

The Denvair News

December 2025

The Official Publication of Rocky Mountain Corsa ↔ Volume 50, Issue 12

Winter At Last?

Isn't it comforting to know that Corvairs were the original "great snow cars"? Oh, sure, some will say they had WWII surplus Willys, Dodge Power Wagons, or maybe original IH Scouts back in the day... But those weren't real cars - you'd never take your date to the Prom in one, right?

Corvairs, though, were real cars, capable of carrying a family with reasonable comfort, and the rear weight bias provided awesome traction in wintry conditions, while delivering double the fuel economy of any truckish alternative. The heater, too, came on duty quickly as the air-cooled engine turned into a neat, if sometimes stinky, toaster (unless the driver had removed the lower shroud trays for header clearance - it was known to happen!).

And of course, relatively comfortable seats, plus heat and the flat front seat floor area made the Corvair a primo drive-in theater choice for young couples! Combine that with the low prices after Nader and the Mustang struck, and it's easy to understand why Corvairs still occupy a special place in US automotive history.



This shy, handsome young man has his first Corsa neatly prepped for winter driving on the icy Pennsylvania highways. With aggressive snow tires on the back, and 150 pounds of barbell weights in the trunk, the Corvair was a formidable snow machine in the days before 95% of the US driving population purchased AWD SUVs or pickup trucks.

- Thanks to Jon Whiteley (who still has all that hair, as well as a replacement white Corsa)

CHRISTMAS PARTY!

Black Bear Diner in Aurora, 1:30pm Sat 12/6/25!

Corvairs encouraged but NOT required...



OCTOBER BREAKFAST EVENT

(which the Editor somehow missed for prompt publication in a simple human error until being reminded/shamed by a certain Corvair gnome who shall remain anonymous)

- Steve Goodman

The RMC Sunday October 5 breakfast event had 21 RMC members and families enjoying breakfast and there were 10 Corvairs in the parking lot of the Westwood Inn. Mother nature smiled on us too and provided a cool but clear day to enjoy our Corvairs in the fall of the year.

Attendees included Charley Beets and family and driving 1962 Lakewood/Rick Beets in white 1963 Spyder convertible/Chris Jackson and family and driving the Manta Kit Car and 1963 Monza 4WD coupe/Jon Whiteley in white 1966 Corsa cpe/Mike Piper in red 1965 Corsa convertible/Tony and Diane Lawler in yellow 1965 Corsa cpe/Dusty Dodge in blue 1965 Monza cpe/Robert Mitchell in red 1965 Corsa convertible and Steve Goodman in red 1968 Monza cpe.

Also John Dawson/Laura and Andrea Wilshire/Tom Nielson/Dylan Berichon and Larry Blasco attended.

The food and service at the Westwood Inn was good as always and everyone enjoyed both sitting inside and talking as well as wandering around the parking lot looking at the Corvairs plus numerous patrons of the restaurant visited with us about the cars and several had owned Corvairs in the past and seeing the cars brought back good memories.

Thank you all for attending the event.



Okay, great images with NO RED Corvairs! And a blue Manta? With a turbo engine? That's very 'period correct'!

The Westwood has hosted many Corvair events over the years, and it looks like they're still in vogue in that west Denver neighborhood.

This blast from the past courtesy Dave Olwine - Thanks!

28 THE DENVER POST Wed., May 30, 1979

Business Is Great, Getting Better for Corvair Mechanics



STEVE GOODMAN DISPLAYS ONE OF THE CARS HE HAS RESTORED FOR HIMSELF. He owns 10 Corvairs, and S. L. Roberts, Goodman's partner in Rear Engine Specialists, owns five.

By PAT MCGRAW
Denver Post Staff Writer

The Chevrolet Corvair died an ignominious death in 1969, probably the victim of charges from Ralph Nader and others that it wasn't safe and of Americans' desire for sportier machines.

But not everyone lost faith in the little rear-engined car, and there are enough tenacious believers to keep two west Denver mechanics as busy as they care to be repairing the aging vehicles.

Steve Goodman and S. L. "Speed" Roberts, owners and operators of Rear Engine Specialists, 3801 Morrison Road, do nothing but work on Corvairs, which is what they have been doing since they opened their shop in 1971.

"Crazy" is what others thought of them when they told their friends and relatives back then that they were going to specialize in an automobile that hadn't even been manufactured for two years at the time. But they have made a successful business, anyway.

In fact, they reported in an interview last week, business is pretty good and getting better.

IT IS BRISK enough that they only accept cars by appointment, and owners can expect to wait three weeks or a month before being allowed to bring the automobile in for work.

According to a spokesman for General Motors in Detroit, there were 1,710,018 Corvairs sold after its introduction on Oct. 7, 1960.

