
The Denvair News

September 2026

The Official Publication of Rocky Mountain Corsa ↔ Volume 51, Issue 9

Wilshire Picnic A Hit!

A good time was had by all. And that's not just upbeat journalism: The annual Wilshire Memorial picnic was just about as good as it gets. Turnout was good, Corvairs all made it there and home without major issues, and the food was satisfying and plentiful.

Oh, sure, some might argue that it was a tad warm, but the clear skies and steady breeze made up for it in the pleasant shade of the pavilion. The remote picnic area didn't draw many casual passers-by, but a very Corvair-curious Park Patrol fellow came by to inspect the nearby restrooms, and the next hour saw a parade of other Park Patrol folk appear to walk among the Corvairs.

Honored guest Laura Wilshire, who arrived in a non-Corvair with her equally-red-haired sister, kept the grill going when President Mike Piper finally succumbed to back pain and hunger, in spite of her exalted status. Kory Levin stood in as grub table master, and a bevy of other people pitched in to keep the food and drink flowing.

- Continued on page 2



Above, no red in this Corvair pic except Dale's shirt. Clouds swept by, but the weather remained pleasant throughout our visit to the park. We had several new members in attendance.

Left, a vivid example of early 1960s six passenger/cargo mover and a modern 2020s equivalent. So, does size matter? Hmmm.



SATURDAY, September 5, 1:30pm

RMC Meeting - Okay, getting a pattern going here... 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



Wilshire Picnic, cont.

A few more than 30 guests were counted, and somewhere around 12-15 Corvair vehicles made an appearance. Getting an accurate count of either was difficult, due to the interesting, relaxed flow. Several early guests left for other engagements, while other Corvairs showed up, hung around a while, and moved on without the drivers eating.

The majority, though, hung out for the grub, drinks, and after-meal goodies. In all, roughly three hours elapsed before the Corvairs began to disperse. As RMC events go, this one seems to have earned a very solid thumbs-up.



Kevin Shipman's vivid orange custom (top) has center-mount carb and engine mods to go along with the hotrod vibe, while Darth Vader's black on black on black Corsa (above) is powered by a turbo particle accelerator. Details on both cars are impressive!



Mike reconsiders his decision after surrendering the coveted Tongs of Grill Control to Laura in the presence of a credible witness. His back convinced him it was the right move...

To maintain good relations with the Red Corvair Clan, please check out the row of red Corvairs lined up for visit to Rambler Ranch on August 22. But wait! who is the interloper in the turquoise wagon?



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, 457 S. Broadway in South Denver.

RMC Officers & Appointees

President: Mike Piper
prez@rockymountaincorsa.org

Vice President: John Dawson
veep@rockymountaincorsa.org

Secretary: Rob Brereton
sec@rockymountaincorsa.org

Treasurer: Rick Beets
treas@rockymountaincorsa.org

Member At Large: Tony Lawler
m.a.l@rockymountaincorsa.org

Past President: Rick Beets
past-prez@rockymountaincorsa.org

Activities Chair: Mario Wibbens
activity@rockymountaincorsa.org

Auditor/Trustee: John Dawson
auditor@rockymountaincorsa.org

CCCC Rep: Rick Beets
cccc-rep@rockymountaincorsa.org

Historian: Steve Goodman
history@rockymountaincorsa.org

Membership Chair: Tony Lawler
membership@rockymountaincorsa.org

Newsletter Editor: Eric Schakel
news@rockymountaincorsa.org

Webmeister: Dale Nielsen
webmaster@rockymountaincorsa.org



RMC Corvair Happenings!

- **Saturday, September 5, 1:30 pm — RMC meeting @ Blue Bonnet Restaurant**
C'mon by around 12:30 to enjoy a relaxed lunch and check out the Corvairs!
- Hey, how about **The Great Western Fanbelt Toss? Friday, Oct. 23 thru Sunday, Oct. 25?**
It's only 759 miles each way, barely two tanks of gas in a Corvair... Check it out at:
<https://fanbelttoss.org>
- Whenever, 24/7 — Visit www.rockymountaincorsa.org for the latest and greatest!

President's Corner

- Mike Piper

Howdy all!

Eric informed me today that if I didn't get this done, he'd make something up and put my name on it. Since he is a good writer, I'm tempted to see what he comes up with, but I'll try to stay on the safe side. *(Excellent and safe choice! - ed)*

The email battle continues. I had Comcast as my main email for probably 25+ years, and it is incredible how that gets embedded everywhere. I get payment notices and fundraising emails from all sorts of places I forgot about.

I'm also still having back issues. I'm able to walk and climb stairs pretty well but I still am not "fluid"; twisting is for sure a bad thing, and I can lift some and stand over the Corvair to work on it. I believe the bottom line is that Therapy will not "fix" it but can add stability, and shots are temporary. Surgery is the fix. We'll see. I have no new falling or near heat stroke episodes to report. Remember, always protect your head and drink plenty of water.

