
The Denvair News

May 2026

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Where Da Warm Go?

April flowers bring May showers?

Blue Bonnet Rocked!

RMC's April meeting signaled the start of a new era. The social impact was amazing: Most of the 31 RMC members in attendance (okay, including Charlie Beets' pre-school daughter in the head count could be disputed...) arrived early and enjoyed lunch and conversation prior to the 'official biz' of the club. The BB wait staff was attentive, the meeting room was nicely isolated, and the food was good.

Of course, it's not a real meeting without a few issues: Prez Mike Piper faced our usual AV challenges for Zoom participants, and tables had to be added as additional participants arrived. But challenges were quickly resolved, the meeting went smoothly, and there was <gasp!> socializing in the warm sunshine of the parking lot afterward as participants lingered around the Corvairs. Even restaurant staffers ventured out for a few free moments to look at the cars.

If you missed it, don't despair, the May RMC meeting is coming up in a few days at the Blue Bonnet. Weather reports are (so far!) favorable. So come early, order up a nice lunch, then kick back while Corvair club chatter ensues. We hope to see you there.



It looks naked!

Almost back to reliable street duty after a quarter-century, YS-066 has shed the "266" race graphics and now features a fresh street engine with 10.4:1 compression, suitable for pump premium. The car awaits owner motivation to complete refinishing and installation of street-suitable cooling tin. It also needs a nice, quiet electric fuel pump to replace the high-volume Facet pulse pump that sounds like a miniature jackhammer...

SATURDAY, May 2, 1:30pm

RMC Meeting - Let's do it again! Meeting room opens at 12:30, come a tad early for lunch and Corvairsation before the 'official' meeting starts.

Blue Bonnet Restaurant, 457 South Broadway



Cathy Dumler Celebration of Life

Cathy fought a long battle with cancer and passed away April 21 in her home, surrounded by husband Doug and their family. RMC friends are invited to join a Celebration of Life for Cathy, to be held Monday, May 11th, at 11:00am at Timberline Church in Fort Collins. All are welcome! A recording may be available to be shared afterward, but no livestream is planned.



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).

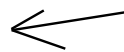
Important deadlines:

April 30: Last Day for Hotel Reservations

April 19: Last Day for Tee-Shirt Orders

May 3: Last Day for Banquet Reservations

Still Time!



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!

President's Corner

- Mike Piper

The President's Corner this month is unfortunately vacant. He's currently imprisoned in a hospital room being treated for an infection. But there's a pretty fair chance he'll be able to preside over the May 2 RMC meeting at the Blue Bonnet. We wish him a speedy recovery.

Rocky Mountain Corsa Meeting Minutes

The Secretary has been swamped at work. Minutes will be emailed as soon as available, or handed out in print form at the May 2 RMC meeting at the Blue Bonnet.

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 Last Month! See Page 1

RMC **no longer** 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, May 2, 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!**

IS YOUR CORVAIR READY FOR SUMMER?

BY Steve Goodman

April is here and there are several Club activities set up with the hope that every member who attends will be driving a Corvair. The fall/winter/early spring between 2025 and 2026 has been mild and everyone should have had ample time to exercise our cars and not having them sit for weeks at a time.

Do you keep a logbook of fuel dates/mileage as well as the various normal maintenance projects below? It's a good idea.

Oil/filter/lube plus check transmission and differential gear oil levels/tire pressures including the spare/inspect and clean the battery terminals and cable ends/check master cylinder level/lights on both ends of the car/wiper blade quality and washer bottle level/look at the engine both on top and underneath for oil leaks and fan belt quality and tension.

If you are changing your own oil and lubing the steering parts it is the easy time to check the rubber bushings in the suspension both front and rear. Spin both front and rear wheels for wheel bearing issues (again your logbook should indicate when front and rear wheel bearings were serviced too). Typically the rear wheel bearings need some attention every 40-50K miles. Not trying to worry anyone and some have lasted 150K before beginning to fail. The trick of course is service the bearings before they begin to fail. Many long trip drivers will carry a spare rear wheel bearing assembly with them too. They are not available in the local parts stores,

With the car sitting level in your garage or driveway just stand back and look at the position the car is sitting. Nice and level side to side is best of course and hopefully looking the same as last year. Look at both sides and see if the road stance is equal too.

Also for most of you reading this you are driving new cars more than the Corvair. Everything about your new car is different including the brakes/steering and even the noise level. It can take some time behind the wheel of your Corvair to remember and get used to the changes between new and old.

Always try to keep a fairly high level of fresh gasoline in the tank too. Our new fuels don't have the shelf life of the gas from the 70s. Also the new gasoline is tough on rubber. This is why it is important to exercise the car during the winter time when possible, fresh fuel keeps the rubber parts wet for a while instead of drying out.