The announcement it was being discontinued was made on May 14, 1969, and the official reason given was because of declining sales.

In Goodman's and Roberts' minds, however, the primary reason GM decided to drop the Corvair was a fundamental decision by the corporation to come up with a new model to compete with the popular "pony cars" which had been in-

troduced by the competition, such as the Ford Mustang and the Plymouth Barracuda.

The result was the Chevrolet Camaro, they said.

AN ADDITIONAL factor, they added, was that the Corvair was being criticized as unsafe because of handling and because there was no engine in front to cushion passengers from crashes.

The men said they have no idea how many Corvairs are still being used in the state, but Roberts said he has been told "they sold more in this area than any other" because people liked having the traction afforded by having the engine over the rear wheels, not having to bother with antifreeze for the air-cooled engine and the lack of a need for a lot of hoses to keep the motor cooled.

Roberts and Goodman said that each day they see an average of two Corvairs they've never worked on before, and their customers come from as far away as California and Texas.

A lot of referrals come from Chevrolet dealerships and other garages, too, they said, "because the Corvair specialists are all gone now."

ACTUALLY, they said, the Corvair engine is easier to work on than most others if you get the knack of it, but a lot of mechanics don't like to deal with a motor with which they aren't familiar.

Another factor boding well for their enterprise, they said, is the gasoline shortage. A Corvair can get 28 miles to the gallon in town and 35 on the highway on leaded gas, Goodman said.

"A lot of people with big cars who have a Corvair just sitting around are deciding it's time to spend some money to get it fixed up," he reported, noting that one recent client brought his old Corvair in for repair so he can use it for getting to work, leaving his large four-wheel-drive station wagon at home.

There is a 180-member Corvair Club in Denver, they said, and some of the cars are doubtless the pets of collectors and hobbyists. But about three-quarters of the Corvairs they see are for day-to-day use by people who want simple and economical transportation.

In fact, "A lot of our customers are getting mad because people will drive up to them and ask them if they want to sell it," Roberts said.

BOTH MEN admit that the Corvair needs some attention that isn't so critical on other automobiles. The type and pressure of tires on a Corvair, for example, is "very important," as is the condition of the suspension system.

But properly maintained, they argue, Corvairs are excellent automobiles.

And they must believe what they're saying:

Roberts owns five Corvairs and Goodman has 10.

Was gonna put a cool image here with a witty caption in this area, but it was copyrighted, trademarked, locked tight, and it would NOT cooperate with me.

Fooy on it...

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).

RMC Officers & Appointees

President: Mike Piper

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RMC Corvair Happenings!

- Saturday, December 6, 2025 — Christmas Party, 1:30pm @ Black Bear Diner, in Aurora
- Thursday, January 1, 2026 — New Years' Brunch, 11:00 am @ Big Horn Restaurant, Estes Park
- Whenever, 24/7 — Check www.rockymountaincorsa.org for the latest and greatest!

President's Letter, December 2025

Howdy all!

Once again Eric has not reminded me of my need to get him my narrative here, but I'm letting time get away from me. As always, the holidays seem to be a busy and somewhat chaotic time of year.

I have my Corvair back from the body shop and as in the past they did a very good job. The lead guy commented that they had a bit of a wrestling match (my words) getting the warped fender and the cove back into shape for the cove casting to fit properly. They also had an issue getting the taillight sockets to mount flat to the body. Steve Goodman had a NOS casting for me, so they had the correct part, and it fits better now than before where I gave them a repro casting. I did some of the disassembly myself in trade for some minor body work, and I could tell when I put the car back together that despite what appeared to be minor damage there were some minor fit-up issues with the fender dampers in particular and one of the cove casting attachment pal nuts and nylon doo-dad bits. Steve commented that even minor impact with the rear of the car can cause some aggravating deformation of the body.

While I had an open bay in my garage, I managed to get our kitchen table refinished, which has been on the to-do list for several years, plus some minor home repairs. Having some time not fixing cars was a bit of a relief. Of course, it has turned cold, so I've been hiding in my nice warm house instead of working on some other outdoor or garage related work.

Jerry Peevyhouse, PPCC's President, had a very nice summary of 2025 events in his December news item. I fell short in the tracking area, but looking back, RMC has done several Cars & Coffee events during the year. Larry Yoder has been a steady Corvair participant in the Golden Super Cruise. We did the Arapahoe Community Concours fundraiser, plus several dust & shine events, and a very pleasant Wilshire Picnic. Jon Whiteley represented Corvairs at the track, with a great run in the RMVR Race Against Kids Cancer. Coming up is our Christmas Holiday gathering, and I've crossed my fingers for nice weather for the New Year's Brunch. We've done OK with events in 2025...

