
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RMC Corvair Happenings!

- Friday, Feb 6, 2026, 6:30 pm — RMC meeting @ Elway Chevrolet
- ? TBD ? — Do we want a Tri-State Tune-Up? Let's talk at meeting
- June 5-7 — Corvair Tri-State; Montrose, CO
- Whenever, 24/7 — Check www.rockymountaincorsa.org for the latest and greatest!



As I type these words (no AI here, possibly no natural I either!) the sky above the Rockies is leaking a bit of snow into the 9 degree air, the Broncos are teed up to play the Patriots for the AFC championship on Sunday without Bo, and I'm looking forward to a wandering road trip toward San Diego, where we hope to sit in the sun and stare at the vast Pacific Ocean while sipping Pina Coladas for a few days before wandering back.

In my high school or college age days, I'd be staring at a grand Corvair road trip experience. Today, though, a wandering drive through roughly 2000 miles of the great Southwest isn't something I'd personally attempt in a Corvair. I feel oddly guilty about admitting that, but hear me out before judging...

First, we're not heading to a Corvair event. When we do a wandering trip, we're legit, as in the, "Hey, honey, let's check out the ghost town 40 miles down that dirt road..." type of thing. Where long distance is linked to a fixed destination, with a schedule, plan, and other Corvair enthusiasts heading in the same direction, the equation is altered — in that case, a Corvair is clearly a reasonable, if not preferred, choice.

Second, there's weather. True, it's not typically a big factor heading to a Southwest destination at any time. But anywhere else, and it's clear that our modern cars have spoiled us. Sure, Corvairs were wonderful snow cars in the day, but in the 57 year interval since the last Corvair rolled off the cobbled-up assembly line, technology has contributed a few significant enhancements. There's full-time AWD now, and all-season tires that grip on ice. Climate control is automatic, with functional defrost that clears more than a little oval view area in the lower center of the windshield. Heated seats are pretty much standard, and now, the coup de grace: *Heated steering wheels!* If your car doesn't have a heated steering wheel, just saying, you need to start new-car shopping NOW...

Third, and probably most relevant, the support network motorists once relied on has updated with the technology. Veteran mechanics are retired now, and Chevrolet dealers don't know a Corvair from a Citroen. With no OBD port to plug in to, a modern 'service technician' can't tell a stuck choke from a dead condenser. Your local Auto Everything parts store wouldn't know a fan bearing from a carb float, and if they have a Corvair listing at all, it might direct them to an outboard boat motor. Times have changed.

So, be sure to thank your Clarks Corvair, California Corvairs, or other 'Vair specialty salesperson when they take your next order, and be glad you live where they still have 13" tires. Springtime will be here before we know it, and our Corvairs will once again be called on to venture forth on the highways and byways of America.

Until that time, though, I'll be driving with a heated steering wheel.

Stay Functional, My Friends!

Rocky Mountain Corsa Meeting Minutes

Last month still stands: A brief spontaneous vote of the teeming RMC throng at the Christmas Party unanimously confirmed Rick Beets as the new RMC Treasurer. He's taking over from John Dinsdale, who is vacating the role after many decades of service.

Otherwise, no meeting, no minutes, no harm, no foul!

NO OFFICIAL MINUTES THIS MONTH!

Prepping Your 'Vair For Some Road Work!

It's Been A Rather Weenie Winter...

Given the relatively warm, exceedingly dry weather that's dominated the eastern Rocky Mountain foothills this winter, conditions look like they're going to remain largely favorable for some serious Corvairing. Even if you're one of the hardy souls who drives a Corvair year 'round, now's a perfect time to give yours an annual Performance Review.

First thing, were there any deferred items from last year that you meant to attend to, but decided to put off? Tires often fall into that category, and Corvair OE sizes may not be readily available. Oil changes are also often pushed back for winter ('It's just one more year...'). And how's that old battery holding up?

A half-hour spent applying a light lubricant to moving parts can do wonders for flexibility, and it helps your Corvair, too! I'm personally partial to WD-40, but there are many aerosol lubricants today that can be cleaned quickly after a broad spray application, or applied in small areas, such as lock cylinders, using the applicator wand supplied with the product. Door hinges, door latches, lock cylinders, trunk and decklid hinges and latches all benefit, and it also helps prevent your radio antenna from seizing up.