I had my 50th High School Class Reunion on the 14th & 15th of August. I recognized some people and rediscovered events and people I'd forgotten. It'd been a while and some I have not seen in 50 years. It was interesting to me nobody recalled I drove a Corvair but they remembered my motorcycle. I'm still reflecting on all of that...

So, back to Corvairdom. By ignoring my email, I have not heard of any concerns about the picnic which happened on August 16 at Bear Creek Lake Park in Lakewood. I believe everybody walked away sufficiently fed and happy. We had a little less leftover meat and buns to take home, and Kevin Shipman and Kory helped out with some of the excess. Meat and buns are a challenge to have enough without getting silly. I added some stuff or changed quantities to my list for next year. Any suggestions, let me know. I will read the email eventually. Meanwhile, I thank Eric for bringing the grill, Laura Wilshire for helping to cook and filling in for temporary smoke induced blindness, and Kory for finishing cooking while I ate. Thanks to everybody for all you brought and for attending to make the event far more interesting.

Some smaller show-like events: August 1 was the Holy Roller's car show in Broomfield. Sadly, I was the only Corvair, but I was there in spirit for Jerry Gerteisen and holding a place for Marcus Miller and Paul Seyforth. It was hot but I got a semi-shady spot. There were many interesting cars, with a solid turnout of cars and spectators. August 9 was the Weathertech Cars & Coffee in Broomfield. Larry Yoder and I attended. For us it is a pretty short drive. Again, quite a few cars, a good bit of Corvair Interest, warm but overcast so not too hot.

For me, a brief lull in car shows and such will happen until September. I'll have some time to maybe rest my spine. The next Lafayette Cars & Coffee is September 5, right before our RMC meeting. I'll bet Larry will be at the Golden Super Cruise that day too. The Club meeting <hint> will be at 1:30 PM at the Blue Bonnet Restaurant, 457 S. Broadway, and I hope to get there after the Lafayette Cars & Coffee soon enough to actually get the Zoom meeting set up properly... The August meeting went a lot better both in the room and on Zoom.

So, a short set of thoughts which may reflect the content of my mind right now... Perhaps Eric will call an audible. Maybe I've managed to fill up a page, but the personal nonsense is much more limited. I hope the rest of you are doing things you like and are ready for the next Corvair event, whatever it might be, and you are able to take advantage of some slightly cooler weather. For better or worse, fall is not far off so think about fall drives. As always be safe and have as much fun as you can with your Corvairs and please enjoy the season.

- Mike

Mike's red Corvair at the head of the line. Image from the 8/1/26 Holy Roller gathering in Broomfield.



Rocky Mountain Airport Show

- John Green

Saturday, July 26 was hot. It was good to see some Corvairs out with the rest of the cars. There were around 200 cars in all, plus some airplanes, emergency vehicles & military vehicles. Rick Beets had his 63 Monza Spyder convertible there & he helped set up and park cars. Mike Piper had his 65 Corsa convertible there, he did not have to drive far to attend since he lives around the corner. Jerry Peevyhouse had his 65 convertible there and drove the farthest. I had our 68 Monza Coupe there. John Dawson was there without a Corvair, but had volunteered to drive the golf cart around for attendees.



Above - Mike's red Corvair at the head of the line. Does he go to every single Corvair event and show? No wonder he Da Prez!

Left - Looking for a breeze. Heat was impressive.



There were some impressive aircraft on hand. Some folks paid to fly in the Beechcraft C45 Warbird. It was very expensive, though, so none of the Corvair folks chose to ride in it. Still, it was fun to watch it take off, fly by a couple times & land. It made quite the noise and if you stood just right you could cool off behind its propellers. There were also food trucks there to feed us and keep us cool with their drinks.

Everyone knew it was going to be a hot show. Air temp peaked at 103F, but on the tarmac it was recorded at 122. The heat seemed to keep some of the cars away as it has been better attended in the past. A few cars left the show early, including Mike Piper, who was suffering a bit in the heat. The rest of the Corvairs followed about a half hour later. It actually seemed hotter in our cars because there had been a little bit of breeze on the tarmac.

In spite of the heat, it was a nice show. Hope to see some more Corvairs there next year.

A REAL Mustang! Don't let Ford's cheesy name theft diminish the impressive P-51's wartime record. These babies are still awesome!



Rocky Mountain Corsa Meeting Minutes

Meeting Date: August 1, 2026

Called to Order: 1:33 pm

Location: Meeting Room at Blue Bonnet, 457 South Broadway, Denver

Present: 17 in person + 4 on Zoom

Guests, long distance, new members:

- Caroll Murphy, Tricia Brereton's mother was with us for the meeting.

Standard Business:

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

Treasurer's Report: End of June balance was \$8,413.84. Treasurer's Report was approved.

Mailbag: Deluxe Check offers continue to come.

