
The Denvair News

October 2026

The Official Publication of Rocky Mountain Corsa ↔ Volume 51, Issue 10

Vairious 2027 Options

Rocky Mountain Corsa members, as we enter Q4 of 2026, your humble editor would like to toss out a few ideas for changes that might make sense in our age of instant communication and digital everything. Start by considering the challenge any editor of a traditional-style monthly old-car clubbish newsletter faces in 2026: Corvair news varies widely.

Some months are easy pickings, of course, when a long-standing Corvair-specific event such as the Tri-State or the Wilshire Picnic draws a broad turnout and a variety of Corvairs, and we can't forget the annual CORSA Convention. These long-planned gatherings can readily be classed as Marquee Events, and have been the traditional fodder of club editors for decades. They stand out, drawing a wide range of club members and guests in their Corvairs, and are prime time gifts for newsletter content.

Non-specific Marquee-type car shows, planned well in advance, are also easy pickings for an editor. Consider the spring School of Mines show in Golden, or the the big airport shows; a solid group of Corvairs can stand out, and there's advance warning for marque clubs like RMC to prep and encourage participation.

It's safe to say that today's marquee events are the last vestiges of the way the Corvair world rotated when I first served as DV News Editor two decades

back. RMC assembled annual event calendars, organized well in advance, and the membership roster was four times longer than in 2026. In that era, many of us still used our Corvairs as regular drivers, and monthly meetings at Burt Chevrolet drew 30 or 40 people, most arriving in Corvairs.

BUT, in 2026, that's not our Corvair environment. Our member survey from last winter gave the club the impetus to move meetings to Saturdays, and the Blue Bonnet has proved an excellent host thus far. Still, RMC, along with parent body CORSA, continues to shrink as Boomers age out. And our kids and grandkids, for the most part, just aren't excited by Corvairs,

- Continued on next page



Taken Corvair race image from the Glory Days when your editor could actually stay ahead of Jon Whiteley on a race track.

SATURDAY, October 3, 1:30pm

RMC Meeting - Meeting room opens at 12:30, come a tad early for lunch and Corvairsation before the 'official' meeting starts.

Blue Bonnet Restaurant, 457 South Broadway



Continued from front page...

or even cars in general. You can count the members who daily-drive a Corvair on one hand today.

And it's not just Corvairs - cars in general are way, way down younger generation priority lists in this new era of instant digital video/still pic/text/voice/AI. Younger generations live through their media devices.

So, readers who waded this far into this article might say, what's your solution, Mister Kinda Gloomy Editor? Glad you asked!

First, accept this:

We can't change the tides. There is no solution that will suddenly make Corvairs appeal to a wider, younger audience.

Second, rejoice over this:

RMC remains a successful old car club, and we have some money in the bank.

Third, for discussion:

We should consider changes to make RMC more contemporary, within the CORSA guidelines. A few example/suggestions:

- Change 'member attendance' events to a quarterly calendar, and hold interim Board meetings online, with minutes circulated online monthly, to maintain CORSA compliance.
- Encourage/Reward/Incentivize members who show up in a Corvair at the new quarterly in-person meetings by contributing \$10 or some small amount toward their breakfasts or lunches.
- Convert the DVNews to a quarterly 'big issue' paper around the in-person meetings, with minutes/notes only submitted in the off months.
- What else? Your editor rests his keyboard...



Mike Piper supplied these images from PPCC's Cruise Among the Clouds. Orange with white top is a unique color combo on a unique Corvair model, much more appealing than red! "Cruise" was a tad misleading, as it evolved into a show...

But seriously, the Reo would be an excellent leaf-peeping platform if it wasn't red.



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!

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 - Now at Blue Bonnet Restaurant!

RMC monthly meetings are now held the 1st Saturday of each month at the Blue Bonnet Restaurant, 457 S. Broadway in South Denver.

RMC Officers & Appointees

President: Mike Piper
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RMC Corvair Happenings!

- **Saturday, September 5, 1:30 pm — RMC meeting @ Blue Bonnet Restaurant**
C'mon around at 12:30 or so to enjoy a relaxed lunch and check out the Corvairs!
- There's still time! **The Great Western Fanbelt Toss - Friday, Oct. 23 thru Sunday, Oct. 25**
It's only 759 miles each way, barely two tanks of gas in a Corvair... Check it out at:
<https://fanbelttoss.org>
- Whenever, 24/7 — Visit www.rockymountaincorsa.org for the latest and greatest!

President's Corner

- Mike Piper

Howdy all!

