
The Denver News

April 2026

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Corvair Season Is Near!

Old Things CAN Change!

While there's little Corvair motoring news this month, Rocky Mountain Corsa is poised on the edge of a significant precipice: The next RMC monthly meeting (see vivid red banner at bottom of page) will be held at a location that isn't Elway (formerly Burt) Chevrolet for the first time in recorded history, on a weekend, in a location that serves not only food if desired, but even has Margaritas available if anyone wishes to navigate a Corvair moderately impaired! How can this not make our lives better?!



The two images on this page show relics from ages passed. Left is a famous railroad destination, now almost forgotten as the Denver Water Board has waffled for decades on whether or not to restore it. Above is a famous Corvair destination, even today still operating as though it was 2008, when this image was captured at the Tri-Sate event in Pagosa Springs.



All levity aside, meeting location/time was the single major change request from the recent survey. Please plan to attend in person to check out the meeting room and location. If nothing else, think of it as a perfect Corvair springtime driving opportunity.

SATURDAY, April 4, 1:30pm

BE THERE for the first Saturday RMC meeting in recorded human history as we gather our selves and Corvairs at the Blue Bonnet Restaurant, 457 South Broadway



President's Corner

- Mike Piper

Howdy all!

This is happening earlier in the month than usual but I'm still up against the deadline the editor gave me. We're doing this in advance of our usual timing because of our alternate day and time test for our monthly meeting ON SATURDAY APRIL 4. The new place is The Blue Bonnet, 457 S. Broadway, Denver, CO at 1:30 PM (13:30 hrs). I'll give Zoom a test to see if we can offer that to members who can't be present.

As you are all aware (who live along the Colorado Front Range) our weather has been mighty strange and our snowpack is a concern. On about Thursday last week I was cleaning the leaves and growth from last season out of our Xeriscape area. We've had plants start to green up really early, and some plants have already bloomed. I saw two grasshoppers which might be getting hungry since there isn't much grass. On Sunday we called off physically going to the PPCC meeting in Monument because there was 6" of snow on the ground and it was snowing and blowing. Here in north Westminster, we had maybe 2" of snow with a serious layer of dust underneath on my VW. Today (3/18) it was 60 degrees overnight and 80 degrees in the afternoon. In the past I used to say when we had unseasonably nice weather to stand by because we were going to pay for it. This year everything has been unseasonably warm.

The downside of the warm weather is I don't have a solid excuse for not working on my cars... The good news is after I spent time hunting for the engine oil leak, I do not presently see any leaks, but I have not driven the car at 75MPH for an extended period. I have overcome filling cylinder #6 with enough fuel to lock the engine. Taking the spark plugs out demonstrated it was time to change them. I believe I've run my intermittent fuel pump issue down to a poor ground. I've cleaned that up and hopefully if I drive the car at 75MPH I won't need to call AAA for a three-block tow again. I've overcome my carelessness installing a new grill bar so I can get into my trunk reliably. A bit of quick detailer and I'll be ready for Cars-N-Coffee again assuming my fuel pump will run for more than 30 minutes (and I now have a spare).

I still have in mind doing a pair of tech articles about converting incandescent headlights to Hella headlights with LED bulbs like I use on my cars. Now that I've typed this again, I have put more pressure on myself.

I have not tracked upcoming events in detail for this article. The last time I heard there is not a date yet for the E-Days car show at the School of Mines in April. I'll be on vacation April 15-22 as it appears now. I believe that Eric will discuss the Tri-State Tune-up at his place on May 3. Please consider coming, in a Corvair or water pumper. Eric and Linae make a solid effort to do this, so a good turnout is appreciated. The Tri-State Meet is June 5-7 in Montrose. Check the PPCC website for details and response dates. Beyond those few items, there are almost always one or two car events per weekend. Dale has been adding upcoming events to the RMC web page, so be sure to check there too.

We have hit the point where I think "gee, this ended up longer than I planned" line or I say "I wonder what I forgot?". I hope the rest of you are doing things you like and maybe getting the cars ready for spring/summer. As always be safe and have as much fun as you can with your Corvairs and please enjoy the season.

If you are talking to other club members please remind them the April RMC meeting is on April 4 at The Blue Bonnet.

- Mike



Shown above, two examples of Corvair camshaft drive problems that can interrupt driving season. The large silver-ish gear is in fine shape (lefthand part) and rotated smoothly in the bearing journal. However, the camshaft that it drives was no longer attached - note the neat metallic separation evidence...

