
The Denvair News

March 2026

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Spring Approaches!

TRI-STATE HISTORY 2026

- Steve Goodman

It has been my privilege many times through the years to write about the history of the Tri-state Corvair Meet. The plot always remains the same but I try to change the script a little bit. Please read through this until the end for a 'plot thickens' in the last couple of paragraphs.

In 1975 CORSA selected Philadelphia, PA for the 1976 Convention. Month of choice was July. Obviously there was more going on that month in Philadelphia. The 200th Birthday of the USA and planned in the same area and month of course. Not only a long, hot drive across the middle of the country but crowded and high prices too.



This pic obviously has NOTHING to do with Steve's article. It just shows the extreme end of the range of rolling stock options for LM Corvairs. How'd you like to go barreling down a dirt road at speed in this impressive ride? As James Bond once said, "Shaken, not stirred." Check out page 7 for the wheel truth!

Several members of Corvairs of New Mexico (CNM) including Francis Boydston/Bill Reider/ Sylvan Zuecher and Leroy Rogers developed a plan for a 'mini-convention' between CNM and Rocky Mountain Corsa in Denver (RMC) and Bonneville Corvair Club in Salt Lake City Utah. It was named Tri-state Corvair Meet and both RMC and Bonneville club agreed to the weekend. Montrose, Colorado was chosen for host city due to equal distance between the three cities and May 1976 was agreed upon. NOTE this was intended as a one-time event.

Continued on Page 2...

FRIDAY 3/6/26 - 6:30pm

RMC still at Elway Chevrolet, but looking around!

We need a tad more attendance and discussion about the survey and future - hope to see you there!

*Oh, and if you haven't already, please remember to pay your annual **RMC Dues**...*



TRI-STATE HISTORY 2026, con't...

When CNM applied to CORSA for event insurance they received a letter of admonishment from the national club but CORSA did acknowledge the insurance policy. I have always understood that CNM retained their copy of that letter.

The weekend was very typical with a Corvair display on Saturday morning which was very good and attracted many local viewers who had their own Corvair stories to share. Afternoon was a small gymkhana plus wandering through town and driving to scenic views of the mountain area. Saturday night was banquet and awards for show and shine and Sunday morning everyone ate breakfast and said goodbye to their new found friends from the other clubs and returned home.

NOW let's go to 1985 and the CORSA convention in Houston, Texas. Attending CNM members found me and they told me about their idea to start the Tri-state again as a yearly meet and pass the hosting duty to each club in the same vein as the Fan Belt Toss in Palm Springs. I sorted volunteered RMC on the spot and luckily when I outlined the plan at the next RMC club meeting there was no firing squad. Bonneville showed interest too as well as the recently formed club in Colorado Springs aptly named Pikes Peak Corvair Club (PPCC)

For 1986 CNM again selected Montrose and again in late May. In May the mountain towns are not getting tourists yet so having 100 or more folks in town and spending money was good for the city. Attendance in 1986 was again good and even a couple from other states who read about the weekend in the COMMUNIQUE. Unfortunately the Bonneville club didn't have a large number but the total attendee and Corvair count was made bigger by the group from PPCC.

The next year was again difficult for Bonneville to instill interest and RMC hosted the 1987 meet in Ouray. PPCC took a turn in 1988 and Bonneville had several members present too. It had been decided to keep the 'Tri' name and continue as three states.

The real premise of the weekend as envisioned by Francis Boydston and others was a low key weekend of visiting with our Corvair friends and also the population of the host town and allowing them to vote for the Corvair they thought was the nicest PLUS see new areas of the scenic high country and visit places many had never been before. Through the years the gathering has attracted Corvair owners from Kansas/Nebraska/Wyoming/Iowa/Oklahoma/Arizona/California and Washington State.

The other attraction has been the many host towns chosen mostly located in the mountains of the southern half of Colorado or the northern half of New Mexico. Obviously that is the vacation attraction for those in the states above too. To see every location in order look at the CNM website, Jim Pittman has kept track of every event plus records of attendance and even years and models of Corvairs registered. Thank you Jim for your dedication.

When 1996 loomed Montrose was again chosen as an 'Anniversary Year' location and has continued to be the city of choice for years ending with 6. Now it is 2026 and again Montrose is the host city June 5-7.

One part of the Tri-State meet that has changed however is a new energy and interest by the Bonneville Corvair Club. Yes many of the years in the past several members would attend the weekend but next year the HOST CLUB will be the Bonneville Corvair Club. The preparations are well underway and I know everyone is anxious to show support to the Utah club.

