
The Denver News

June 2026

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Tri-State Tune Up!

With a few May flowers thrown in!

If you weren't at the Tri-State Tune Up, well, you missed a pretty good gathering of Corvairs and Corvair people. The weather cooperated nicely all day, supporting those who braved the highways in their Corvairs as they motored to the not-too-remote western 'burbs of Sedalia.

Attendance was pretty solid, with more than twenty Corvair folks and a dozen-odd Corvairs making the trek.

One surprise arrival who was uncharacteristically NOT in a Corvair was RMC Pres Mike Piper, who had sustained another significant injury. Manual transmission driving does not appear to be in his immediate future.

The pleasant weather convinced most of the folks to hang around, lingering into late afternoon, with plenty of good conversation and inspecting of the Corvairs on hand. It was a very comfortable day, and a perfect setting-of-stage for the upcoming Tri-State!



Many high-level Corvair technical discussions, as recorded in the image above, took place during the day. Rear Engine Steve and Mario Wibbens discuss the BBQ sauce, while Chris and Gail debate optimal carburetor jetting. As might be expected, the discussions were accompanied by thoughtful chewing, gestures, and head-nods that may or may not have been related to brief napping. It was a very pleasant afternoon!

SATURDAY, July 11, 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





Left, distinguished braintrust of high-level authorities. Kory is chowing down as Paul contemplates seconds, while Eric and Kevin discuss the health benefits of after-meal naps.

Note token Yenko Stinger in background.

Right, Dylan and the Schuberts exchange dress code ideas. Larry was the only RMC member with his 'official badge', earning him the right to extra cookies.



Below, the very nice young guy from the Springs whose name the Editor has forgotten discusses the social graces of Corvair folks with hostess Linae (who is dutifully conducting cookie crispness testing), while John Dawson and Rick Beets wax eloquent over the glorious seven-variety snack-packs that make even the most tedious Corvair drives tolerable.



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 - Now at Blue Bonnet Restaurant!

RMC monthly meetings are now held the 1st Saturday of each month at the Blue Bonnet Restaurant, ????? roadway 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!

- June 5-7 — **50th Anniversary** Corvair Tri-State; Montrose, CO (c'mon, this is a Gotta-Go!)
- **Saturday, July 11, 1:30 pm — RMC meeting @ Blue Bonnet Restaurant**
Why not come around 12:30 to enjoy a relaxed lunch and check out the Corvairs?
- Whenever, 24/7 — Check www.rockymountaincorsa.org for the latest and greatest!

Rocky Mountain Corsa Meeting Minutes

Meeting Date: May 2, 2026 **Called to Order:** 1:30 pm
Location: Meeting Room at Blue Bonnet, 457 South Broadway, Denver **# Present:** 20 in person + 1 on Zoom

Guests, long distance, new members:

- None, but a few we don't see all the time. The Green's were present as was Mario Wibbens.

Standard Business:

Minutes of last meeting: Minutes from the April meeting were reviewed and approved, on fairly short notice.

Treasurer's Report: End of April balance was \$8,668.49. Treasurer's Report was approved.

Mailbag: Chapter report letter from CORSA was sent directly to John Dinsdale for some reason. He tried to forward to Rick's address but it was just returned instead, and re-mailed by CORSA to the PO box. Rob gave it to Rick to complete. CORSA reports the correct PO box address in the Communique but gives John's email address. We need to replace with a club title email that passes through. New address will be info@rockymountaincorsa.org and will route to the President, Secretary and Treasurer. Dale will set up this email.

Old Business:

- Membership: No news.
- School of Mines Car was on April 19 (Sunday). George Murnock wrote up story to web page. Good showing.
- Report on train museum day—Light attendance, rode the Galloping Goose, which was a late 20's pierce arrow limo cap with 261 Chevy straight 6 and a box for passengers. Rain held off, but cloudy and cool. Pictures and article to come later.
- Tri-State date has been set for June 5 -7 in Montrose. We are past the T-shirt deadline. The host hotel sold the last held room. Dinner registration is still open through Sunday, so sign up soon.

New Business:

- Mike messed up his back on return flight from Hawaii, then got infection in leg. So he was having a bit of a hard time getting around and standing and sitting.
- Rob sent a card and \$75 donation for Cathy Dumler memorial, to Pancreatic Cancer Action Network
- There has been an issue with sec@rockymountaincorsa.org address, not connecting to Rob. Dale looking into it.
- Discussion of new location and upcoming plans. June 6 meeting is during Tri-State, and we voted to cancel June. Next meeting would fall on July 4. We voted to move it out a week to July 11.
- Rick gave the CCCC report, and there is not too much going on, since the CCCC meeting is next week. Volunteers are needed at the car show for parking, golf cart drivers moving people around, and directing people for 2 hr shift. Volunteers get free entry and parking. Meet together to drive in as group if you want to park together. There was discussion of an RMVR display. For the Dust and Shine at the Forney Museum, our day is July 18, but there is also a need for help across car clubs on May 16 due to a cancellation.
- Web Page Update: We had record traffic this month with 239 visits—nearly 8 per day.
- Facebook? John Dawson reported not much going on. Very little traffic.
- The Golden SuperCruise tonight is tonight, first Saturdays. Weathertech show is on 2nd Sundays.
- June 20 Castle Rock Cruise-In, after a quick sell out, 5 ½ Corvairs will be there including SeeMore.
- July 11 is the Rumble at Rosemont.
- PPCC is going to the Rambler Ranch on Aug 22. 10am.
- August 16, Wilshire Picnic. Set up at same place, need to bring a grille (fire restrictions).
- Steve offered to set up a Sunday breakfast gathering for July if we have no other events.
- There was a question about the PPCC Sept 27 fall tour, location undecided yet. This is the same weekend as RMVR Race against Kids Cancer.
- There was discussion of the tour of the Tebo car collection, 100 people max. Need RSVP by 8th. 100 people cap to see this eclectic car, bike, firetruck, etc private collection.