The smaller chunk to the right of the silver-ish gear is an example of what occurs when the gear loses teeth and jams. Similar things happen to people when they lose teeth, but they can still usually operate. Not so with a camshaft...

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 - Big Change This Month! See Page 1

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!

- **Saturday, April 4, 1:30 pm — RMC meeting @ Blue Bonnet Restaurant**
- **Sunday, May 3, 2026, 11:00 am to dark or whenever — Tri-State Tune-Up; Schakel Vairgrounds, Sedalia, CO**
- **June 5-7 — 50th Anniversary** Corvair Tri-State; Montrose, CO (c'mon, this is a Gotta-Go!)
- **Whenever, 24/7 — Check www.rockymountaincorsa.org for the latest and greatest!**

Rocky Mountain Corsa Meeting Minutes

Meeting Date: March 6, 2025 **Called to Order:** 6:39 pm
Location: Zoom Only due to Weather **# Present:** 0 in person (we hope!) + 12 on Zoom

Guests, long distance, new members:

- Christy Barden joined our call on Zoom from sunny California as the snow fell here.

Standard Business:

Minutes of last meeting: Minutes from the February meeting were reviewed and approved. The minutes said the Tri-State is in Gunnison, it's in Montrose. Corrected for this and future newsletters!

Treasurer's Report: End of February balance was \$8,521.55. Treasurer's Report was approved. Included dues and an extra donation by Robert Remick, a past member rejoining RMC.

Mailbag: Nothing. Just a Lakewood free newspaper.

Old Business:

- Membership:** Out of 66 total, we are approaching 62 including two new members. Steve made a major effort to get renewals by calling. Several were planning to renew at meeting but didn't since we were not in person.
- School of Mines Car show, E-Days April 16-18. Which day the car show will be has not been confirmed, waiting for reply.
- We continued the discussions for the Colorado Railroad museum event on Sunday April 26, 1-5. Though Ken has tried, there are no special arrangements that would put us all on a ride on the Galloping Goose at the same time, short of getting in line together and possibly letting others go ahead so we are together. There have not been any discounts so far, cost is \$12 adult / \$5 children. Discussed other train venues such as the Georgetown Loop. That one would require further advance planning and commitment to buy tickets together if we plan to ride the train. Rob suggested one train event for the year for now to avoid overload. John Dawson shared some Georgetown Loop history and talked about past events there.
- Discussed the copyright issue at PPCC over the use of cartoon in newsletter. We are to use self-generated content or provide credit to the source appropriately. Ken asks how to protect our content. That isn't really the topic here, this issue is about avoiding infringing on the intellectual property of others and resulting consequences. Contributors need to protect their own content if they feel it needs protected, but most of what we write and share is not of commercial value. Dale ensures our website uses only non-copyright content, and website content is protected in various ways not detailed.

New Business:

- Tri-State date has been set for June 5 -7 in Montrose. Link on website to PPCC site. Call hotel directly. NO cutoff dates set yet. Car show will be in the afternoon due to conflict with another group for the park.
- Eric reported on meeting location. Friday night at Elway was not preferred meeting place or time, and that was the only thing that was agreed on by all. Blue Bonnet Mexican Restaurant on Broadway near I-25 has a meeting room available for \$50 per meeting, and food purchase not required but available. Next meeting is set for 1:30 PM on Sat April 4. The room will more than fit our group. We can do Zoom, and there is Wifi and a couple of screens to project. Announcement went out today, and will be promoted further to ensure everyone knows.

Activities:

- April 4 (Sat) Monthly meeting, 1:30pm at Blue Bonnet
- April 26 (Sun) Colorado Railroad Museum, 1-5.
- May 3 (Sun) Tri-State Tune Up at Schakels in Sedalia
- June 5-7 Tri-State in Montrose.

For Sale or Wanted, Recently Purchased, Projects

Mike had a 3-block long AAA tow home due to a fuel pump problem. Then after running the pump, the car wouldn't start, as it likely overflowed a carburetor and hydrolocked. To add insult to it, he also can't get trunk open after putting new grill bar on, so will be pulling a headlight bucket to get in there.

50/50 Raffle: Not held. Winner: We all got to keep what was already in our pockets!