I'm happy to report that so far Eric has not pestered ("*pestered?*" *Moi?* - Ed.) me for an article, and I actually wrote one about the Manitou Springs "Cruise Above the Clouds" car show on September 12. I did my very best to screw up my end of the effort, but it worked out, I took photos, and even kept the article reasonably short. It was a chilly drive down at 75 MPH or so with the top down but at least I had a jacket and ballcap. Missing were gloves... Anyway, it was a good show, 7 ½ Corvairs and lots of interesting other cars. The second part of this would have been in Cripple Creek but one long drive was enough.

My email battle continues, and I continue to work a few hours a week as the "building historian" at my old engineering employer. One email note, it is absolutely amazing if you had an email address for something like 25 years how that email is everywhere. Every now and then something pops up where I have to contact some business or other to get it changed.

My back issues still persist. It's not something that will heal, so eventually I may need a surgical repair. Right now I'm mostly doing my assigned physical therapy work to attempt to stabilize everything. That is working pretty well but as an adult male who should know better, I'm prone to overdoing stuff and so I pay for that several days later. Excessive walking and standing are my major problems, and adding yard work, lawn mowing and lifting don't help. Obviously, your mileage may vary. Driving doesn't bother me, even in the Corvair. Sleeping must be done carefully.

So, on the theme of driving the Corvair, Eric encouraged me to go with him to the Fan Belt Toss in Palm Springs, via the "Southern Route" which includes portions of Route 66. I've committed to doing that and meanwhile, life has caught up with Eric and he likely can't go. I've done near solo long distance drives before (Chicago Convention) but it would be great to have someone else in the vicinity. If you are interested, please let me know, I'm working out my plan. I've registered for the toss and the hotel so far. The actual toss is October 23-October 25. I'm currently thinking of leaving on the 20th headed for Albuquerque. Yes, I could drive it in a day or two but I'm trying to do a little sightseeing and maybe not do long days. I've done a "doorstep to Long Beach U-Haul trip" in one shot, but why this time? I'm not sure yet about the return trip.

Backing up a bit, Steve Goodman reported on the Weathertech Cars & Coffee on September 13. I was a bit under the weather, so I did not stay very long. Several Corvairs were there and Jeff Romeo brought his Cosworth Vega. That show is picking up some interesting cars as time goes on.

The next club meeting will be at 1:30 PM at the Blue Bonnet Restaurant, 457 S. Broadway on October 3rd. Same as last time, I'll attend Lafayette Cars & Coffee. My Grandson has a soccer game, so I'll probably leave Cars & Coffee early, go to his game, and be done in time to actually get the Zoom meeting set up properly, again.

This column seems a little shorter. Maybe because of less personal stuff, or I'm forgetting things? It is now officially Fall, so the days are getting shorter and cooler. We've had a couple of nasty thunderstorms lately and while I was stopped Friday on the shoulder of I-70 out by Bennet with my emergency flashers on I was telling myself, "Hey, we sure need the moisture!" Fine in the late model VW, not as fine in a Corvair, so be careful. I also got caught in my daughter's garage in Loveland trying to mow her lawn on the 19th with the same mantra.

I hope you're all doing things you like and are ready for the next Corvair event, whatever it might be, and are able to take advantage of the slightly cooler (but not yet cold!) weather. For better or worse, fall is here. Tomorrow is the PPCC fall drive and soon the leaves will be gone... As always be safe and have as much fun as you can with your Corvairs.

- Mike

Rocky Mountain Corsa Meeting Minutes

Meeting Date: September 5, 2026

Called to Order: 1:32 pm

Location: Meeting room at the Blue Bonnet

#Present: 13 in-person, 1 on-line

Guests, long-distance, new members: Terry Hoyle, new member – '64 Monza convertible, '65 Corsa

Standard Business:

Minutes of last meeting: reviewed and approved

Treasurer's Report: \$8,450.84

Mailbox: Nothing reported

Old Business:

- Membership: Tony getting badges, including for Terry, who joined at the meeting. Ron Jensen re-joined.
- Work on Bylaws by the Board will happen when time and schedule permits.
- Annual Wilshire picnic on Aug. 16 had beautiful weather; thanks to Laura Wilshire and Mike Piper for cooking, and to all who attended. About eleven Corvairs and about 31 folks attended.
- Rambler Ranch on Aug. 22 was a great activity – thanks John Green and PPCC!

New Business:

- Newsletter kudos to Eric, our Editor.
- Gail Levin let Mike know that Kory had a minor procedure done and they wouldn't be at the meeting
- CCCC report: the car show made some money, but less than previously. Reasons were attributed to the heat (100 deg) and the date change to a later weekend. CCCC to discuss whether to pause the show or continue. Since the show generates most of the funds for the lobbyist (appx. \$18K/yr), a thoughtful alternatives analysis is in order. CCCC is looking for volunteers for the Board.
- Website and Facebook sites continue to have the usual minimal activity.
- This month's meeting time and place was a win-win for RMC and the Blue Bonnett, as the place was experiencing less than usual attendance due to the Labor Day holiday. Eric will continue to coordinate with the manager.
- Eric & Linae suggested a group trek in Corvairs across the desert to the Palm Springs Fan Belt Toss in October, along with t-shirts to entice the victims/participants.

Activities:

- The usual Cars & Coffee and Golden Super Cruise were mentioned.
- Christmas Party – December 12 - details forthcoming.
- We could use some ideas for activities and volunteers to host or assist.

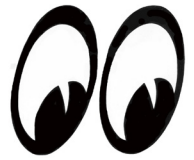
For Sale or Wanted, Recently Purchased, Projects, etc.:

- Mike Piper is chasing gremlins in numerous vehicles.
- Tony Lawler reported that his Rumpy is back together and running well after rebuilding the engine and repairing the brakes. Which led to...
- Lengthy and lively discussion on brakes from most attendees about doing a brake check at 60 mph, lining material, adjustment, the long-lost old art of shoe arching, checking tire pressure and condition, along with inspection of suspension parts, etc. Eric suggested a Track Day at High Plains to really test your brakes in a controlled environment. Current cost is about \$160 per day per vehicle.

50-50: \$12 to club, \$13 to Dale Neilson

Meeting adjourned at 2:30 pm

Respectfully submitted by John Dawson for Rob Brereton



Bah, Humbug, Fooey, Etc...

The rebirth of the Stinger as a reliable street car has been interrupted by family life events and mechanical reality. The life events, of course, are in a constant flux for everyone and seem to become more frequent as the years stack up. No Fan Belt Toss in Palm Springs for us this year, unfortunately.

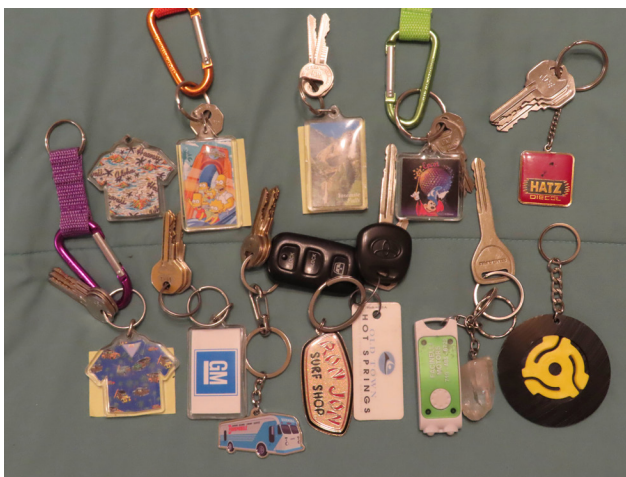
The family issue, though, saves me from having to stress over the Stinger's long-distance reliability. Loud howling issues from the close-ratio 4-speed and/or 4-spider posi differential at highway speeds, and the exhaust headers are, well, LOUD. It has two noisy Facet electric fuel pumps and Teflon-lined Aeroquip lines, so that's one area that I wouldn't stress over. Still, it's always a bit of a mental shock to look back on my early Corvair days and realize that nearly six decades have passed since the first memories were registered, and road trips these days ain't quite like they wuz back then.

And in those good old days, lack of overdrive gearing and AC, which are almost universal today, weren't issues at all because very few cars had that stuff back then. We all lowered our windows, popped the vents, and droned down life's highways! It's very different now, even for those of us nostalgic about the automotive past. Consider that, in 2026, a young (under 60!) auto mechanic thinks ignition points are the temperatures that cause flames to erupt, and that a carburetor is a mystical gas leak regulator. And the one single fan belt on a Corvair flat six, operating in a tortured 90 degree bend? Insane!

I hope there'll be other RMC and PPCC member Corvairs shadowing and/or convoying with Mike to Palm Springs. We'll be thinking of our Corvair friends as Linae and I cruise across the midwest in boring air-conditioned silence, cruise set on maybe 82 mph, with revs at a calm 1800 or thereabouts as we listen to our favorite XM stations.

We'll be bored. The Corvair occupants, though, will be on an adventure!

Stay Functional, My Friends!



Just as speculation about the decline of FOB-mania in modern society was peaking, these pix were submitted by our own FOB-hoarder, John Dawson. Who has this many key locks, anyway? Impressive...