So get your room reservations and entry forms done and give your host club Pikes Peak Corvair Club all of the support possible this coming June and then try to have some patience waiting for a new host club with maybe some new ideas and certainly some different scenery for us to have fun in our Corvairs in 2027.

SEE YOU THERE IN A CORVAIR

President's Corner

- Mike Piper

Howdy all!

As usual, I received a gentle reminder from our editor. Maybe I can add a gentle reminder for others to give him articles as you have the opportunity. I have had in mind doing a pair of tech articles about converting Headlights to Hella headlights with LED bulbs like I use on my cars. Now that I've typed this, I have put pressure on myself.

I can report that I'm reasonably mentally and physically happier/better. My mishap a few weeks ago was when I was on our hardwood stairs which are pretty slick. I was going to head-bump our cat (his thing) and I turned and slipped despite hanging onto the edge I landed hard on a step and slid down about 5 more to the landing. I thought it was just a muscle bruise but after about four days it was obviously more than a muscle issue. I went to the urgent care folks and the X-ray showed I fractured my sacrum. I don't recommend doing this but at least it wasn't a broken hip. Nothing to do but let it heal for 4-6 weeks. I put some clear textured strips on the steps to add traction. Our dog is sure me slipping was her fault (it was not but she was very concerned about me), and both of the animals were very concerned about those plastic strips. There was a lot of humor watching them adjust. After about 4 weeks I can sit for an hour on a lightly padded chair with minimal difficulty, so it is better and I can sit on the garage floor to work on my car, and the animals have solved the strips issue.

My Corvair has been sitting in the garage with the rear grill off since it came back from the body shop waiting for me to perform Steve Goodman's oil leak investigation procedure. It has taken a while due to some random illnesses, cold weather, my granddaughter's car, my mishap and early sunsets (I need to work with the garage door open and it gets cold). I have changed the



Want a warm wheel in your Corvair, but don't want to wire up one of the warm wheel kits? This awesome alternative comes in many colors, and even has shift lever and e-brake lever covers!

oil cooler (no leak in the end) because I have a tested spare. I swapped the harmonic balancer and replaced the seal. The balancer has been exposed to a lot of oil which is bad for them. I do not believe that seal was the source of the leak. I chewed up the engine bay seal and retainer the last time I took the engine out, so I detoured into making that a little better. I'm about to the point where I can no longer put off cleaning the back of the engine and running it to look for leaks. I have a couple of days of good weather ahead and no other demands on my time, so we'll see.

At the February meeting, the few of us present reviewed the results of the survey about meeting times and places undertaken by Eric, John Dawson, and Rob Brereton. We did not conclude anything specific, but some investigation of potential venue availability was discussed. I believe Linae Schakel was designated as the investigator (this is intended to be a bit tongue in cheek), and others have indicated they have places in mind to also check into. To the degree that the discussion did not wander randomly, Rob captured some minutes regarding the general discussion.

On the more general front, I believe I've noticed sunsets getting a bit later. I think we are about 4 weeks from the Vernal Equinox, so we are headed to the right side of longer hours of daylight. Also, I look at February as the last cold month but often March and April have lots of snow, which we could use. We are also headed toward summer car shows and car events. Dale has been adding upcoming events to the RMC web page, so I won't attempt to hit those here, but often our first "organized" event is E-Days at the School of Mines, in April. I believe we have a general timeframe but stay tuned. There are various Cars and Coffee events and the Golden Super Cruise in addition to the specific events. This gets to be more fun as it warms up.

Time now for my traditional "gee, this ended up longer than I planned" line. I hope the rest of you are doing things you like and maybe getting the cars ready for spring. As always be safe and have as much fun as you can with your Corvairs and please enjoy the season.

Our next meeting on Friday, March 6, at Elway Chevrolet. Let's try 6:30 PM again this time and we'll get the word out better.

- Mike

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 Rick Beets, 6181 S. Rosewood Dr., Centennial, CO 80121-2464**. Dues may also be paid online via PayPal at this link: www.rockymountaincorsa.org/dues

Monthly Meeting

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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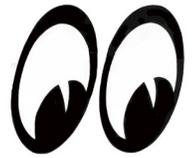


RMC Corvair Happenings!

- Friday, March 6, 2026, 6:30 pm — RMC meeting @ Elway Chevrolet
- Sunday, May 3, 2026, 11:00 am to whenever — Tri-State Tune-Up; Schakey Acres Vairgrounds, Sedalia, CO
- June 5-7 — Corvair Tri-State; Montrose, CO
- Whenever, 24/7 — Check www.rockymountaincorsa.org for the latest and greatest!