Meeting adjourned 8:02pm **Respectfully Submitted by** Rob Brereton

Corvair Driving Season Prep Tips

We all know our Corvairs are, well, DIFFERENT in comparison with other production vehicles of the 1960s. That's part of the charm, perhaps the biggest reason why they're still entertaining and comfortable today.

When RMC was formed a half-century ago, most members used their Corvairs as daily drivers. They were family rides, grocery-getters, occasional autocrossers, with great drive-in theater seating that didn't have that awkward driveshaft hump blocking romance. They handled like sporty cars, and with the low center of gravity and rear weight bias of the drive-line, braking was right up there with the finest of the European sporty sedans. These traits are part of the reason why RMC members still "play with Corvairs" today!

Corvairing In 2026

Fun though they are, we drive them way less these days! There's a strong tendency to think, 'Well, I only drove the Corvair a couple of of hundred miles last year, what could have changed over the winter?'

Let's start with the obvious, which was covered last month: Tires! Recall that Chevrolet intended it to be an economy car, and it was introduced in an era where all cars understeered (badly, as in plowing the front wheels around corners). GM specified 15 psi in front, but varied rear recommendations by load, ranging between 11 to 15 psi higher (so, rears at 26 to 30 psi). Note that all psi numbers are quoted with the tires cold.

But newer cars are far more neutral in their handling, and last month we discussed updates in tire tech. So, if you're running modern radials on your Corvair, consider starting with cold pressures at 28 psi in the rear, and 22 psi in the front. That adds a bit of crispness to the steering versus GM's recommendation, and helps keep the rear end in line as you whip around those traffic circles...

With your tires properly pumped, it's time to think about the oil and filter. Sure, you only drove it a few times, but check your records (you DO keep oil change records for your Corvair, right?). Even if oil appears clean and the car only driven 500 miles since the last change, if that oil change took place in 2003 it's time to spring for new oil and a fresh filter... An oil change is notably cheaper than an engine rebuild. And it goes without saying that your Corvair's oil level should be checked often and topped off as necessary.

And about that ZDDP... Emission requirements introduced in the 1980s required the removal of the wear reduction additive ZDDP (zinc dialkyldithiophosphate, for you geeks) from motor oil. ZDDP was a key ingredient for minimizing wear of the flat(ish) lifters that actuate Corvair valves.

Specialty oils with ZDDP are available for our older cars, and GM markets EOS, or Engine Oil Supplement, as an additive if current oil blends are used. Many owners believe a well-broken-in Corvair engine is at low risk of wiping cams or lifters due to lack of the additive, and I think that's a reasonable assumption.



Article continued on page 6

Left, 2008 Tri-State, Corvairs lining up in the shade. Lots of Corvairs, and it's interesting to note the nearly-equal mix of early and late model examples in attendance.

tion, since most of the wear risk is during break-in of a fresh rebuild. I choose to run regular over-the-counter cheap oil in the Maroon Car, and it's still alive after many years and miles. Corvair vintage race engines, though, use 15/50 Mobil 1 Competition synthetic, which has sufficient ZDDP in the blend to deal with 6000 rpm shifts and much higher valve spring pressures. Your needs and opinions may vary.

With oil filter life and oil level checked off, it's time to inspect the fan belt for wear. Minor visible cracking is not uncommon with age and heat cycles, but broken fiber reinforcement or 'chunking' in any areas are indicators that it's time to install your replacement belt. Many Corvair owners carry a spare and a small tool kit, just in case.

Next is a brake system check, which starts by checking the master cylinder fluid level. Unless your Corvair is a 1967-up model year or has been converted, it has a single-piston master cylinder. In either configuration a screwdriver will pop the spring wire to allow the cap to be removed. If all is well, fluid level will be

roughly 1/4" below the reservoir top (or tops, if a dual MC), and will be relatively clear. Low fluid can be addressed by adding compatible DOT fluid, but murky or rusty fluid is an indicator of corrosion and/or moisture in the system, calling for a system flush.

With clean fluid confirmed, test the system pressure: Simply depress the brake pedal firmly until it stops, and hold it down for several seconds. If the pedal stops inches from the floor and remains solid against foot pressure, life is good! If the pedal slowly sinks to the floor, though, or requires multiple pumps to firm it up, that's an indicator of a problem. If you're not experienced with brake hydraulics, it's time to visit a qualified mechanic.

