

# The Denver News

April 2025

The Official Publication of Rocky Mountain Corsa ↔ Volume 50, Issue 4

## The Yenko Stinger Story

- Eric Schakel

### Those Were the Days!

It was 1963 and the Chevrolet Corvair was very much alive. The enthusiast press had embraced the 4-on-the-floor Monza Spyder, and Chevrolet division was putting a sportier upgrade into production for the next generation, due in showrooms for the 1965 model year. Performance sporty cars were pulling in young buyers across America, and factory-supported racing programs were expanding quickly.

Imagine, then, the shock racers felt when General Motors, waving an agreement made with the Big Three through the Automobile Manufacturers Association (AMA) abruptly stopped factory-supported racing. There's much more to that particular story path – GM was being investigated as a monopoly by government trust-busters (GMC as a whole accounted for up to 10% of US GDP in post-war years), but the bottom line was that all but a few clandestine NASCAR and Corvette road racing factory sponsorships dried up abruptly.

A Pennsylvania Chevy dealer's son named Don Yenko, who had won SCCA (Sports Car Club of America) B Production Sports Car championships in his factory-supported Corvette in 1962 and 1963, was now facing Cobras and other B-Production independents out-of-pocket, with a reduced stream of factory speed secrets.



*This pic has nothing to do with Yenko Stingers, but how can you not smile at a Spring-time image of Michael Brittan's decidedly not-red '64 Monza convertible, ready for warm-weather Corvairing activity? Pink blossoms are lovely signs of coming warmth, but vivid reminders of why we don't ever want to live in a pink car nation (sorry! - Ed).*

It was also about this time that a major automotive earthquake occurred, when Ford's new Mustang arrived in dealerships in March of 1964. The impact was immediate: Everyone began gearing up to race in the SCCA's newly-announced Trans Am Sedan racing series, and Chevrolet's only FIA-legal contender against the Mustang was the Corvair, with a 164 cubic inch air-cooled engine to compete against the 289 cubic inch water-cooled V8. Don Yenko was no fool, but didn't want to walk away from racing. What to do?

*Continued, page 5...*

The Tri-State Tune-Up (now featuring a Dumpster Swap/Sell/Dump option!) is just around the corner. Mark your calendar for Sunday, May 4 at the Schakel's Orphan Garage workshop in colorful Sedalia. The flyer on the last page gives the nitty-gritty details.

And don't forget to register soon for the Tri-State, coming up May 30 in balmy Trinidad, Colorado. See [www.rockymountaincorsa.org](http://www.rockymountaincorsa.org).



## 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 (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](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).

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## RMC Corvair Happenings!

- Friday, April 4, 2025 — RMC Meeting, 7:00 pm at Elway Chevrolet
- Sunday, May 4, 2025 — Tri-State Tune-Up & Swap 'n Dump, El Rancho Schakel
- May 20 - 23 — CORSA International Convention, San Luis Obispo, CA
- May 30 - June 1 — 2025 Tri-State Meet, Trinidad, CO. See RMC web site to register!



## President's Letter, April 2025

Hi all!

In my ongoing struggle to get ahead of things, Eric has had to rattle my cage via email and in person to get this set of notes together for publication. I still have a few months to go to be early.

Retirement still remains very busy, and to some degree it is a source of humor. The good news is we have hired a new facilities manager who seems very energetic and capable. I've spent a fair amount of time in the office the last several weeks (when not on Maui again, dealing with flat tires on unlit coastal roads at night) trying to get things squared away for him and this past week touring the office with him trying to pass on the history of the building and the current status of things to watch and to get done. I'm hoping starting this week I can reduce my hours and drift toward retirement again. The mental engagement with the people in the office and solving problems is welcome but it interferes with my nap and car work times.

I've failed at getting to work ½ time on the "once blue car" except for transferring the stainless trim and Corsa badges from the old door panels to the new ones. My excuse is to get something out of my hair in Michelle's garage. Basement excavation has been nil, and I've diverted into some maintenance work on the red car in advance of a trip to the Corsa National Convention and the Tri-State in Trinidad. I believe Steve Goodman has an article on rear wheel bearing service intervals. He's repacked the rear hubs on my '65 and I've struggled a bit with getting the rear brakes reinstalled. Cold and arthritis in my hands has not been helpful. Next up is repacking the front wheel bearings which is on me and brake disassembly is not required. I was shocked at the current price of front wheel bearing seals. I've pretty much abandoned my plans for a new top and carpet before the concours in San Luis Obispo. I'm going to settle for getting things cleaned up well and possibly some paint touch up under the car. Maybe I'll replace the gas pedal and pick rocks out of the tires more thoroughly.

The 2025 Tri-State effort continues. To give credit, the committee is Paul, Tony, Diane, Ken Schiffner, Rick Beets with web page support by Dale. The weekly planning meetings have become a check-in meeting and at present there is not a lot left to plan. We are now hoping for robust registrations although we know there is typically a late flurry before the event. Diane would like to hear from volunteers if people are willing to help out during the event. She would also like to know of any gift basket donations although we're not pushing hard for gift baskets. Paul has reached out to the other Tri-State clubs, including Bonneville (Salt Lake). An announcement has been sent to the CORSA Communique and has appeared on the CORSA website calendar. Dale noted there is an item on the Colorado Tourism website as well.

We are still planning to meet with the leadership of the clubs to work out what we do for Tri-States in the future. I have not hit this lately, but time is running out, and there is interest in what the clubs decide. This is still on my RADAR. Much of this will be looking at prior emails summarizing, and going back for confirmation. I intend to go through and attempt to summarize the various suggestions over the past several months.

Our RMC board efforts have stalled temporarily. I hope to circle back to finish up by the meeting on 4/4/25. And research into national CORSA membership as a requirement for RMC membership is on hold. CORSA has raised their annual dues. I think we're down to the last few stragglers for RMC dues.

I've managed to eat up more lines than I intended once again. Quick notes, there are some events coming up in the near term (E-Days on 4/13/25) along with other events like the CORSA Convention, the Tri-State, the car show in Castle Rock, the Concourse at Arapahoe Community College, The Rosemount Museum car show, the car show at Rocky Mountain Metro Airport, plus many others including less formal events like Cars & Coffee events.

We've passed the Daylight-Saving Time change; we shouldn't see a lot of extended cold weather, we need to start watching out for hail and thunderstorms. The seasons march along.

Our next scheduled RMC meeting is 4 April 2025 at Elway Chevrolet at the regular time of 19:00 hrs (7:00 PM). This notice may be after the meeting, so I hope all went well.

I hope the new year is going well for you all, and hope the weather continues to improve without the nasty thunderstorms... Please stay healthy and enjoy your cars and activities with the club.

Mike



# Is Your Corvair Ready For Summer???

- Steve Goodman

April is here and soon the summer club events as well as other car gatherings will have our Corvairs on the road more often than winter allows.

Hopefully everyone took advantage of the nice weather that does occur often around here and got their cars out for some exercise. Also I am hoping everyone keeps a maintenance log of their 'garage' Corvairs.

The duties of just looking at the car and inspecting belt/battery terminal ends/general cleanliness of the top of the engine and engine compartment/air pressure in all 5 tires/all lights front and rear/wiper blades/master cylinder level/plus under the car for oil leaks are necessary.

Check your mileage log for oil/filter/lube/air filter frequency. Raise your car level from the garage floor and check transmission/differential gear oil level. How many miles since brake shoes were inspected and many times needing dust removed from the drums and backing plates. Regardless of time span (since the car is in the air) grease the ball joints and steering linkage. Inspect the rubber suspension bushings both front and rear.

Yes, unless very new the rubber will show some weather cracking. Look for broken bushings or bulging badly from one of two ends. ALSO your log should give you an idea about a tune-up and maybe carb attention. If your car starts easily and fuel mileage is at least close to normal then all is well.

Front wheel bearings can usually be done by the book mileage suggestions. The rear is a little different story: There has never been a suggested mileage for either early or late rear bearings. The 63-80 Corvette has almost an identical rear wheel bearing assembly as the 65-9 Corvair.

The interval was always between 25,000-40,000 miles. We have all seen and heard of sometimes 50,000+ and I have known many Corvairs (and Corvette owners will admit the same) of over 100,000 miles. Sadly I remember several pretty new Corvairs in the late 60s that had failures with 20,000 or less miles on the car.