A little change in tone here is the observation in our family that for our Thanksgiving meal Karen & I did not have our parents present (and have not for several years now) but our kids and grandkids all live in Colorado and pretty close by so we still had a good bunch, including two dogs wrestling to provide entertainment. The cat was not particularly pleased, and the birds were pretty quiet, but it was a good day overall. The Thanksgiving and Christmas holidays are a reminder of the passage of time and maybe some reductions in mobility, but we're still moving along.

One not-so-great holiday feature is that the level of distracted and dangerous driving is gets much worse. Be careful out there and pay particular attention to the folks who seem disconnected from their surroundings. The last several days have caused me to be reluctant to get into traffic, in any car. That's not unusual these days, as there's a lot more traffic moving about and I'm sure my reaction times are slower.

On the bright side, the shortest day of the year is December 21st so we're sneaking up on that. As I've said in the past, once we get through January and February the weather gets slightly warmer. I prefer snow in the mountains, but we could use some here and we've noticed the plants seem confused about what season it is. I hate to turn my sprinklers back on in winter to water the lawn...

I should just have a near standard sentence or two that say "gee, this ended up longer than I planned", so here goes: As usual, this turned out longer than what Eric is expecting with some non-club related items. We're drifting harder into the off season but still drive your cars when you can and think about what you need to do to prepare them for spring.

Meanwhile, as always be safe, have as much fun as you can with your Corvairs, and please enjoy the season.

- Mike

Rocky Mountain Corsa Meeting Minutes

Meeting Date: November 7, 2025

Location: John Elway Chevrolet, Englewood CO

Called to Order: 7:01 pm John Dawson presiding in Mike's absence

Present: 9 in person + 1 on Zoom

Guests, long distance, new members:

- None

Standard Business:

Minutes of last meeting: Minutes from the October meeting were reviewed and approved. Rob noted that the Treasurer's report had the wrong month, it should have stated end of September, not end of August.

Treasurer's Report: The end of October balance was \$8,107.50. Treasurer's Report was approved.

Mailbag: Nothing.

Old Business:

- Membership: Dues are due after the 1st of the year. Please pay your dues so we don't have to keep reminding!
- Thanks, Eric, for a great newsletter. Please contribute your articles, with pictures.
- CCCC Update: Dust and Shine will be on June 20. The Air and Car show will be Aug 1.
- Webpage news? Nothing to report. Facebook? Nothing much to report.
- The Survey was discussed. 8 surveys have been received by Eric. Rob gathered 6 others and delivered them on paper, and brought paper copies for those who needed one. More were turned in during meeting totaling 18. There is more feedback to be obtained, so please give your feedback to any board member or to Eric by the December meeting. Rob will send another reminder.
- Elections will be held at the December meeting / Holiday Party. We will need a Treasurer as John is ending a very long run. Secretary is willing to share the work with others, but will continue if needed. Member at large Tony is also willing to stay. John Dawson willing to continue VP. Mike is willing to continue, but also happy to pass off.

New Business:

- December: Holiday Party will be at the Black Bear Cafe on Dec 6 at 1:30. Drinks and appetizers are on the club, then we order from the menu individually. There will be the Yankee gift exchange and please bring unwrapped gifts for Toys for Tots. RSVP on Website by November 25. Approx \$25 max for Yankee Gift Exchange.
- January New Year's Day Brunch will be in Estes Park at the Big Horn Restaurant at 11. RSVP by Dec 20.
- The Breakfast Gathering: Steve arranged breakfast on the Sunday after the October meeting at the Westwood Inn on 6th and Wadsworth. There were about 20 people, and about 12 cars, Corvairs and various others. Those attending enjoyed gathering and getting out with their Corvairs.
- GWFBT, or the Great Western Fan Belt Toss was mentioned. Nobody present attended and we spent a few minutes discussing past ones.
- Fall tour by PPCC was good, a drive to Cripple Creek and Victor. 7 or 8 Corvairs + a few others, with about 20 in attendance.
- Question was raised regarding the Jan 2 meeting, which is the next day after the New Years Brunch. Question of whether to consider cancelling or to move out a week? Decision to be made at December meeting / Holiday Party.

Activities:

- Dec 6 (Sat) Holiday Party at Black Bear Café, 1:30. See above.
- Jan 1 (Thu) New Year's Brunch, Big Horn Restaurant in Estes Park at 11. See above.

For Sale or Wanted, Recently Purchased, Projects

Discussion of the much-maligned PowerGlide transmission. Corvair was engineered for the PowerGlide, once planned to be the only transmission. PG's last and last. But when they quit these days, everything is worn out. John has had PG's since 1975. Be careful assembling to engine, as washer / clip can push out of place and quit working. He has gone through many failed PG's. Lack of parts problem, can get seals and torque converter, but hard parts are difficult to get. John is building one now. These days it takes a number of old ones to rebuild a good one, as many parts, the hard parts are no longer made or sold. Same is happening to manual transmissions!