Editorial Ramblings

- Eric Schakel



2026 is shaping up to be an interesting year for me. It's been two years since I approached the official beginning of Springtime with no major self-inflicted damage hindering me, and I'm slowly rebuilding my "out in the shop" endurance. I have a sufficient number of stalled projects laying about to occupy me for many months, if not years.

I can tell that things are moving by the fact that I'm running out of certain key engine components as the Ringer, Stinger, and Maroon Car all clamor for attention. Just yesterday I was scrounging for another internally-regulated alternator when it dawned on me that I only had two of the things. A quick search of the top of my shop revealed two original alternators. It was one of those 'Duh!' moments. I was hoping to report in this space that the Stinger was once again, finally, running under its' own power, but it was not to be.

Fortunately, Steve Goodman knows a guy who has a friend who, ah, you get it. My two OE alternators will soon be cores. In the meantime, the race-ready driveline pulled from the Stinger (now officially and forever retired from racing) has been bolted into the Ringer, and will briefly loan it's alternator for another attempt at firing up the Stinger after I finish the wiring harness for the racing Ringer. I hope that path sounds logical to you, it's still a bit hazy for me. I've spared the Maroon Car from alternator dislocation so far based on the fact that it alone starts and drives on the street.

So, a little hiccup, but I'm relieved to be making progress. It sounds kind of silly to say it, but the thought of having not one, not two, but THREE functional Corvairs in our little collection gives me oligarch-like shivers of immense awesome satisfaction. I sure hope the Stinger starts this time...

Stay Functional, My Friends!



Corvairs are by nature very thoughtful, helpful devices. Even when relegated to a side yard for decades, this nearly-forgotten 140 HP engine provided a comfortable home for a village of tiny creatures. We should all be so fortunate!

Rocky Mountain Corsa Meeting Minutes

Meeting Date: February 6, 2025 **Called to Order:** 6:30 pm
Location: John Elway Chevrolet, Englewood CO **# Present:** 12 in person + 4 on Zoom

Guests, long distance, new members:

- Larry Blasco joined on Zoom, welcome!

Standard Business:

Minutes of last meeting: Minutes from the November meeting were reviewed and approved.

Treasurer's Report: End of Year balance was \$8,596.37. End of January balance \$8,443.45. Treasurer's Report was approved. CCCC dues renewal is coming up. There was a vote to renew which passed. Amount is based on a flat club charge + a charge for each active CO member.

Mailbag: Nothing. Renewed the PO box. Cost went up to \$226 per year.

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 but thin newsletter. Please contribute your articles, with pictures.
- Board Review of Bylaws is still pending, no activity over the holidays.
- CCCC Update: The Dust and Shine at the Forney Museum will be on June 20. The Air & Car show will be Aug 1.
- Webpage news? Nothing to report.
- Membership: We are about 2/3 through membership renewals before tonight. Out of 64 total, we are approaching 50 after tonight's new renewals.

New Business:

- The Survey was discussed. Conclusions are that Saturday mornings got the most votes. Voting was split between dining space or separate space. Voting was also split between a central metro area location or variable. This could look like alternating between North and South metro sites.
- Elections Summary: The current officers are: President Mike Piper, Vice President John Dawson, Treasurer Rick Beets, Member at Large Tony Lawler, and Secretary Rob Brereton.
- School of Mines Car show, E-Days April 16-18. Which day the car show will be has not been confirmed.
- Ken Schiffner brought us the idea of doing an event at the Colorado Railroad Museum. The Galloping Goose runs up to Memorial Day on certain weekends, and we could plan an event on one of those days. Other options are to join for "Power Days" on June 20 or another later date. These are popular with other clubs such as the Model A club. June 20 was already taken for the Forney Dust and Shine. We discussed other dates and settled on April 26 to avoid Tri-State Tune Up. Ken to continue discussions.
- A date was nailed down for the Tri-State Tune-Up May 3 Sunday at the Schakel ranch in Sedalia.
- Tri-State date has been set for June 5 -7 in Gunnison. Link on website to PPCC site. Call hotel directly.
- Copyright trolls fined PPCC \$250 for use of a cartoon. Use self-generated, or use CR info by giving credit appropriately.
- Ken proposed club to obtain decals for racing members cars which would advertise the club. Eric to investigate and consult with Jon and come back to club with input.

Activities:

- Feb 6 (Sat) Tri-State swap meet starts tomorrow.
- March 6 (Fri) Monthly meeting, John Elway Chevrolet, 7:00pm
- May 3 (Sun) Tri-State Tune Up at Schakels in Sedalia
- June 5-7 Tri-State in Gunnison.

For Sale or Wanted, Recently Purchased, Projects

No time for this discussion.

