

The Denvair News

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A beautiful late model convertible. Keeps showing up at some of our events.

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Visit our website: www.rockymountaincorsa.org

Vice Presidents message

Strength in Numbers

Ken Schifftner

At the last meeting, when a list of various (and numerous) regional car shows and events was explored, Eric Schakel raised an interesting and cogent point.

With such a long list of “maybes” why don’t we just focus on a few “yeses”? Why “dilute” our efforts to show the Corvair to the World and only have an embarrassingly few Corvairs show up? Why not focus? Wouldn’t it be better to show a good number at key events rather than only one or two?

A point was then raised suggesting that the Club members be asked which “few” events might be of interest. Dale, with his typical dedication, offered to ask that question to all members. (Full disclosure. The last time this question was asked just one or two responded).

(Further disclosure, why not this time surprise Dale and make his day with a few suggestions?).

Go to most Corvair newsletters (and some websites) a list appears of that club’s area events. Often a club of only about 100 active members would be treated to a list of a couple dozen events. Of those events, perhaps only a few members would attend. And of those events, imagine if only one Corvair showed up?

My experience with other clubs has been that the general idea is to present a favorable picture to the public that the Corvair Club is active. That “picture” therefore proudly shows numerous, not one or two Corvairs, as well as smiling Corvair Club members. As a result, the Club focuses on 3-4 “core” events and the Club encourages the members to show up. Dilution is avoided.

Some Clubs then schedule at least one “highlighted” event mostly targeting Club enjoyment and friendships. The event may be non-Corvair (a museum, ice cream social, a local park, a local business, etc.). Our picnic is one such highlighted event.

The “core” events are often fund raising and/or community support type. Some involve support of larger multiple Club events (like we do with CCCC, for example). A core event may be one where we have been welcomed and has become “traditional”. Traditional, however doesn’t mean exclusive and repetitive. Each year may have a different traditional event.

Steve Goodman often mentions about including events (and meetings) tailored to our female club members. Why not?

So, please offer some suggestions. “Strength in Numbers” doesn’t just relate to people. The real power of that Strength occurs when those people **share** their ideas.



New Corvair Museum of America to Offer Yenko Stinger

HASTINGS, NE - It was an economy car, sports car, race car - even a van and a truck. And soon it will be the focus of a new museum in Hastings, NE. The capital campaign is underway to build the Corvair Museum of America in this town of 25,000, home of the only working Chevrolet Corvair dealership in the country. "We believe that this car and this moment in history deserve to be celebrated," board member Teresa Miller said, "and we're excited to present the Corvair Museum of America!" A centerpiece will be the Yenko Stinger Experience, a replica of the dealership where Don Yenko created 100 COPO Stingers, Corvairs specially modified for racing. Yenko, a car dealer and racing driver, would later become famous.

Creating high-performance versions of the Chevy Camaro, Nova and Chevelle. The museum will include a six-month rotating display of various Yenko cars. Mostly, it will celebrate a special era in the American automobile industry, 1960-69, marked by one of the most groundbreaking cars ever produced, the Chevrolet Corvair. Marketed both as an economy car and a sports car, the Corvair's most unusual attribute was its rearmounted, air-cooled, six-cylinder boxer engine. The unique design created more cabin space in a compact car with a nearly flat floor and lower roofline. With the introduction of the Spyder option in 1962, Corvair pioneered mass-produced turbocharging as well. In addition to that lightweight aluminum engine, the Corvair also featured a four-wheel independent suspension and was named Motor Trend's Car of the Year in 1960. It was produced as a coupe, sedan, convertible and station wagon, as well as being a platform for a truck and van.

The Corvair Museum of America will highlight 11 different types of Corvairs, representing all 10 model years. In addition to the Yenko Stinger Experience, the museum will emphasize history and education with interactive, hands-on exhibits, including a racing simulator. A 200-person event room with catering kitchen, an automotive library and conference room, as well as a CorvAIR BnB and RV hookups, are also planned. Hastings has been at the crossroads of the Corvair world since Chris and Stephanie Shade started Shade's Classic Corvairs in 2010. Since then, hundreds of Corvairs have come through Hastings to be restored, repaired or maintained. Corvairs from Hastings have been sold to buyers all over the U.S., Canada, Europe, Pakistan, Australia and New Zealand.

"We believe we have a unique vision to create an experience that celebrates the pioneering innovations represented in the Corvair," President Chris Shade said, "but this can't happen without your support." As a 501(c)(3) nonprofit organization, the Corvair Museum of America is seeking tax-deductible donations to make this tribute to an American original possible. Go to corvairmuseum.org to make donations, watch the video and virtual tour, and purchase merchandise. For more information, contact Teresa Miller at (515) 520-7209 or by email at teresa@corvairmuseum.org.

FOR IMMEDIATE RELEASE March 29, 2023
For more information, visit:
<https://corvairmuseum.org> Or contact: Teresa Miller (515) 520-7209
teresa@corvairmuseum.org

Aircooler Detroit Area Corvair club

Upcoming Events

It seems like the kids at the School of Mines never seem to get a break from the weather. This year was no different. The prediction for the April 15th weather was cold and raining to very cold and snow. I checked with a couple of active members and they said they were skipping the show this year. It's well that they remember the past couple of years of really cold weather and a less than satisfying experience. It's really too bad. However, onward.

May 5th 7:00 PM at John Elway Chevrolet, 6200 S. Broadway. RMC's monthly meeting. Hope to see you there.

April 30th The Tri-State Tuneup get together is still in place. A very fun event at the Schakels spread. 7082 Piute Dr., Sedalia. Noon to 4PM. Pulled pork sandwiches provided. Bring a side dish and a folding chair.

May 19th-22nd The 38th annual Rocky Mountain Tri-State. The event is getting closer and you don't want to miss this one. The PPCC club has pulled out all the stops on this event and we all know they can really host a party. Registration information follows this page.

Colorado Collector Car Council's has 3 remaining events this year.

June 4th Sunday 9-3. Colorado Concours, Arapahoe Community College.

June 10th 8-2 Cannon Car Club Show. Cannon City

August 5th 10-2 Rocky Mountain Car Show, Metro Airport, Broomfield

August 13th 11-3 Dale and Joan Wilshire Memorial picnic. Dale Neilson has made reservations at Lakewood's Bear Creek Lake Park. Keep the date open.

August 12th Saturday 9-2 Holy Rollers Car Show, Broomfield

September 9-10 RMVR Fall Sprints, Pueblo MotorSports Park. Racing and we are invited.

Last call for the 2023 Tri-State Corvair Meet



Guess what today is? If you didn't already know ☺, there is a Tri-State happening in Salida, Colorado May 19-21. That is one month (**four short weeks**) from today!!

If you haven't already made your hotel reservation, unfortunately the deadline for the special room rate has passed. You should still be able to get a room at the Hampton Inn, but the discounted rate deadline was earlier this week.

You do still have time to order **tee shirts** and make **banquet reservations**. Important deadlines are quickly approaching.

Important deadlines:

April 28: Last Day for Tee-Shirt Orders (this is NEXT Friday)

May 12: Last Day for Banquet Reservations

Please don't forget to register for the [event](#) (manual registration form is attached for those who prefer a non-electronic process) as soon as you can. We still have a few people who have made room reservations but who have not yet registered for the event. If you are one of those folks, please don't forget to register for the actual Tri-State so we can make sure you have all the information you need when you arrive. All information is available on our [website](#). If you have questions, please don't hesitate to [contact us](#).

I can't believe I'm saying this but "ONE MONTH 'TIL TRI-STATE!".

See you soon,

Your Tri-State Planning Committee

CORVAIR HEAVEN IN THE SHADOW OF PIKES PEAK

BY MURILEE MARTIN CAR LIFE MAR 9, 2015

A couple of weeks back, I visited a private collection of thousands of old cars in the High Plains region about 35 miles east of a certain Colorado mountain known for racing to document the Radio Armageddon frequency markers in 1953-1963 vehicles. The thin, dry air of eastern Colorado is well-suited for preserving old cars. The proprietor of this not-open-to-the-public yard has amassed quite a collection of Chevrolet Corvairs over the last few decades.

This is the yard where I bought my 1941 Plymouth deluxe Sedan, and the old Detroit iron looks great with Pikes Peak in the background.

Scattered throughout the many acres of this magical place are Chevrolet Corvairs. Some are nice restoration candidates, some are parts cars, and some fall in between those two poles. Corvair sales were falling even before Ralph Nader, in large part due to competition from within the Chevrolet Division, but hundreds of thousands were sold and a many Corvairs are still with us.



The Corvair Powerglide Diagnosis Guide

Taken from the March 2014 Vaircar, Author: Mike Dawson

The first thing to check in case of a transmission malfunction is the fluid level.

No drive in any gear:

Low fluid.

Front pump drive tips worn out or stripped splines.

Loose valve body or blown out valve body gasket at the pickup passage.

Snap rings holding front pump drive broken or off of the shaft.

(Shaft hit on the end before assembly to differential.)

End broken off of shifter cable while selector was in neutral. (Bad battery ground to engine can burn it off.)

Slow going into both low and reverse:

Manual valve out of adjustment because of stretched cable – engine speed will also flare on up shifts.

Loose valve body or leaking valve body gasket.

All of the lip seals are hardened –use TransX.

Slow going into reverse only, or no reverse only:

Rear pump bolts loose.

Reverse piston lip seals hardened.

Reverse piston broken around the center.

Quick upshifts:

Incorrect throttle valve (linkage) adjustment.

Broken (missing) E - clip on throttle valve and the valve jammed to the rear.

The throttle valve lever was broken off and welded back on at the wrong angle.

Defective governor – broken internal parts (rare), or frozen valve inside the shaft.

Late upshifts:

Incorrect throttle valve (linkage) adjustment.

Badly worn governor outer shaft surface.

The throttle valve lever was broken off and welded back on at the wrong angle.