All Corvair owners, of course, are aware of the need to check the fan belt tension and condition. I prefer to remove the belt for visual inspection if the car has been sitting for a long period, and it's also the perfect opportunity to manually spin the cooling fan, idler pulley, and alternator pulley - all should spin freely and quietly. Visible deep cracks and/or delaminated areas are instant belt rejection alarms, and you'll probably want to check your spare (you DO have a spare, of course, right?) to see if you need to obtain a fresh belt with a fresh spare immediately.

Now, How About Those Ignored Items?

It's all too easy to forget the things we told ourselves not to forget after a long stretch of months. Hopefully, your list of 'deferred maintenance' items isn't long or serious. It can be as simple as forgetting to buy replacement fuses for the radio, or as annoying as starting your Corvair after months in storage, only to be reminded that the cooling fan bearing is still howling. Or abruptly getting visual confirmation that the web of cracks marring your rear-view mirror did not cure themselves in your storage area over the winter.

Doing prep in the off-season means more driving time come spring. It'll be here before you know it!

Whither Goest RMC?

Member Survey

YES, this is a repeat. Anyone out there still wanting to weigh in? If not, this is it with 23 responses...

As noted in the 7/25 Denvair News, RMC remains a very viable club. Meeting and event attendance, though, has declined notably in recent years. This survey asks a simple question: What changes can RMC make now to remain viable for Corvair Kids and Collectors into the next decade?

Please make your selections, and bring the form to the next RMC meeting. Alternately, select, scan, and email to a Board member. Legible jpeg images are also acceptable. ONE copy per member, please!

!! Please check only ONE box under each heading !!

I. Club Meetings

A. Member Meeting Purpose

- ☐ General, both Board & Members (current RMC practice). **12**
- ☐ Board meetings only, no Member meetings needed.
- ☐ Board and General meetings should be held separately. **11**
- ☐ Forget meetings, not needed.

B. Member Meeting frequency

- ☐ Monthly **17**
- ☐ Bi-Monthly **4**
- ☐ Quarterly **2**
- ☐ No Regular Meetings

C. Meeting time slot

- ☐ Saturday morning **8**
- ☐ Saturday afternoon **4**
- ☐ Sunday morning
- ☐ Sunday afternoon **1**
- ☐ Weekday evening _____ (specify day) **3 Fri Eve; 1 2nd Wed; 5 no date**

D. Meeting location (in relation to Denver)

- ☐ North (think Northglenn) **1**
- ☐ South (think Lone Tree) **3**
- ☐ East (think Aurora) **1**
- ☐ Denver Central **8**
- ☐ Variable **10**

E. Meeting Venue

- ☐ Dedicated meeting room **8**
- ☐ Eatery **4**
- ☐ Variable **9**
- ☐ Online only **1**

(Continued on back)

II. Annual Club Activities

- | | | | |
|---|--|---|---|
| A. New Years Brunch | <input type="checkbox"/> Keep it 18 | <input type="checkbox"/> Lose it | <input type="checkbox"/> Change it 4 |
| B. Tri-State Tune-Up | <input type="checkbox"/> Keep it 21 | <input type="checkbox"/> Lose it 1 | <input type="checkbox"/> Change it 1 |
| C. Tri-State | <input type="checkbox"/> Keep it 22 | <input type="checkbox"/> Lose it | <input type="checkbox"/> Change it 1 |
| D. Wilshire Memorial Picnic | <input type="checkbox"/> Keep it 23 | <input type="checkbox"/> Lose it | <input type="checkbox"/> Change it |
| E. Christmas Party | <input type="checkbox"/> Keep it 19 | <input type="checkbox"/> Lose it | <input type="checkbox"/> Change it 3 |
| F. New Activity? 3 (one suggested economy run) _____ (describe) | | | |

III. “Heck With It!” Strategy

If this survey proves inconclusive, shall RMC throw a big party, blow our remaining treasury money, and simply shut down RMC as a formal chapter of CORSA over the next year?

- ☐ Yes **1** ☐ No **16** ☐ More detail needed **5**

IV. “Status Quo” Strategy

Or, if this survey proves inconclusive, shall RMC simply continue down the current path, letting time and inertia run their course, and reacting and/or making changes as needed?

- ☐ Yes **14** ☐ No ☐ More detail needed **7**

(Please add your comments below. Contact info is optional)

RMC Member Name _____