50/50 Raffle: \$18 to winner, \$17 to club. Winner: Rick Beets (donated back to club)

Meeting adjourned 7:57pm **Respectfully Submitted by** Rob Brereton

Going Driving In Your 'Vair? Let's Talk Tires

Last month tires were mentioned in passing as a Spring check-off item; this month, it might be prudent to give a tad more attention to checking the tires. No matter what rubber your Corvair rolls on these days, it's probably not rolling as often as it did when it was driven daily, in all weather conditions. On one hand, that's a good thing as it minimizes wear and weather exposure. On the other hand, tires tend to lose flexibility over time. This can lead to flat spots and accelerate dry cracking.

Fortunately, tire inspection is pretty simple, with three points that everyone should be aware of:

1) Tire pressure. Make sure your tires are aired up to your optimum pressures, and are able to maintain those pressures;

2) Tread wear. Inspect the tires for even wear across the tread pattern, and for any unusual wear patterns. Alignment is a big issue, and Corvair rear tires, particularly on 1960-1964 models, are unusually susceptible to edge wear due to the variable camber. Tread worn to less than 3/16" in a circumferential band more than 1 to 2 inches wide is a clear call to check alignment and replace the tire;

3) Cracking. The rubber of new tires is smooth and flexible, but as tires age that changes - both the sidewalls and the tread area can begin to develop surface cracks that can become deep and open enough to expose belt material in severe cases. Once cracking begins, you're rolling the dice every time you roll out on the tires. Outer sidewalls are particularly prone to this, given their greater exposure, but it even happens to spare tires that never leave the engine compartment or front trunk. Cracks are a signal for replacement.

Considering Replacement Tires? There have been epic tire advances since our Corvairs were built (perhaps as far back as <gasp!> 1959 if you're an early-early fan?). The 1960 Corvair rolled out on 6.50x13 bias ply tires mounted on 13"x5.5" stamped steel wheels, and basically remained the same over nine years of Corvair

production. Wheel cover upgrades were available to give a shiny 'wire-wheel with spinner' look of elegance. The big tire option was the always-shown-in-road-tests white walls. Radials, just coming across the Pond, weren't a Chevrolet production option in the era.

In late 1969, the 1965 Corsa that infected me with Corvairdom came with bald 6.50x13 Firestones. A set of fresh Pos-A-Traction D60x13 bias-ply tires replaced them, necessitating a bit of metal trimming in the front wheelwells. They made the car into a dry road traction champion, were mediocre in rain, and deadly on snow or ice. And they lasted just over 9,000 miles. I mention this to demonstrate that tire choices straying from the factory recommendations have consequences. At eighteen years of age, I wanted dry traction, never mind that water and ice stuff. Today, I still value the dry traction above all, but demand wet traction and long tire life thrown in at no extra charge.

Fortunately, there are still a number of 6.50x13 options available. Those who want 'period-correct' brands for 99-point concours Corvairs will



On the left, Pontiac Trans Am 15x8 WS6 wheels wearing 225/50R15 radials. They bolt on, fit great, and in the eyes of the author, at least, look really clean in the Corvair wheelwells.

On the right, a rather rough Corsa (now Ringer!) wearing factory 13" steelies with 195/70R13 tires sporting raised white letters.

seek a dealer who handles Coker tires, a well-known maker of replica bias-ply tires from the good old days. If you're not into that scene, there are numerous other 13" choices available, almost exclusively with modern radial construction. Try Tire Rack, or even Summit Racing. Both have online sizing charts, although Corvair references are rarely present.

For those who lust for custom wheel/tire sets on their Corvairs, early models, with their 4-lug wheels and tight fenderwells, are almost stuck with 6.50x13 tires by default. Specialty Corvair vendors, such as Clarks, can help.

Late models, though, have larger wheel wells and Chevrolet's standard 5-lug pattern, opening up the Camaro catalog. The trick here is keeping front tire diameter close to 24"... Corvair speedometers are driven from the left front wheel, and tire diameter determines accuracy. Other than that, custom rolling stock options for 65-69 Corvairs are nearly unlimited.

With the Corvair season almost upon us, this is the perfect time to get tired!



Big wheel experiment on Yenko Stinger used 17x9 rear wheels wearing 245/40xR17 tires, 17x8 fronts wearing 215/40xR17 tires. Rear fitment had no issues. The fronts, though, rubbed even though the metal lips and front of the wheel arches had been trimmed and clearanced for wider race tires. The added rotating mass of the bigger, heavier wheels was easily distinguishable from the lightweight race wheels and tires on the road, increasing effort required for both turning and braking. It looked impressive, but the driving experience didn't ramp up to match the visual impact!