
The Denvair News

July 2026

The Official Publication of Rocky Mountain Corsa ↔ Volume 51, Issue 7

The REAL Tri-State!

50th Edition, Same Old Town, Even a Couple of the Same Old People!

The 50th Tri-State Corvair Meet came off about as well as anything organized by humans can. By the time the last entrant vacated the host hotel parking lot on Sunday the 7th, dozens of Corvairs had left personalized oil spots somewhere in Montrose.

The majority of entrants arrived in time for Friday evening's casual gathering at the Pomona Brewing Company, where Corvairs outnumbered the bland newer cars and inevitable giant pickups in the parking area. The weather was about as good as it gets, and remained that way through Sunday.

A few more Corvairs trickled in Saturday morning, finding their way to the Show & Shine in Cerise Park



This particular image sums up the 50th Anniversary Tri-State Show & Shine perfectly: A bunch of shiny Corvairs in a big green field on a perfect early summer day with content owners and spectators enjoying the cars and the atmosphere. Corvair events just don't get much better than this...

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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





It can be argued that all Corvairs deserve to have the 'unique' term applied to them, but the matching trailer gets extra unique points over Lee Olson's Stinger. It was not determined whether the trailer's headlights work at night, but the tail lights are functional!

to be steered to their appropriate club areas in the open paddock. In the pleasant afternoon, after the display disbursed, many joined the Timed Rally before wandering off to seek out local sights and/or napping before Happy Hour at the Elks Lodge primed the participants for the evening's Awards Dinner and recognitions. Special honors there went to Steve Gongora and Steve Goodman, who've participated in every Tri-State meet since the very first in 1976. The Pikes Peak Corvair Club did a wonderful job as hosts, even arranging nearly deserted highways for the first hour or two of the drive back to the Denver area on Sunday morning. It was truly a memorable weekend!

Right, Phil DeGroot's very clean 1962 Monza features a Thermador cooling device that was likely the bee's knees in the early 1960's. Some viewers, though, speculated that it's actually a booster rocket used for passing in the mountains.

Below, Tony Lawler's Rampside carried the flags.



Below Left, decidedly not a Corvair, this old Ford was driven to the park by a local gent so he could view the Corvairs. It's a chick magnet.

Below, after the Saturday morning show, some ventured to nearby Ridgeway to check out a few classic vehicles of an even earlier era. They have a nice railway museum tucked into the town.



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
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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, 457 S. Broadway in South Denver. (EXCEPT in July we're meeting on 11th of July!)

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RMC Corvair Happenings!

- **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?
- **Sunday, August 16, around 11:00 am — Wilshire Memorial Picnic @ Bear Creek Lake Park**
Mountain View Shelter
- Whenever, 24/7 — Check www.rockymountaincorsa.org for the latest and greatest!

President's Corner

- Mike Piper

Howdy all!

My skills at procrastination remain undiminished. Eric has not pinged me yet, but I also have to admit I've gotten far behind on keeping up with my email again so he may have emailed me... I'm still working on getting everything directed to mapiper3@gmail.com.

Assuming Eric hasn't proceeded without me, here are some thoughts from June to early July: My back issues are ongoing. I did manage to get an MRI finally and as I have speculated for years, it tells quite a story, mostly of age-related wear and tear. While it is not good news, and my lumbar vertebrae (lower back) are all involved to some degree, L2 to L3 is the worst. The course of treatment is to try physical therapy for a month and see, then perhaps a steroid injection or two, and as a last resort surgery, or go immediately to surgery if certain worse symptoms occur. I'm getting slightly better, very slowly but physical therapy will be to stabilize things, not repair. I have graduated from Eric's walker, and can manage short distances with no cane, but I still rely on the cane for distance work. I have done some car repair work without a cane so I'm still here.

Part of my excuse for being out of touch is several doctor visits per week, and several days minding the mechanical systems at my former employer while the facilities guy was out of the office. It is weird how much building history bubbles to the surface if something comes up. I've thought maybe I should go seriously back to work so I'd have more spare time.

My son and his partner are parting company, so he has temporarily moved into our basement (again) and our family has been helping their combined household (including our middle grandson) move apart and distribute possessions. The tap-dance involving a U-Haul truck and hired "moving help" to distribute beds and furniture from our youngest daughter's place in Loveland, to our house, to my son's former apartment, to his partner's apartment, and ping-ponging around locally would be hard to believe if I didn't live through it. I drive the truck, and we're evidently not done yet.