Old Business:

- Membership: No new members, working on badge for Brad Hall.
- We need to continue our work on the bylaws, there has been no progress in several months due to busy schedules.

New Business:

- Issue with sec@rockymountaincorsa.org address reported. Dale looking into it. Working now.
- Thanks, Eric, for another great newsletter.
- CCCC report, Rocky Mountain Car Show was on July 25th at Rocky Mountain Metro airport in Jeffco. High heat kept turnout down, under 200 cars and around 400 spectators. Preliminary input was that the show made some money. 4 Corvairs from the clubs + 1 more.
- Web page comments? Not a ton of traffic but moving.
- Facebook? Tony and John Dawson reported posting several things there. Not a lot of traffic.
- August 16, Wilshire Picnic. Same picnic shelter location at Bear Creek Lake Park. The list of who brings what was discussed last time, and Mike resurrected the list and shared it out to make sure we don't double up. Also if overcrowding closes entry, we will get in because we have a site reserved. Something will be sent out if the park shares it with us.
- Several other PPCC Events were discussed, and RMC members are welcome. 8/8, National Museum of WWII followed by Airplane Restaurant for Lunch. Need to let them know if you are attending the lunch. 9/12 is the Cruise above the Clouds. 10/3 is the Cruisin OCC (Old Colorado City) Car show. 12/5 is their holiday party.
- Golden SuperCruise is tonight (1st Mondays). 8/9 Weathertech show, 10-1. 9/5, 7-10, Lafayette Cars and Coffee.

Activities:

- Aug 8 (Sat) Holy Rollers show in Broomfield, PPCC National Museum of WWII and Lunch
- Aug 16 (Sun) Wilshire Picnic, 11 am, Bear Creek Lake Park
- Aug 22 (Sat) PPCC trip to Rambler Ranch, 10am
- Sep 5 (Sat) Meeting, Blue Bonnet, 1:30

For Sale or Wanted, Recently Purchased, Projects

- Dylan--Van motor coming together, parts cleaned and balanced by a machine shop. Gun Automotive, fair price, seems to be well done.
- Tony also received engine parts for Rampside and also AC parts. Got a 120 A alternator built for it. Everything will fit up front.
- Mike's convertible having stumbling problems in the heat on way down. Float levels could be to blame.
- Phil DeGroot may be selling '65 or '66 with low miles engine, wants to buy Olwine car.
- Ed Batterson from Leadville, rebuilding an engine and waiting on parts, going well.

50/50 Raffle: \$30 to club, \$30 to winner. Winner: Paul Seyforth

Meeting adjourned 2:13 pm

Respectfully Submitted by Rob Brereton

What I Did On My Spring Break

- Jon Whiteley

I had high hopes that the engine I'd rebuilt for the red racer over the winter months would perform well in 2026 and beyond. RMVR's April 25th -26th race in Pueblo (Eric Schakel-race chair) was the new season's first event and I was anxious to see if my expectations would be met. The car seemed strong while doing test laps the Friday afternoon prior to the race weekend, but during Saturday morning's warm up session I received the gut punch of disappointment when I noticed the valvetrain had become noisy and the power diminished. Pulling the rocker cover on the suspected side I found that # 4 intake valve had noticeable valve lash even though the polylock's setscrew remained tight. That certainly wasn't good, and I feared it could be a wiped cam lobe and valve lifter (later confirmed). Finding metal in the oil meant there was no doubt that another rebuild would be needed.

Of course, top of my mind was: Why did that cam & lifter fail? Could it have been poor quality parts, a bad cam grind, insufficient break-in, or something else? Multiple possibilities existed but I couldn't identify the source of the problem. Lacking reasonable assurance that the same failure couldn't/wouldn't recur, this uncertainty nagged me during the subsequent rebuild (#2) process.

It took me several weeks to redo the engine, get it back in the car, and go through another break-in. In addition to the time, effort and dollars spent, I squandered more neighborly goodwill by again running the engine with its open headers at 2K rpm during the extended break-in procedure. Though I was unable to finish the engine in time to make the May race at HPR, I did make the next race (report follows) with some help and parts from club members. Thanks guys!

RMVR Pueblo June 26-28, 2026

I arrived at Pueblo Motorsports Park on Friday at 11 am (it was already 85F!) for the afternoon test & tune session. After unloading, I cautiously tried out the new engine while refamiliarizing myself with the 2.2-mile, 10-turn road course. I'd take a few laps and return to the paddock to inspect for oil leaks, loose parts or missing fasteners. So far, so good. And the engine sounded good – now where are my earplugs?



Top - Jon's red #265 racer leads two more red racers, running rapidly 'round the road course at Pueblo Motorsports Park.

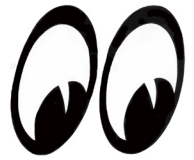
Above left - It's not too difficult to diagnose a worn cam lobe! Wear is obvious and severe.

Above right - