

The Denvair News

June 2025

The Official Publication of Rocky Mountain Corsa ↔ Volume 50, Issue 6

****Corvair Spring Insanity Edition****

Tri-State Tune Up



RMC's multitudinous May machinations were manifested first on Sunday the 4th (aka Star Wars Day) when eight Corvairs and a handful of water-pumpers wandered down the short dirt stretch to the event billed as a Corvair gathering and swap/dump opportunity. The day was bright and sunny, with the wind picking up mid-afternoon - those weather forecast people are pretty good these days!

The eight Corvairs joined the three on the El Rancho Schakel estate in the front pasture. A couple of Cosworth Vega owners showed, but no orphan Chevy hatchback transported appeared. Sadly, the prominent dumpster remained almost untouched through the afternoon, and no new treasures were taken. Everyone was "status quo" with their junk, it seems...

The big news was the glorious metalflake black on Dale Nielsen's '65 Monza coupe. Dale seems to get the painting urge every decade or so, and makes a major color swap for maximum visual impact. It's fair to say that "black is back"!



Above, Field of Dreams, Late Model version. Only Rick Beets showed with an early.

Below, retired-from-vintage-racing Stinger sans numbers and wearing bumpers for the first time in 23 years. Note underutilized dumpster in background.



Left, Rick Beets (with Jimmy Riley on board) showed up in his road warrior early 4-door, which was ostracized by the dominant LMs.

Car Shows galore along the front range will dominate June and July, but be sure to mark RMC's **Wilshire Picnic** on your "must do" calendar with your Corvair for Sunday, August 14th.

**rocky mountain
corsa**

CORVAIR

CORSA National Convention

Your intrepid Editor, accompanied by his SNU (Spousal Navigation Unit), fired up the not-yet-vintage Chevy SS and headed off to San Luis Obispo (aka SLO), CA on Monday, May 19. It was an entertaining drive, with snow and a low of 27F as we exited the Eisenhower Tunnel on westbound I-70, graduating to a sunny high of 104 F mid-morning Tuesday as we crossed the Mojave Desert.

SLO's weather was far more pleasant when we arrived late Tuesday afternoon to find the Convention in full swing. The Corvair parking area held an impressive number and variety of Corvair vehicles as well as a few RMC members. Mike Piper, Rick Beets, Tony and Diane Lawler, and John Dinsdale (chaperoned by a patient non-car-guy son) all made the trek with their Corvairs. Ken Schiffner drove a Mazda. Not Monza.

Wednesday morning opened into another pleasant day, with the real car (as opposed to trailer queen foo-foo concours) concours judging taking place at a nearby location. The majority of



Above, the first Corvair your Editor saw in the SLO host hotel lot. It remains a personal choice for Best of Show for some reason, even though it's red...

Below, palm trees and psychedelic bus offer proof that we're for sure in California! That's Christy Barden's road warrior UltraVan.



Corvairs had made the short drive to participate, and we continued our Corvair immersion until the event began to break up after lunch. At that point, Editor and SNU deserted Corvairdom for a short vacation by the mighty Pacific Ocean in Morro Bay before journeying home to prep for our next Corvair adventure.



Right, classic early plexi deck lid showing clean engine detail.

Left, the 'real 'Vair' judging. Quite a selection of cars & colors.



Below, Editor and SPU drive from Colorado to SLO for the national Corvair convention, and the first car we see in the concours lot is Mike Piper's red Corsa convertible... There is no escape. BUT, it shows well, and he DRIVES IT!



40th Tri-State Meet

Last, but certainly not least of the May Corvair gatherings, RMC had the honor of hosting the 40th Tri-State meet, in Trinidad, Colorado. Corvairs began appearing at the Days Inn on Friday, May 30, adding classic auto sparkle to the vintage town through Sunday morning.

Hours of prep were pre-car-show prep were sneered at by Mother Nature, who delivered a rain deluge overnight. Nonetheless, on Saturday morning a gaggle of 29 Corvairs assumed prime positions along a reserved block of Trinidad's Main Street as 0-dark-30 was shoved aside by bright, sunny skies and comfortable warmth.



Saturday morning car show brought some casual Corvair cool to Trinidad's Main Street.



Above, tri-port Weber conversion on show Corsair engine wowed the onlookers.

Right, Cartwright EFI w/crank trigger ignition wowed the Corvair techies. This clean Corsair also had a very clean fuel/air mixture: It was the only Corvair present that didn't release olfactory-stimulating hydrocarbons when starting up!



The first hour was relatively quiet, giving club members a chance to mingle and check out the other cars, but by mid-morning (local businesses didn't open until 11:00am) the Corvairs were drawing local spectators, and the count swelled steadily as the noon cutoff approached. When the clock struck twelve, though, the distinctive bark of the flat sixes could be heard as Corvairs headed off for lunch, local sights, and probably a few naps.

They returned to the scene of the oil drips in the early evening, gathering in Trinidad's "The Commons @ The

Space to Create" for chatter, dinner, and Tri-State awards. The evening ended with news from Pikes Peak Corvair Club about the 2026 Tri-State.

Paul Seyforth and his RMC team of Rick Beets, Ken Schiffner and Tony Lawler (+ Diane) put together a nice Corvair weekend with good and plentiful food, and lots of friendly conversation. By all accounts, a good time was had by all, and it's comforting to report that no Corvair tales of woe have emerged from the homeward trips. Awesome!

More Tri-State stuff on page 6

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 John Dinsdale, 3240 Billings St., Aurora, CO 80011-2231**. 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).

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RMC Corvair Happenings!

- Friday, June 6, 2025 — RMC Meeting, 7:00 pm @ John Elway Chevrolet
- Sunday, August 14, 2025 — Wilshire Memorial Picnic, Bear Creek Lake Park, Mountain View



President's Letter, June 2025

Hi all!

This month is a little different from before since I returned recently from the Corsa National Convention in San Luis Obispo, CA. Attending from this vicinity were me driving my Red Corsa, Tony & Diane hauling their Rampside in a large trailer, Rick Beets and his Spyder (in Tony's trailer) and Ken Schiffner driving a Mazda. John Dinsdale arrived just in time for Concours "Unit 6" judging in his silver & black sedan.

I'll start by saying I drove 1262 miles there and 1247 miles back for a round trip of 2509 miles. My average fuel economy was a surprising 22.7 MPG considering I was driving mostly at 75-80 MPH. At the moment, I think this is the last time I'll try driving this far in a Corvair. I drove about ½ way there and ½ way back, staying in a hotel/motel overnight. I'd have arrived home at least an hour earlier if I had not been stuck behind lines of cars on two-lane sections of highway (four lane highways) behind pairs of semis passing each other at 1 MPH faster than the passee, or people in cars going two miles per hour faster than the semis. It might be appropriate to have "pass the vehicle and get out of the way" on my headstone.

I had no significant mechanical issues. The annoying ones were a \$0.25 part in the cruise control linkage that came loose again, so my cruise control on the way was my right foot. I've had a lot of practice at this. Rick assisted me in gluing this gem together with epoxy which is still holding up despite the heat. I had a considerable oil leak if the oil temperature approached 260 degrees and I was driving over 75 MPH. My clutch pilot bushing was screeching about ½ way there so we adjusted my clutch in the parking lot at the original Del Taco in Barstow, CA. Thanks to Tony for loaning me his jack and tools so I didn't need to unload my trunk. My fuel tank was shaken out of position on bad pavement on the way there which sounds like the front suspension coming out of the car. I fixed that and confirmed the problem before I left the host hotel for home.

I got there two days early to clean and prepare my car for the Concours. My overall score was 92.5 points in the end which was sufficient for a silver rating. I scored a 93.5 point rating in St Charles, IL a few years ago, so I was pretty consistent. I had oil to clean out of the engine bay so my time fooling with the insides of the wheels and other undercarriage cleaning was limited. My impression was that if you drive your car it will be very difficult to get a score high enough for gold (96 points+), so I'm fine with silver because I've driven my car over 41,000 miles since the "restoration." Ray Morales, CORSA's Concours chair, confirmed that most of the senior cars and gold level cars are stored and trailered. It is unusual for a driven car to score that high. There was one from Daytona Beach, FL driven there but they were working intensively on that car. I was also a judge for the early cars which I'd do again.

There were other activities like the "People's Choice" informal show (Tony won a top 10 award with the Rampside), the Autocross which Rick Beets and John Dinsdale competed in as well as the Rally and Economy Runs (John & Rick there too). I was worried about breaking my car in the Autocross and I did not have a navigator for the Rally and Economy runs so I rested from the intensive cleaning.

The trip home was pretty uneventful, just a lot of driving, and a major rain/sleet/snow storm from Vail pass to home. A general comment is that there is some pretty spectacular scenery from Green River, Utah, west, and also through the Virgin River Gorge in Arizona and the solar generation plant in the Mojave Desert. I was naughty coming home in the Glenwood Canyon, but I did not quite reproduce the effort between Larry Yoder and I once before, and my car did not break. There were cars getting out of the way though.

I started writing this right after the CORSA Convention and I'm finishing after the Tri-State in Trinidad. In my opinion the Tri-State went very well and I think everybody seemed pleased. Maybe others will do articles or share photos. Two items of note were about five different rainstorms on the way down and the inattentive guy who clipped the right rear corner of my car while sitting at a gas pump at the Maverik station in south Pueblo.

We now seem to be into hail and thunderstorm season so be careful. There are quite a few more things left to do with our Corvairs. Late afternoon into evening seems to be the worst weather times. Please keep an eye on the other drivers, stay healthy and enjoy your cars and activities with the club.

Mike

40th Tri-State Meet - Awards & Upcoming

The first award of the evening was a *Thank You* plaque for Ms. Marty Hackett, the competent, patient Trinidad representative who helped make the event a success from the town's perspective. Marty accepted gracefully, then gave a short, informative speech of Trinidad's past, present, and hopeful future before departing for a family event of her own.

After the Tri-State dinner wound down, the Corvair award plaques were presented to the owners of the winning vehicles, with one name called twice:

- Specialty Vehicle..... Don Young
- Best Early Convertible..... Dave Olwine
- Best Early Coupe or Sedan... Phil DeGroot
- Best Lakewood or Wagon.... William Pierce
- Best Forward Control..... Jim Williams
- Best Late Convertible..... Mike Piper
- Best Late Coupe or Sedan.... John Dinsdale
- Best of Show..... Jim Williams



After the award applause died down, President Jerry Peevyhouse of PPCC stood and confirmed that the 2026 Tri-State Meet was on the calendar for June 5-7, 2026. And naturally, the sixth decade of Rocky Mountain Corvairdom gatherings will be held in Montrose, Colorado. Perhaps we'll see you there!



Above; A vintage auto weekend in a vintage town can put things in perspective when you consider that this particular vintage engine runs on coal and precedes our old Corvairs by half a century or so. File this one as 'another interesting engine' in Trinidad.

Left; Quiet early morning street allowed club members to mingle and gawk. With 29 Corvairs on display, the variety of cars present was impressive.

Rocky Mountain Corsa Meeting Minutes

Meeting Date: April 4, 2025 **Called to Order:** 7:07 pm
Location: John Elway Chevrolet, Englewood CO **# Present:** 12 in person + 3 on Zoom.
Guests, long distance, new members:

- Larry Blasco is a relatively new member in attendance.

Standard Business:

Minutes of last meeting: Minutes from the March meeting were reviewed and approved. Later in discussion it was learned that the House Bill referred to as HB25-1157 is actually HB25-1127.

A memorial card was sent on behalf of the club for Caron Wetter, as well as a donation to the Limon Ambulance Service as recommended.

Treasurer's Report: The end of March balance was \$10,180.91. Treasurer's Report was approved.

Mailbag: Invitation and information on "Tri County Family Care Center Cruisin into Summer Festival" car show June 7. On the table up front and will be sent to the webmaster/newsletter.

Old Business:

- **Membership:** Most renewals have been made, 1 more round of follow up calls will be made. There are 16 non-renewals so far, need to consider the impact. John noted that RMC may not be meeting the needs of the members, and we discussed how to get more family engagement.
- **Thanks, Eric, for a great newsletter.** Please contribute your articles, with pictures.
- **Rick Beets gave a CCCC update:** Did not attend most recent meeting in Colorado Springs.
 - CCCC meeting: HB25-1127 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 several committees and was referred to appropriations committee.
 - Dick Thompson wants to speak to our club about will likely ask for a donation for their PAC, Friends of Collector Cars.
 - CCCC changed their bylaws to say that clubs must have 12 members to become a CCCC member club but are not automatically removed if they drop below. The unrevised rule was limiting member clubs that may have shrunk in membership
 - Saturday, June 21st Dust and Shine at the Forney Museum.
- **Tri-State, registrations in process, T-Shirt artwork at printer, waiting for total.** Award/trophy (frame) chosen, and will be ordered. Confirming if permit is in place and correct. Dates are on website. 31 registration, 24 cars, 50 for banquet. Baskets—8 confirmed for raffle. Hotel rate ends May 1, T-shirt deadline April 15, Banquet May 15.
- **Bylaw discussion, ¾ through a review, Mike will schedule a new meeting to complete.**
- **We have reviewed CORSA membership in CO against our roster, and will update our roster to include a CORSA member field.**

New Business:

- **Website update:** Tri-State registration link working smoothly.
- **Not much new on Facebook.** Tony posting on Tri-State on FB page.
- **Tri-State Tune-up will be held May 4, Sun, Noon – 3 or 4.** Dumpster Day.
- **We learned that Maxine Seyforth passed away last Friday 3/28.** Will share more as we learn it.
- **Dale to set up reserving time and earn money at Bear Creek Lake Park on sure weekend.**

Activities:

- **May 2 (Fri)** Regular meeting, Elway Chevrolet, 7pm
- **April 13 (Sun)** School of Mines Engineering Days (E-Days) 10:00. Meet at Lumen building 19th and Jackson to go in as a group at 9am. Must register online in advance.
- **May 4 (Sun)** Tri-State Tune-Up and Dumpster day at Schakels, Noon.
- **May 30-June 1** Tri-State at Trinidad, see website
- **June 21 (Sat)** Dust and Shine at Forney Museum,
- **Standing Shows:**
 - Adam's Polishers Cars & Coffee: Lafayette, 1st 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 2nd Sundays at WeatherTech Lot in Broomfield.
 - Runza Hut in Loveland, 1st and 5th Fridays.

For Sale or Wanted, Recently Purchased, Projects

Mike reassembled wheel bearings, got brakes wrong, and will be correcting and bleeding brakes tomorrow.

Tony thanked Steve for taking core parts of an alternator to D & D for a rebuild.

John Dinsdale struggling with idle, worked well one day, then no power and poor idle the next. Discussion of what to look for. Points were implicated, but it has Pertronix which may also be the culprit.

Bruce and Ivy Parizek are moving back to Wisconsin, so this may be his last in person meeting. He took the Corvair back there in November and likely dropped a valve seat 5 miles from home—managed to get home with it. Discussed potential sources for 140 heads in that area.

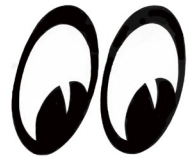
John Dawson found on FB marketplace, the inside of a barn with several Corvairs and hubcaps on walls. Corvairs not for sale, but a bunch of parts are. Parts are from the late Ralph McDonald and are being offered by his grandson Justin McDonald.

50/50 Raffle: \$25 Club \$25 member, winner Larry Blasco.

Meeting adjourned Not Recorded, but early!

Respectfully by Rob Brereton

Last Month's Me Nuts
Nothing new @ publication time



Corvair Production Ceased On May 14, 1969

The 56th anniversary of the death of the Chevrolet Corvair just passed, ending a model line that experienced an unusually eventful decade of automotive life. An economy car that wasn't, some consider the Corvair a major corporate blunder by mighty GM, while others still view it as a grand experiment and lost opportunity.

I suppose we RMC folk lean to the 'grand experiment' side more than most. In my 25+ years with RMC, I've watched the membership waver as many of the early members, those who bought their Corvairs new in the era, have aged out. A fairly high percentage of their relatives or close friends have drifted in and out of the club over the years since, but now they, too, are aging out.

As my experience with the Corvair clubs has grown over the decades, I've come to think of various members as Original Owners, Corvair Kids, or Collectors. Note that each of these categories can support the others. Let me test my definitions on you:

Original Owners - This is a special category reserved for those who purchased new Corvairs from Chevy dealers back in the era, or perhaps from the OK Used Car Lot within three years of manufacture. Some Original Owners never gave up their Corvairs, but passed them down to their family members, which is one of the ways a person could join the next category.

Corvair Kids - A hand-me-down Corvair from a parent or relative gave the recipient immediate entry into this category. Another path was to buy a Corvair in high school, as I did, because they were so very, very cheap on the used car market. Some Corvair Kids hated the cars and moved on as soon as they could find a Pinto that hadn't self-immolated, while others, again like me, somehow became infected and modified

the things to suit our personal desires. And again like me, many gave up their Corvairs as they built careers, only to have the Corvair virus flare up years later. Corvair Kids are the most likely to drive their Corvairs on a regular basis today.

Collectors - These owners either purchased new (Original Owners), inherited, or sought certain select models with very limited modifications. They prefer Corvairs in original colors, with the GM-supplied trim and interior, and factory stock drivetrains. Many Corvair Kids return to the Corvair hobby in their later years as Collectors, or slowly slip into category as enthusiasm and energy wane. Some aren't even "car people", just automotive speculators.

If you're still with me, perhaps you'll agree that there aren't many Original Owners left in RMC. Corvair Kids seem to make up the bulk of active members today, but we're fading, too. And Collectors are the least likely Corvair owners to be part of RMC or CORSA in my experience, and rarely participate in regular activities with their show vehicles.

The bottom line of this diatribe is that we have a shrinking, aging body of Corvair enthusiasts, and there isn't a stream of fresh Corvair Great-Grand-kids to fill the seats six decades on. While we'd all love to see new, younger members showing up in their great-grandparent's Corvairs, the reality is our club will fade away over time.

My solution to this is simple: We should enjoy what we have while we can. Make the days count!

Stay Functional, my friends!