In my "spare time" we managed to make it to the Tri-State in Montrose with minimal problems and actually few traffic concerns on the road. The big Corvair issue was that I did not have my replacement exhaust system fully welded and it is very difficult to get the U-Clamps tight enough to avoid squeaks, so if anybody heard our car in Montrose it was a concert of exhaust squeaks & rattles. That's since been fixed. Karen & I, plus the white Monza crew had a good time and enjoyed ourselves. Melissa's dog Abby looked great in her Montrose tee shirt even. I mostly hid in the shade with the guys from Utah while I avoided hobbling around, so I regret not seeing more of the cars and taking photos.

Next was the Castle Rock Cruise-In. This tends to be more of a PPCC event, but many of us are dual members. Tony was there and won an award plus Kevin Shipman was there with the V8 car, Christine was there with her '64 and Mario was there with his car with the square headlights and taillights. Steve Woods (PPCC) was there with his '65 turbo coupe and he also won an

award. We managed to get the Corvairs displayed in a group, which makes it easy to compare and contrast the various years and types. There were about 300 cars and quite a bit of interest in the Corvairs.

The Weathertech Cars & Coffee was the day after Castle Rock. Larry Yoder and I attended. Steve had an electrical gnome get the best of him so he didn't make it.

July 4 was the Cars & Coffee in Lafayette and Larry headed up to the Golden Super Cruise. I managed to overcome a float/flooding problem, so the red car made it to Lafayette. It seemed like MANY spectators and a lot of interest in the single red Corvair. Of course many had individual Corvair stories, most positive except a guy who had a '60 back in the early days.

I demonstrated loss of control of my calendar by scheduling myself for the Rosemont car show in Pueblo the same day as the next RMC meeting (7-11-26 at 1:30 PM at the Blue Bonnet Restaurant), but will be at the meeting and won't go into upcoming events at this point. It'll give us something to discuss at the meeting.

So, once again I've managed to fill up a page or two with about 50% of the words not particularly Corvair related. I guess I managed to ramble on a bit about some of life's trials. Hopefully if others in the club are facing trials they can work through them, too, hopefully without needing a cane or experiencing nasty fuel leaks. I hope you're all doing things you like and are ready for the next Corvair event, whatever it might be. As always be safe and have as much fun as you can with your Corvairs and please enjoy the season.

- Mike

Rocky Mountain Corsa Meeting Minutes

There was no June meeting, so no June Minutes. That was easy!

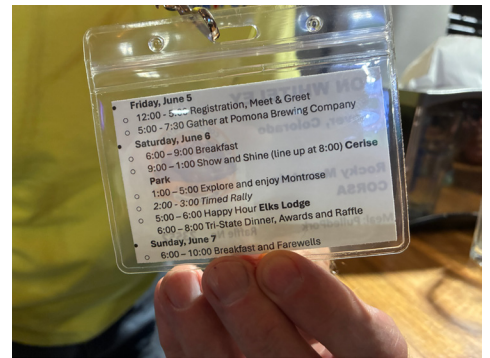


The early Tri-State risers found prime locations at the Saturday morning Show & Shine. Corvairs continued to trickle (rattle?) in all morning. Beautiful setting, beautiful weather, and several dozen Corvair vehicles made for a very satisfying event.



Above, the Tri-State banquet featured an impressive selection of prizes, all guarded by some serious veterans (heads protruding through the wall) who watched carefully as folks like Jon Whiteley made their selections.

Below, the banquet crowd enjoyed good food, ample space, and lots of Corvair-ish conversations. The awards program and prize drawings were handled with friendly efficiency, and everyone seemed to agree that the 50th Year was truly one for the record books.



Yenko Stinger YS-066 wasn't quite "streetified" in time to make the Tri-State, but had clearly been instrumental in making the lives of many rodents who lived in the car trailer better. Note the abundant seeds, which were evidently deposited within the headliner over the past quarter-century. Without pulling the headliner out completely, we were only able to remove about 10 pounds! Had that been done years ago, it might have improved race lap times by half a second...



Ringin in Fobbish Considerations for July!

From Michael Brittan:

Eric,

You shamed me into providing something for the newsletter. So, here's some ridiculous Corvair trivia for you to chew on. I'm throwing down the gauntlet (or keyring if you wish) to see who in the RMC (and perhaps wider) community has the coolest set of Corvair keyrings.

My gambit is attached. (I should add these are drivers, not trailer queen keyrings!)

All the best, Michael

Michael's keys on the right...

Below, Editor's keys are typically hooked with a cheesy cheap wire ring and a color tag. The RMC and Clarks Fobs were in a drawer under some socks...