Activities:

- June Meeting cancelled.
- May 3 (Sun) Tri-State Tune Up at Schakels in Sedalia
- June 5-7 Tri-State in Montrose.
- July 11 RMC meeting at Blue Bonnet, 1:30pm.

For Sale or Wanted, Recently Purchased, Projects

- Tony has a 500 late at Rick's being taken apart. If you need parts, let either of them know. Let's not have it go to waste.
- Mike prepared his exhaust in pieces that need welded, and planning to check one more time, but now not going to be under car for a while. Eric discussed some Camshaft info: Shared story of Stinger OT30 camshaft problem, had 1 lobe smaller than the rest. Found that Clark's uses Schneider to machine all of them. They indicated that the cutting tool was changed part way through this cam but didn't see a problem with size difference. Other Clark's cams may be affected. Eric got an Isky instead, using the 300. Learned that nobody is making cores for grinding to final size, but Isky says they can grind a factory cam to a 270 specs without damaging the heat treat.
- John is getting the wagon ready, putting brakes on. Could use help pumping the pedal to bleed.
- Dave Olwine's email was discussed, trying to sell parent's '64 4-door, which will be at Montrose. Car was in family since 80's, started as daily driver. Spent the last years as a show car. Selling for \$8,500. Also had 3 page list of parts. Mostly early parts.

50/50 Raffle: \$28 to club, \$28 to winner. Winner: Natalie Brereton

Meeting adjourned 2:48 pm **Respectfully Submitted by** Rob Brereton

When Thy Cups Runneth Under...

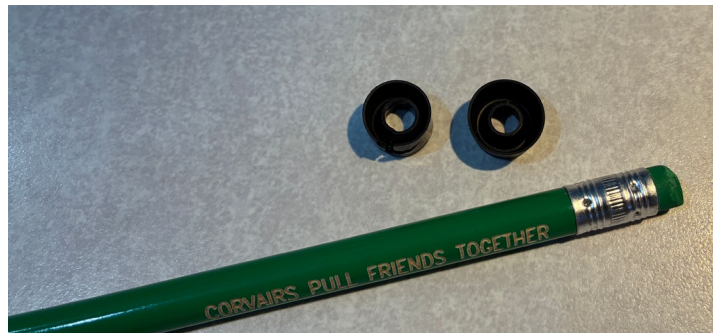
- Eric Schakel

The venerable maroon 1965 Corsa that's been a fixture in our family since the turn of the century developed a problem over the past year: It ceased to start when cold without direct application of nasty start fluid. It's fair to say that cold starting isn't an uncommon issue with decades-old carbureted engines, but it was a shock to our family because it has never, ever been reluctant to start. The old procedure, good in any season, involved two or three quick, full pumps of the gas pedal followed by a twist of the key, and a few more careful, partial pumps of the pedal as the six cylinders coughed and reported for duty. For years on end it's been as reliable as annual property tax bills. What happened?

First, I will confess that the car hasn't had working chokes in a decade or two. It's a personal choice; I'd rather eat live worms than screw around with Corvair OEM chokes. And with an aftermarket HEI distributor, good coil, good wires, and reasonably maintained spark plug gaps, chokes just haven't been needed. The accelerator pumps on the two primary carbs have always provided adequate rich shots into the venturis to light the fire, and after fifteen to thirty seconds or so of gas pedal artistry after a cold start, the engine would settle into a reliable idle. Once warm, restarting the engine has always been easy-peasy.

That all changed in 2025. Why?

The single biggest red flag, one which impacts all carbureted vehicles, is that we haven't driven the car regularly during the past few years. Starts and warm-ups were fewer and further between. It's a tiny 'plus' that gasoline consumption went way, way down, but the downside was the evaporation of the volatile elements of gasoline, in particular our dear friend Ethanol. The chemicals nibbled away at the polymers of the hoses, gaskets, and seals in the system as the fuel went tepid.