While your Corvair (any/all years) is in the air with the above FUN grab each rear tire at 3 and 9 o'clock and wiggle back and forth. Yes there has to be a bit of movement but if very little and rotating the tire/wheel makes no noises then usually the wear is not great. Also while driving the car if no grinding type noises happen then all typically is good. Oh, don't forget to grease your U-joints along with the suspension/steering.

RMC has only one real highway drive this year and only 400 miles round trip to Trinidad in May for the Tri-State event. That is not a lengthy drive and should not scare anyone from driving their Corvair.

YES THERE ARE MANY PARTS IN ANY CAR OF ANY AGE THAT CAN FAIL WITHOUT WARNING NO MATTER HOW WELL MAINTAINED THAT CAR MIGHT BE.

One of the easiest ways to have a good idea how well your Corvair rested through the winter is to attend the TRI-STATE TUNEUP on May 4th at the Schakel home outside of Sedalia. It is a great club member get together and gives everyone a chance to drive their Corvairs on the highway for a few miles and get some fresh fuel in the tank and have a great lunch with other RMC members and look at all of the Corvairs in the yard. Look at our website for details and also in the DENVAIR NEWS for details about the luncheon.

**SEE YOU THERE IN YOUR CORVAIR**



**Rampside @ 2011 Convention.** We all carry high-res digital cameras with instant transfer ability, but it seems few RMC members take/forward Corvair pictures anymore for the newsletter... So, you get retreads.

- Ed, scratching head

Continued from page 1...

An idea was hatched, and on October 9 of 1965, a Saturday, a vivacious little woman named Donna Mae Mims paid \$2.35 for 24 slices of pizza delivered in four boxes to the Chevrolet dealership Frank Yenko had opened in Canonsburg, Pennsylvania in 1949. The pizzas went to the meeting where Frank's scrawny son Don was contemplating the future of the "Yenko Bonanza". Don was accompanied by the effervescent Ms. Mims, industrial designer John Salathe, a 1965 Corvair Corsa, and a few folks from the dealership.

Don had watched as Carroll Shelby's Cobras edged Corvettes from the winner's circle, and was seriously considering deploying the Corvair at a "grassroots" level. Instead of doing battle in the top rungs of the sports car world, they would take Chevrolet's Corvair into the racing ranks dominated by Triumph, MG, and the other two-seat small-bore sports cars of the day.

On that fateful Saturday, they used black contact paper and cutouts from the greasy pizza boxes to design styling cues for what would become the Yenko Stinger. (Rumor has it that GM suggested the Stinger name and provided the logo). The following Monday found Yenko laying out his plan by phone with the Sports Car Club of America. He allegedly asked Don Sessler of the Car Classification Committee if wining, dining, and lavish gifts would help. Sessler reportedly responded, "Certainly not, but you go ahead and try."

The SCCA informed Yenko that 100 cars would be required to homologate the car, which would be classed in D, Production Sports Car. To participate in the 1966 season, Yenko would need to demonstrate evidence that 100 cars had been produced by January 1, 1966. The window was very tight.

No less an authority than Yenko himself admitted that he nearly quit - 100 Corvairs would have to be purchased and prepped in less than 6 weeks. And D Production was home to the feared National Championship winners, the Group 44 Triumph TR-4A team, headed by Bob Tullius. Yenko unsuccessfully lobbied SCCA for G or H Production status; even if he could meet the production deadline, what was the point if the car wasn't competitive?

He teetered on the brink. The event Yenko later attributed to pushing him forward was a call from Jerry Thompson of Detroit. Word of the Stinger project had spread, and Jerry, a GM engineer, was also a partner in R.S.T. Engineering,



*Stinger dicing with class competitor TR-4 on banking at Daytona, early in 1966. Note external oil cooler mounted on Stinger's left rear fender. It was relocated to a ducted front internal mount for subsequent events. And while it would be nice to believe the GT-40 was being passed, don't let that thought enter your mind, as its' passing differential speed was likely 40+ MPH.*

which had raced a 1965 Corvair in the sedan series. Jerry gave Yenko a ride in the RST Corvair that sealed the deal. But time was quickly running out.

A corner of Yenko Chevrolet's shop area was rechristened Yenko Sportscars, and General Motors Acceptance Corporation (GMAC) quickly put together a financing deal for \$350,000, a vast sum in those days. Between December 8 and 18 of 1965, 100 Ermine White 1966 Corvair Corsa coupes, all allegedly COPO-ordered with HD suspensions, quick steering, 140 HP engines, 4-speeds, and no rear seats were unloaded and parked in lots near the dealership.

The auto aftermarket in 1965 was not remotely capable of providing, or installing, performance parts for 100 Corvairs in a single rush order, so only a handful of Stingers were modified beyond the Stage I level. Stage I was mechanically as GM built them, allegedly with special tuning, plus the exterior add-ons. Only four were said to have received Stage IV modifications for SCCA competition. As the frantic weeks drew to a close, some received nothing more than the metal YS# serial tags to mark them as Yenko Stingers. The rest fell somewhere in-between, but as even Stage II Stingers were advertised as having upgraded camshafts (requiring complete disassembly of a Corvair engine), Stage I was clearly the dominant model.

Many side tales linger about the rushed Stinger conversions. Yenko farmed out conversion work to any willing dealer and shop in the area, Ford, Pontiac, AMC, it didn't matter. One notable fact is that the advertised Nassau Blue body stripes were actually applied in many hues and widths, depending on what dealer did the painting. My own YS-066 was (allegedly, the seller was not exactly

‘straight-up!) originally striped in the pale blue shade Ford used on the 1965 Mustang, simply because the local Ford dealer’s body shop applied the stripes to a dozen of the original Stingers and it was the color they had on hand.

The success of the Stinger project, and the security of Yenko’s investment, ultimately depended on SCCA acceptance. A representative visited the fields where the Stingers were resting just after New Year’s Day in 1966, walking between the rows and counting cars. “I only count 96,” he said. A tense Don Yenko reportedly snapped back, “We already sold four!” and waved the sales receipts. The rep nodded and left. On January 9, 1966, Yenko received a telegram with this simple message: “THIS WILL CONFIRM YENKO STINGER RECOGNIZED 1966 PRODUCTION CATEGORY CLASS D”. Yenko Sportscars was officially recognized as a manufacturer!

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## Still Living the Stinger Legend

I’ve always had a soft spot in my heart for Corvairs. My first car was a Corvair in the late 1960s, and I owned at least a half-dozen in my youth, including a brief early affair with YS-015 (it was quickly flipped to Warren LeVeque, a late well-known Corvair racing guy, in 1973. His family still has it). But a few years later, the last Corvair left my driveway as I converted my sporty car interests to Pontiac Firebirds. The rear-engine air-cooled fever subsided into a two-decade remission.

The Steamboat Vintage Races conducted by Rocky Mountain Vintage Racing (RMVR) rekindled my racing ambition in the late ‘90s. Of course, there was no choice but to revisit my past and choose D, Production Sports Car class with a Corvair. But, in 1998 when I reached out to them, RMVR, just like the SCCA in the late 1960’s, would not allow a regular Corvair as a Stinger replica. It had to be a legitimate Stinger. Asking prices even then brought on cardiac arrhythmia.

The break came in early 1999 when my wonderful, understanding patient spouse left an ad for Yenko Stinger #YS-066 on my desk. The asking price was tolerable, the car wasn’t a rust bucket basket case, and it was even claimed to be a reliable driver. And as it happened, it was in the Chicago area, where I would be flying soon on business.

And in fact, the car really was a true driver, clean, but not a garage queen or museum exhibit. I flew home, did some additional research and confirmed with RMVR that yes, YS-066 would be welcome in D-Production. A deal was struck over the phone, and I ordered new tires that the seller agreed to have installed prior to my return to Chicago. I intended to drive the Stinger home to Colorado. From Chicago. In July.

The Stinger’s race followed almost immediately: The Refrigerator Bowl was held the weekend of January 8-9, 1966, in Upper Marlboro, Maryland. RST fielded a Stinger with one of the two engines Yenko had wisely purchased from them. The car finished a strong third, prompting Bob Tullius of Group 44 to suggest that Yenko was receiving direct Chevrolet factory support. The Stinger performance legend was off to a good start! And roughly ten months later, a Yenko Stinger driven by Jerry Thompson unseated Bob Tullius’ reigning Group 44 Triumph TR-4A as the D-Production Sports Car 1966 National Champion.