No upshifts:

Broken/worn out governor driven gear or a badly worn shaft.

Spool valve frozen in governor from sitting for years.

Broken (missing) E- clip on throttle valve—a piece of the clip may be lodged in the low drive shift valve.

Hardened or broken lip seals in the high clutch.

Broken drive legs in the rear pump.

continued

Slips on upshift:

Low fluid.
Worn out high clutch plates.
Hardened lip seals in the high clutch piston.
Low band way out of adjustment.
Manual valve out of adjustment.

Hard upshifting:

Broken hoses on vacuum modulator line.
Hole in steel modulator line at rear shroud.
Stuck modulator valve (inactive a long time).
Blown out valve body gasket at pressure regulator.
Hard reverse only: Harden reverse piston lip seals or a broken reverse piston.

Hard down shifting:

Idle speed too high.
Vacuum modulator bad.
Leak in vacuum modulator line or hoses.

Jumps out of gear under a load in low:

Low fluid level.
Worn out low band or out of adjustment.
Broken ear on the low band at the strut.

Drives in neutral:

Shifter cable was not installed into the transmission correctly.
(See instructions in shop manual).
Gray fluid and a hissing noise in low gear.
Bad torque converter.

Blows fluid out of the vent after an hour at high speed:

Overheated cheap transmission fluid— switch to synthetic.
Bad sprag in torque converter.

**Corvairs may be push- started since they have both a front and rear pump.
Begin in neu-tral. When speed reaches 20 mph, turn on key and shift into low.**

Rocky Mountain Corsa Meeting Minutes

Meeting Date: April 7, 2023 **Called to Order:** 7:01 pm
Location: John Elway Chevrolet, Englewood CO **# Present:** 22 on site, 0 on Zoom.

Guests, long distance, new members: Ed Padilla is a new member from Vail (not present) Christian Mucilli is a new member, present tonight with his '68 and also has a '64. James Paseno was visiting, and has a '66 monza coupe.

Standard Business:

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

Treasury report: The end of March balance was \$7,739.00. Treasurer's Report was approved.

Mailbag: Nothing.

Old Business:

- Thanks to Paul for another great newsletter.
- Tonight's snacks were MIA. Caron Wetter and Jimmy Riley will cover May and the Levins will take care of June.
- Membership:
 - Dues are now past due. Please pay soon. \$25 for cash or check, \$26 for Paypal. Please pay ASAP.
- Tri-State Tune up will be Sunday April 30 at Schakel Acres around 11. See details on website.
- Tri-State, hotel registration due April 19. Fri after registration, Route 50 Burgers, Sat afternoon guided drive up to Buena Vista, banquet at fairgrounds event center. T-shirt deadline April 28.
- John Dawson reported on the Scouts Pinewood Derby on 3/25. Due to poor weather, not many cars were on hand. Had lots of scouts and parents, and a 63 Impala Convertible and a Volvo 1800.

New Business:

- Activities discussion:
 - Tomorrow, April 8, Stockers Classic Car Show, Colorado Springs near Gunther Toody's
 - Saturday April 15 School of Mines E-Days. Form on website. Plan to meet at CenturyLink building, 19th & Jackson
 - April 29, Cars and Coffee, Gateway Classic Cars of Denver, 14150 Grasslands Drive
 - June northern meeting Sat am? To be announced.
 - Sunday 5/21 Florence Car Show
 - June 4, ACC Concours, 12 Corvairs in our area, club-judged. Also a section with cars of each decade. John Green arranging.
 - Sat June 10, Car Show, VFW Post 5061, 5515 W Warren Ave Denver. Rods and Rides
 - Sun June 11, Veterans Appreciation Car Show, 10-2 at Colorado Springs VA, 3141 Centennial Blvd.
 - Club 50th Anniversary, formed Oct 2, 1973. First newsletter on website is official start. We have a little time to plan something.
 - CCCC Air / Car Show August 5
 - August 13, Wilshire Picnic in, 11am, Mountain View Pavillion at Bear Creek Lake Park.
 - Caffeine and Chrome, various dates, see website. Gatewayclassiccars.com.
 - Sat June 17th Fathers Day weekend, Castle Rock Car Show.
- Discussion of event planning, large number of events vs focus on a single event in a given month. Steve shared historic approach. Discussion of challenges of planning events with low turnout. Also they were club events vs larger public events. Discussed commitment and minimum number of attendee events. Still looking for an events chairperson.

Continued

Upcoming events: (See also discussion above.)

- 5/5 (Fri) 7pm Monthly meeting, John Elway Chevrolet

For Sale or Wanted, Recently Purchased, Projects

- Christian discussed trouble with his '68 where the speedometer and odometer quit, likely the cable failed.
- Mike Piper has used coupe stock springs available for free.
- Rick also has HD early springs, available cheap. They didn't work well in Convertible but good for a coupe or sedan.

50/50 Raffle: To Club: \$40 To Winner: \$40 Winner: Mike Piper

Meeting adjourned 8:23

Respectfully submitted by Rob Brereton.



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