Discussed the various versions. The early 60 PG, had a threaded cable into case. It was problematic and change mid-year to bolted / flange in late 60. Late 60-63 one style, 64 -69 stronger for higher internal pressures. 140 later, has different governor and valving. Also FC which has provision for fluid cooler.

Powerglide was a name for a family of Chevy transmissions, and the glaring difference for the Corvair is that the input and output are on the same end, while front engine Chevy's would have input on one end, output on the other. Corvair PG's are lighter and smaller than the full size Chevy Powerglide, and designed for the lower output and with little cross-over of parts.

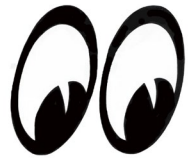
Christian asked about an early hood lock? There was discussion of how to get locks keyed to match, and consensus was to find an old school locksmith, bring locks and keys. Number on lock may be sufficient to direct keying another to match.

Ken Schiffner has wheel dollies for free.

50/50 Raffle: 10 to winner, 10 to club. Winner: Rob Brereton (donated back)

Meeting adjourned 7:59

Respectfully Submitted by Rob Brereton



The word "discomfiture" keeps popping into my head today. What's that telling me as I watch the snow piling up on the back deck as evening falls on this first miserable cold, snowy day of the season? The Yenka Stinger still refuses to allow spark from the coil(s) to go beyond the center terminal of the distributor cap(s). And to add additional insult, there's no water in our neighborhood today, thanks to an overnight break in the main line. Bah, humbug...

But, WAIT! Sunshine and moderate warmth are dominating tomorrow's weather forecasts, and are prognosticated to continue through Friday. That leaves plenty of time to clear the streets as we look forward to this coming Saturday, where we'll see Corvair friends at the Black Bear Diner during the RMC Christmas gathering.

And if I need a Corvair driving fix, well, I still have the ever-faithful Maroon Car (formerly Pig, but that's a springtime story best relived over alcoholic beverages...) for tooling around the 'hood. It still starts every time I drop into the seat and whop the gas pedal a dozen or so times. Go figure.

May you all have a happy, warm, and safe Christmas holiday. And don't forget to keep driving those Corvairs!

Stay Functional, My Friends!



"I'm so dizzy, my head is spinnin', like a whirlpool it never ends, and it's you (Vair) makin' it spin..." (apologies to Tommy Roe)

A host of fresh parts have been tried, rejected, tried again, and none of the distributors will distribute from center of cap to plug terminals...

I feel like Herr Doktor Frankenstein, suffering as I wait for the Spark of (Stinger) Life to be restored to my humble laboratory.

Whither Goest RMC?

Member Survey

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).
- ☐ Board meetings only, no Member meetings needed.
- ☐ Board and General meetings should be held separately.
- ☐ Forget meetings, not needed.

B. Member Meeting frequency

- ☐ Monthly
- ☐ Bi-Monthly
- ☐ Quarterly
- ☐ No Regular Meetings

C. Meeting time slot

- ☐ Saturday morning
- ☐ Saturday afternoon
- ☐ Sunday morning
- ☐ Sunday afternoon
- ☐ Weekday evening _____ (specify day)

D. Meeting location (in relation to Denver)

- ☐ North (think Northglenn)
- ☐ South (think Lone Tree)
- ☐ East (think Aurora)
- ☐ Denver Central
- ☐ Variable

E. Meeting Venue

- ☐ Dedicated meeting room
- ☐ Eatery
- ☐ Variable
- ☐ Online only

(Continued on back)

II. Annual Club Activities

- | | | | |
|------------------------------------|----------------------------------|----------------------------------|------------------------------------|
| A. New Years Brunch | <input type="checkbox"/> Keep it | <input type="checkbox"/> Lose it | <input type="checkbox"/> Change it |
| B. Tri-State Tune-Up | <input type="checkbox"/> Keep it | <input type="checkbox"/> Lose it | <input type="checkbox"/> Change it |
| C. Tri-State | <input type="checkbox"/> Keep it | <input type="checkbox"/> Lose it | <input type="checkbox"/> Change it |
| D. Wilshire Memorial Picnic | <input type="checkbox"/> Keep it | <input type="checkbox"/> Lose it | <input type="checkbox"/> Change it |
| E. Christmas Party | <input type="checkbox"/> Keep it | <input type="checkbox"/> Lose it | <input type="checkbox"/> Change it |
| F. New Activity? | _____ (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 ☐ No ☐ More detail needed

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 ☐ No ☐ More detail needed

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

RMC Member Name _____