That was it. Yenko moved on to modifying Camaros, Chev-elles, and even Vegas. But this odd little blip in American racing has never, ever quite let go of me.



*YS-066 in 2005, featuring awesome lightweight 13" race wheels, 130+ mph top end, and the best drum brakes money and current technology could provide. Note Rear Engine Specialists sticker...*

It worked out mostly as intended, and was an incredible time capsule throwback for me. Bad AM radio reception rasped through one partly-tattered dash speaker, open windows howled, and high revs (3.89 diff gears then), meant hour upon hour of droning, loud car noise. It was the only car trip I’ve ever made in my life wearing earplugs, purchased after the short hop from Chicago to Indianapolis, where I overnighted to show off my prize to my parents and siblings. Next morning I left early, droning east on I-70 to St. Louis to attend an afternoon customer open house, where the Stinger became an unexpected parking lot attraction.

The last leg of the trip brought on the only taste of trouble, as the engine’s smooth drone began to get lumpy. The points had worn beyond the adjustment range from the revs, and who in 1999 even thought about breaker points anymore? I had a tool kit, spare belt, spare tire, but no points, so I spent the night in a cheap hotel in Colby, Kansas. The next morning I procured a set of points from an amazed parts store salesman, and droned home in my new vintage race car-to-be.



Noise aside, the Stinger was a very comfortable, responsive street ride, the only deviations from Stage I stock being loud trombone dual exhausts and Recaro N seats installed by the previous owner. All else was as GM or Yenko intended, and as a Corvair owner might expect, it was a competent street ride.

Rocky Mountain Corsa was high on my list of places to visit with YS-066, and in the spring of 2000 Linae and I drove the Stinger to a Saturday RMC car show at Burt Chevrolet. Arriving unannounced to a Corvair club car show in a Stinger was a bit of an ego boost, as the late Jim Rushton yelled, "It's a Stinger!" as we approached, and shoved other Corvairs to the side so YS-066 could park at the front of the display area. Linae laughed at me and shook her head, "I see why you wanted one of these, you're sort of a god here..."

We've enjoyed our RMC association in the years since that audacious welcome, but from the first RMVR race season in 2002, our "street car – weekend race car" slipped further and further into the race car realm. The car itself has remained relatively untouched, still with all glass, accessories, and interior in place (with the exception of the 7 pound AM Delco radio!), but after the original 140 engine expired in 2003, things began to get a bit more extreme.

It was my fault, of course. I couldn't just put the 140 HP engine back together with fresh parts, I had to whoop it up a bit to make it faster. And as it turns out, whooping generates more heat in the engine, which requires more cooling, while accelerating to higher velocities in each straight generates more heat, more often, in the brakes. The braking performance became a significant issue with four-wheel drum brakes on a relatively heavy race car.

I very nearly dropped out of racing due to the brakes. I won't bore you with all the technical details and configurations tried, but I was rebuilding the drum brakes at the track after every two or three race sessions as the power went up. And in late 2010, after finishing a 45 minute Enduro at the High Plains track with zero braking force remaining, I threw in the towel on drums.

My appeal to RMVR to allow the Stinger to convert to 4-wheel disk brakes was based on a legal upgrade for Corvairs in the 1981 SCCA rules. It was accepted, I did the necessary design calculations, and had brackets machined to fit GM rotors and Wilwood 4-piston calipers on all four wheels. The brakes (which also required a legal upgrade to 15x8 wheels) debuted in 2011 and have performed flawlessly since.

Enough on brakes; fast-forward to 2023 at Pueblo Motorsports Park, where the Stinger blew out the oil fill tube returning to the paddock, and literally bathed the engine



*After 23 years with big vinyl numbers on the Stinger, it looks like a blank whiteboard to my eyes now. Bumpers and radio antenna are back - all it needs is an engine swap to something that runs on pump gas, and full street duty will be restored.*

compartment in Mobil 1 synthetic 15/50 race oil. Back home, it turned out there was internal damage. And to top it off, the mechanic/driver broke a shoulder, requiring surgery and a year-long recovery that kept YS-066 off the track in 2024.