BACK TO YOUR LOGBOOK: look at your fuel mileage through the last year because if MPG has decreased that might mean time for at least a minor tune-up of plugs/points/maybe wires.

MY LAST THOUGHT: Do NOT be afraid to drive your car out of the city limits. If your car has been and still is well maintained it is still a reliable automobile. The long trip for most of us this year is around 500 miles to Montrose and back. This is why you should plan to attend the Tri-State tune up at the Schakels on May 3. Driving either from C/Springs or Denver to Sedalia is a good test of how well your car is running and if something needs attention before June.

ENJOY DRIVING YOUR CORVAIR

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!

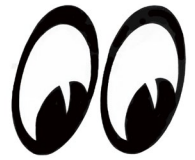
*** Please bring a folding chair or two, just in case!**



Special Features for 2026!

- * *Pulled Pork Sandwiches!*** *We got buns! We hope you bring some chippies, slaw or tater salad stuff, things that support the PPSandies.*
- * Water and lemonade provided, plus drinks left over from last RMC picnic. BYOB or other drinks if you're so inclined.*
- * Free (and often unavoidable) Corvair diagnosis from a range of sources!*
- * Parts consultation with vairious 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...



Staying In the Game

It's been a long, long time since my Stinger has appeared without big "266" and "DP-H" race designations prominently stuck to it's sides and hood. All were stripped off last spring, yet it's still a visual shock to open the barn door and see it without numbers. I do like the clean appearance though - it looks almost like it did when I bought it 27 years ago.

I was lured into my vintage racing addiction by Rocky Mountain Vintage Racing's annual Steamboat events. Our family attended as spectators every year for nearly a decade before I succumbed. It's a history thing... As a 20-something, my first attempt to follow in Dan Gurney's tire prints (look him up if you don't know, famous tall racer!) with Stinger YS-015 collapsed when Dad denied my request to use his garage as my shop. It's hard to be a famous road race driver/builder when you live in a 2nd floor apartment and your Dad won't let you use his garage, so my racing dreams ended abruptly and YS-015 went to famous late Corvair racer Warren LeVeque.

Steamboat relit the fire, and I wanted to pick up racing where I'd left off 25 years earlier, in a Corvair. RMVR demanded authenticity in those days - my "Corvair" had to be a real Yenko Stinger if I wanted to do real vintage road racing, on track, fender to fender. The cost of a Stinger was hovering around roughly 5x that of a 1966 Corvair Corsa in 1999, but I persevered in tracking one down that I could afford, and the racing memories I've collected over the last quarter-century are priceless.

RMVR no longer requires a real Stinger to run in the small-bore production group, and very few of the newer members of RMVR or RMC know what a Yenko Stinger is, or why it was created and sold in the first place. Time marches on. In my barn, the Ringer Corvair is sitting on the short lift, 80% complete, with all of the safety modifications that caused me to retire the Stinger in place. Fuel cell, wrap-around race seat, automatic fire system, full roll cage... All safe, but many really a pain if you drive the car on the street.

My enthusiasm for that last 20% of Corvair prep work took a direct hit this past weekend. I served as Race Chair for RMVR's inaugural 2026 races at Pueblo Motorsports Park, and was excited to see that my good friend and fellow RMC member Jon Whiteley had entered his immaculate red Corvair racer after a winter of engine rebuild and prep. Jon ran very well during the Friday lapping sessions, but mysteriously had a cylinder fade away during the Saturday morning race sessions. His experience mirrored my last few years of racing, where significant engine failures occurred frequently. I was, as he is, spending far more time under the car instead of in the car.

Age, time, and industry change are all unstoppable. GM parts were built to exacting quality standards in the day, but that era is a half-century behind us. The 400+ degreeF temperature swings of an air-cooled Corvair engine are unheard of in today's vehicles. The heat treat GM applied to the A365 aluminum alloy of engine cases and cylinder heads has heat-cycled away, rendering the material dead-soft. It moves, flexes, even flows a bit.

This isn't a critique or slander of Corvairs, far from it. They're still sweet on the street. One doesn't shift at 5500 revs very often on Colfax, or floor the throttle out of every corner on the street. On the track, though, the little things turn into big things quickly. Jon's experience after all of his painstaking work has me reconsidering. I'm not getting younger, and I really enjoy racing, not so much the wrenching. RMVR has recently upgraded eligibility through 1994. Hmmm. Corvettes and Corvairs share half the letters in their names, and those C4 models were awesome in the late '80s...

Stay Functional, My Friends!