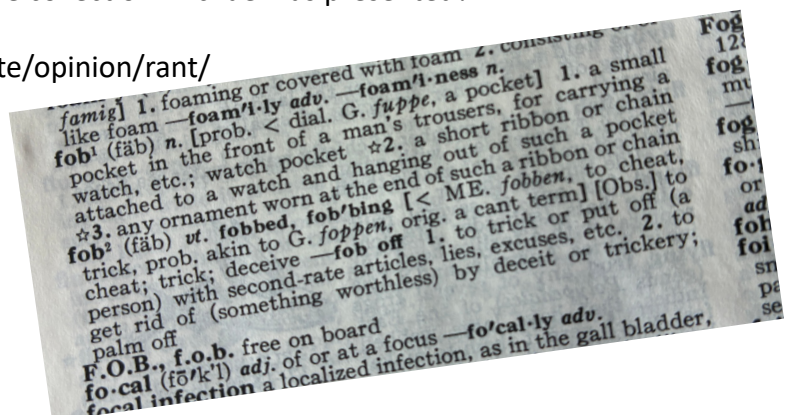


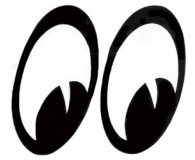
As the reader will note, Michael's pic features a nice variety of Corvair 'keyrings', ranging from fancy to just shy of tacky (but offset by a gorgeous key!). Or, are they key rings, two separate words? Where I grew up in the Hoosier heartland, they could be the 'key package', but were commonly referred to as key fobs.

So the question for RMC readers is this: Are they Keyrings, Key Rings, Fobs or 'my Corvair keys? And can any of you match the impressive collection Michael has presented?

Show us your fobs and/or key rings! Send your vote/opinion/rant/ images to: news@rockymountaincorsa.org, and we'll tally the results and settle this critical issue once and for all in a month or two.

Watch for the Denvair News!





Heat Waves...

The Corvair season is being ruffled a bit in recent weeks as Mother Nature punishes us humans with scorching temperatures and random local hurricane-velocity winds. We're breathing some interesting smoky air out here along the foothills, but I'm encouraged by the fact that even when our air quality is rated in the *Top 10 Worst On Earth*, it's probably not anywhere near as bad as standing by a Corvair idling in a closed space.

Extreme heat does impact our air-cooled Corvairs, though. GM engineers tested the cars in Death Valley prior to the introduction back in the day, and raised red flags to corporate management. When the 'cooling air' is already near 100 F when it reaches the horizontal fan and is forced through the tin and between the hot cylinders, the reduced differential between cooling air and ambient air temps has a dramatic impact on heat transfer.

In our current era, with AC literally standard equipment across all production cars (riding lawn mowers are available with air conditioning - check out Home Depot!), we forget that in 1960 vent windows, floor vents, and window cranks were the AC in almost every car produced. And, Corvairs were GM's breakthrough economy line - while you might have considered the very rare AC option in your new 1960 Cadillac Fleetwood, you most certainly would not in a Corvair. Balderdash!

So, GM shrugged and introduced the air-cooled Corvair, knowing that under extreme environmental heat conditions the engine cooling was marginal. Who commutes through Death Valley anyway?

The world moved rapidly on, and when the Corvair Monza Spyder turbo made headlines in *Motor Trend* and other magazines of the era, Corvair cooling quickly became a major issue for GM once more. Higher flow fans were slipped into production, head fin configurations updated (the 140 heads, in particular), but it's safe to say that the limitations of air cooling were a factor in the decision to fold the Corvair brand.

This rant isn't intended to suggest that your Corvair is in danger of melting if you drive it a few miles to a hamburger stand. BUT, if you're caught in a long traffic jam delay, such as one of Colorado's inevitable "Road Construction Ahead" zones, it can be challenging in 80+ degree temps. Fortunately, your Corvair will alert you if it's overheating. There are overheat warning lights, and Spyder and Corsa models also have cylinder head temperature gauges. If these warnings aren't all working in your Corvair, this might be a good time for a bit of R&R.

Your Corvair may also complain of heat displeasure by issuing the nasty clatter of detonation. It's not a good sound, and the only effective short-term remedy is to get off the road **immediately** and shut it down for a cooling spell. Detonation is a clear signal that cylinder head and/or piston top temperatures have risen beyond the design range.

Finally, we can't forget that even when a Corvair is moving nicely with windows down on one of our uber-hot days, the vehicle's operating system is also subject to overheating. That's YOU, driver! Don't be a hero when you're sweating profusely, it's always better to take a break rather than risk a breakdown. You and your Corvair will both appreciate it.

Stay Functional, My Friends!