As I write these words on the first day of Spring in 2025, I've recovered nicely from shoulder surgery, and the Stinger is sitting in the workshop. Instead of a fresh race engine, it's sporting a new Retro Sound 'radio' fitted into the factory dash opening. The big dark blue vinyl '266' numbers (Yenko #YS-066 + model year 1966 = 266) that have decorated the sides and hood for two decades are gone, and the chrome bumpers are back in place, eliminating the front and rear tow hooks. The Stinger's racing days are over, thanks to ever-changing racing safety requirements.

But right next to the Stinger in my shop sits the Ringer, a 1966 Corvair Corsa that's becoming a race-only car to take the Stinger's place on the track. A roller I acquired as yard art many years ago, the Ringer is hacked up to accommodate the full roll cage, fuel cell, and automatic fire system RMVR now requires. It's a 'real race car' with all street equipment stripped away, more than 300# lighter than the Stinger, not ready to race yet, but already well past the point of returning to street duty.

There's welding to be completed, paint to be applied, and inspections that must happen, but I hope to be on the track in a Corvair once more by the mid-season race at Pueblo. After all, I can't leave Jon Whiteley to maintain Rocky Mountain Corvair racing glory all by himself!

# Rocky Mountain Corsa Meeting Minutes

**Meeting Date:** March 7, 2025

**Called to Order:** 7:11 pm

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

**# Present:** Due to PC issues, number in attendance not recorded.

**Guests, long distance, new members:**

- None

## Standard Business:

Minutes of last meeting: Minutes from the February meeting were reviewed and approved. Meeting start was delayed while Rob's new laptop and antivirus package familiarized themselves with one another in an unfriendly manner, preventing other activities.

Treasurer's Report: The end of February balance was \$9,683.78. Treasurer's Report was approved. Rob Brereton turned over collected cash and checks to John from the February meeting.

**Mailbag:** Nothing of note.

## Old Business:

- Membership: Dues are now past due. John will update the paid member list and share with the Lawlers for follow up. Email notice will be sent to all members reminding of due date. Follow up calling was discussed for non-renewals.
- Thanks, Eric, for a great newsletter. Please contribute your articles, with pictures.
- Rick Beets gave a CCCC update:
  - CCCC meeting: HB25-1157 related to retired military vehicles, fixes a problem in definition of military vehicle that caused all retired units to be considered off road only, and has severely impacted the military vehicle club. Bill passed to finance committee and passed vote there. On to appropriation.
  - Tri-State Auto Exhibition at National Western complex on Sat and Sun Mar 8-9, several member Corvairs will be present.
  - Annual air and car show at Rocky Mountain Airport, August 2.
  - Forney Dust and Shine 3<sup>rd</sup> Sat June. 21<sup>st</sup>.
  - The CCCC webpage listing for our club has a link that still does not get to our site. Rick will continue to follow up.
  - Email looking to have a speaker coming in to talk about CCCC and will likely ask for a donation for their PAC, Friends of Collector Cars.
- Tri-State discussion: Need people to sign up. 28 registered. 40 or so for banquet. Trophies planned but not executed yet. Discussed deadlines for various registrations. May 15 deadline chosen for banquet. Cutoff for hotel rate is May 1. There was a question about having appropriate servers available. Will be staffed by caterer based on number attending. Car show time is 9-12. Our show is linked to the Colorado Tourism board site now.

## New Business:

- Website update: Tri-State Registration is working smoothly.
- Not much new on Facebook. There will be an effort to promote the Tri-State on PPCC FB Group also.
- Tri-State Tune-up will be held May 4, Sun, Noon – 3 or 4. Dumpster Day.
- Cars and Coffee, Mike attended, it seemed to be Alfa day with 8 of them present. Tony goes to Bugs and Coffee club. Flyer for "Show us your Chevy" show was received. Runza Hut in Loveland has informal car show.

## Activities:

- March 15 (Sat) St Patrick's Day Parade, Colorado Springs, PPCC participating as a club.
- April 4 (Fri) Regular meeting, Elway Chevrolet, 7pm
- April 13 (Sun) School of Mines Engineering Days (E-Days) Meet at Lumen building to go in as a group.
- May 4 (Sun) Tri-State Tune-up and Dumpster day at Schakels, Noon.
- May 30-June 1 Tri-State at Trinidad, see website
- Standing Shows:
  - Adam's Polishes Cars & Coffee: Lafayette, 1<sup>st</sup> Sats 7-10 at Flatirons Church, Thornton 3rd Sats 7-10 at Denver Premium Outlets.
  - Golden Super Cruise, first Saturday year-round (unofficially).
  - WeatherTech Cars, Tacos and Doggos on 2<sup>nd</sup> Sundays at WeatherTech Lot in Broomfield.