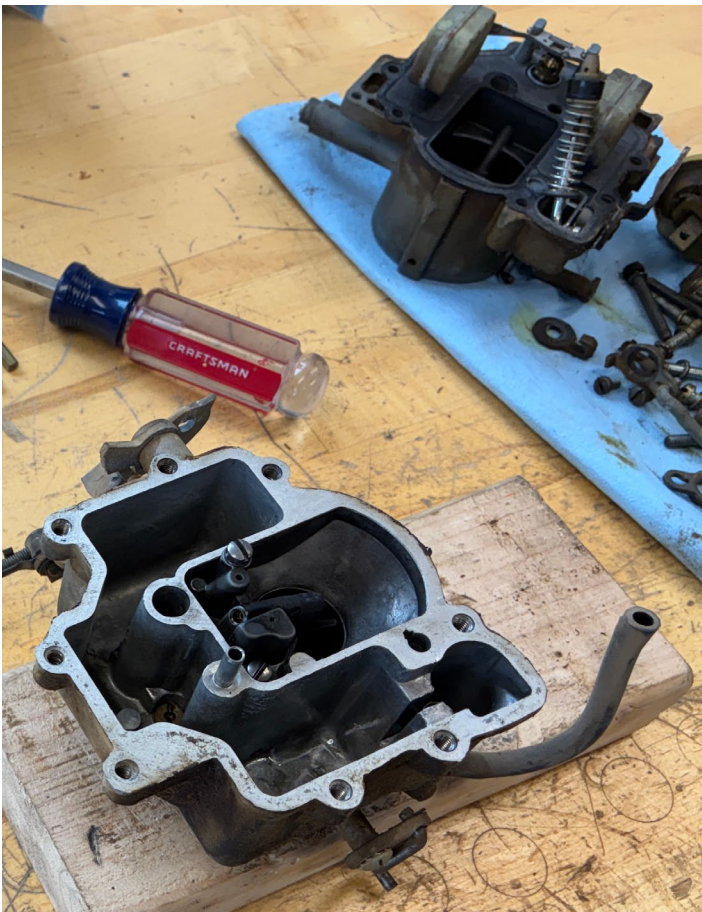
Above, pump cup on left had shrunk and hardened. New pump cup on right is visually larger and very elastic. Pretty easy to see why the fuel didn't pump well, huh?

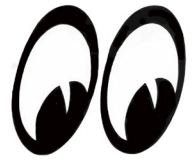
Left, the shiny springy thing in the top right corner is the piston rod assembly, with old pump cup. It should slip snugly into the well on the right side of the carburetor body in the lower half of the image.

As a result, my recent infrequent drives in the old Corsa required removing the air cleaner hardware to spray reeking aerosol bursts of toxic starting fluid into the primary carburetors. That gets old pretty quickly, so with summer of 2026 approaching, the two primary carbs found their way to my workbench.

It didn't take an automotive Sherlock Holmes to determine that the accelerator pump piston cup seals had lost their elasticity as they hardened and shrank over time. They were no longer able to expand and seal against the pump bore when called to action, resulting in very weak fuel jets in the venturis.

While vendors offer accelerator pump shaft assemblies with cups installed, I had new bare cups on hand. The old cups came off in chunks, and the tapered tip of a mechanical pencil was called to duty to slide the flexible new cups into place. Five minutes later I was reassembling the carbs. Twenty minutes after that, they were connected, primed, and received three quick stomps of the gas pedal. The cold engine fired within seconds of turning the key, settling into a fast idle. **Victory!**





Rekindling the Flames?

My Corvair worldview looks very different today than it did last year. I have two Corvairs that can be comfortably driven around under their own power. The third (and **final**, I swear to Linæ: There will be No Additional Corvairs!) has a known-good race driveline and the wiring is almost complete. A bit of oil cooler and fuel system plumbing, and it'll join the other two to form a self-motivating trio.

"Self-motivation", though, gets a little distorted when I apply it to myself. Maybe this is just an old-guy thing, but after two years of injury time-outs from racing the Stinger with RMVR, I'm feeling disengaged. It's as if the temperature of my competitive fire has been turned down to a simmer. My friend and fellow Corvair racer Jon Whiteley is urging me on, yet my own enthusiasm has flagged, and I can't say exactly why. Don't get me wrong, either, I'm not talking about giving up and shoving all of my car toys aside.

Last month's wrangling about C4 Corvettes was something of a mental reckoning for me. No matter what car, or what class I might choose to participate in, real road racing is a time-consuming, expensive form of the automotive hobby. And the hurdles that must be cleared to play racer are changing annually, always higher, always more expensive. <sigh>

The Ringer race car in my shop is 75% complete, and I have most of the parts to wrap it up sitting on shelves. Even paint. At the very least, it needs to be self-propelled and primed. But the motivation, well, it just isn't there. <sigh again>

Now, **Hard Stop!** It's always at this point where the downward spiral leading into my personal pity pit hits a wall, as I remind myself that there's a very nice workshop out there with all of the stuff I need pretty much at the ready. I built the workshop over the last three decades for this very kind of project. And my very understanding spouse is probably grateful to have me out there and not under foot in the house. So I'm kind of thinking that, maybe, as the pieces of the Ringer come together, the old fire may flame up a bit more.

And if not, well, it's usually easier to unload a whole car than a truckload of 'Corvair Kit'. It's time to quit griping and get back to work, huh?

Stay Functional, My Friends!