Last on this list, but far from least, is your Corvair's battery. Infrequent use and short drives are death to automotive electrical charging systems, and a quick jump-start doesn't guarantee a restart after a lap or two around the block. Jumper cables are an excellent insurance policy for your Corvair after a dormant winter. Have fun out there!



Happy Anniversary Tri-State! This year we all have the opportunity to attend a very special Tri-State meet. This year will be the 50th Anniversary of the first Tri-State event in 1976!

Please don't forget to register for the [event](#) and get your [hotel reservations](#) in ASAP. You can register online or print out a registration form and send it with your check to the address on the form. When making hotel reservations, use the local line and ask for the front desk ((970) 765-0122).

Important deadlines:

April 30: Last Day for Hotel Reservations

April 19: Last Day for Tee-Shirt Orders

May 3: Last Day for Banquet Reservations

All information is available on our [website](#). If you have questions, please don't hesitate to [contact us](#). We're looking forward to a fabulous event and can't do it without YOU!

Tri-State Tune-Up

Mark Your Calendar: Sunday, May 3, 2026

It's a warm-ish start to 2026, perfect timing for you to visit the southwest Denver area (or northwest Castle Rock area, if you prefer) for an afternoon of Corvair-theme goofing off and hospitality.

It's the same old place, a few minutes west of the bustling burg of Sedalia, and we hope you'll join us for an informal afternoon of chat, dinking with Corvair stuff and avoiding household chores. And yes, we'll have food!

We open for Corvairs and Corvair People after 11:00 am, and you're welcome to hang until dark-ish. No stress. Look for 7082 Piute Drive, Sedalia... and note, PPCC folk are welcome, too!

*** Please bring a folding chair or two, just in case!**



Special Features for 2026!

*** *Taco Bar!*** We'll be doing tortillas, nachos, ground beef tacos, with gringo fixins. We have no habanero sauce, Dale.

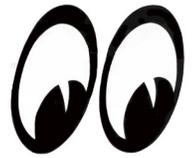
* *Water and lemonade provided, BYOB or other drinks if you're so inclined.*

* *Free (and often unavoidable) Corvair diagnosis from a range of sources!*

* *Parts consultation with various experts (and experts-in-training). Note that many late model example parts can be dredged up!*

* *If nothing else, it's a great opportunity to BS with fellow Corvair folk*

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



Stop Me If You've Heard This

Spring is just around the corner. Or maybe we've passed it altogether and just gone directly to mid-summer heat? Time will tell, but the bottom line is that it's time to dig out the Corvairs for another driving season.

A Corvair, properly maintained and running well, remains a pretty nice ride on a pleasant day. It's easy to be cruising down a highway and forget you're in a car that's more than a half-century old. Sure, the steering wheel takes an extra turn or two, and is kind of loose when compared to new rides, but the handling feel is very contemporary on good tires, with ride compliance and stability that makes you forget about the car's age.

The Corvair's four-wheel drum brakes work well, too, when adjusted properly and pulling in unison. Stopping distances remain reasonably competitive with many of the tall SUVs on the highways today.

Four-wheel drum brakes were state of the art for decades, but once disk brakes began to appear in the 1960s, it signaled the start of a very rapid conversion. We forget that our Corvairs were the last drum-brake-only models produced by GM anywhere on the planet. And they were remarkably effective in their time, thanks to the rear weight bias and GM's use of larger V8 car components. Properly maintained and adjusted, they still work fine today in normal driving conditions. The challenge now, a half-century later, has become driver awareness.

Consider: How many Corvair owners drive them daily in CE 2026? Instead, we pile up the vast majority of our highway miles in AWD SUVs with ABS, right? Most now have electronic stability control, and in the last few years have added self-driving features so we can check our Ring cameras with our cell phones to see what the UPS driver just left at the front door. We've been casually lured by technology into driving distracted.

I don't write this to alarm anyone, but **NO ONE SHOULD DRIVE A CORVAIR DISTRACTED!** The driver is the Corvair's ABS sensor, pressure modulator, throttle and stability control. On a clear day with good tires and a smooth road, a Corvair can make a hard, short stop with the best of them. Once. Or maybe twice. After that, the thermal limitations of drum brakes will demand a break before they'll reliably brake again.

Most of us don't remember our last wheel lockup in a drum brake car. Let's do our best to keep that forgetful trend going in 2026!

Stay Functional, My Friends!