## For Sale or Wanted, Recently Purchased, Projects

Mike Piper related a challenging time with the DMV and a vehicle registration, got it worked out.

Mike pulled rear wheel bearings to take to Steve to repack, having done one in a good weather day, and other today when it was cold.

Garrie has been carrying a Steve universal bearing. There was also discussion of brake shoes cracking and general poor quality available.

Discussion of alignment places and losing the ability to do Corvairs with newer computerized equipment. Merrill seemed to fall off having gone computerized. Seyfer Automotive in Wheatridge was recommended. Specs are available in angles vs inches, but math (trigonometry) can also be done by skilled alignment folks.

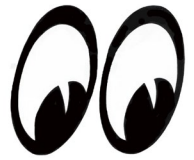
Rick Beets noted that a ballast resistor (discrete component, not the wire type) can fall apart and lose connection. He was stuck but was able to wiggle one of them to get it going and get home.

**50/50 Raffle:** \$23 Club \$22 member, winner Bruce Parizek.

**Meeting adjourned** 8:20pm

**Respectfully by** Rob Brereton





### Stay Functional

I've expanded my workshop again. The original wooden walls outlined a dirt floor horse barn when we moved here in the late 1980s, with a walk-in upper level storage attic. No electricity or water was nearby. It leaked, and the pressure of the backfill dirt against the attic door side had pushed the building three inches out of square, toward the creek that runs behind the property.

I was all caught up in the natural surrounding thing back then, I guess... Instead of bulldozing the stupid warped barn I started a series of every-few-years upgrades that cost twice what a good steel building replacement would have.

But it has character, and it's definitely unique. As I've accumulated years, I've learned that it ain't

what it is, as much as what you do with it. Kind of a general phrase, but if you think about it, it applies to almost everything.

As a retiree, I spend time in my expanded workshop several days every week. Sometimes I'm hard at work, other times, just sitting, staring into the woods down by the creek with classic rock or maybe Beethoven playing in the background.

The shop is just like an old car, in a way. Heck, I'm just like an old car. Or maybe old cars and old shops are just like people. All need to be operated regularly to stay functional.

Actually, I like that. It says it all. How's this for a new 2025 mantra:

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



**See the USA in  
your Chevrolet!**

# Tri-State Tune-Up and Dumpster Doodling



Mark your calendar now for **Sunday, May 4**, and get your Corvair aired, oiled, and cleaned up (although brand X rides are okay, if necessary) for a drive to El Rancho Schakel in suburban Sedalia.

It's 2025, and we're combining the annual RMC Tri-State Tune-Up with a swap/sale/dump session for Corvair-related detritus and surplus items!

That's right, in addition to afternoon eating, socializing, and kicking Corvair tires, you're encouraged to bring any 'surplus' Corvair-related items for sale, swap, donation, or just plain dumping.

**We open for Corvairs around noon, and you're welcome to hang until dark or thereabouts. Look for 7082 Piute Drive, Sedalia... and PPCC folk, you're welcome, too!**

**\* If you have items that are dumpster-only, please contact Eric in advance; call or text to 303 319-0788.**

**\* You might want to bring a folding chair or two, just to make sure you're not outstanding in our field!**

## Special Features!

**\* Taco Bar!** We'll be doing tortillas, nachos, ground beef tacos, with gringo fixins. Torch tastes (Dale!) might want to bring their own habanero sauce. Water and lemonade will be on tap, but BYOB or weird drinks if you're so inclined. No \$\$ charge, but we'll have a RMC donation jug handy!

**\* Parts consultation with vairious experts (and experts-in-training).** Many late model example parts can be dredged up!

**\* Dumpster Fine Print:** Intended for Corvair car/shop related items only; all items must be free of fluids. No tires, fluorescent tubes, or hazardous wastes. Big honkin' things or huge part piles that occupy excessive dumpster space may be refused, or be subject to a \$\$ fee at Eric's discretion.

**And as always, Think of this as Spring Cleaning for your Corvair...**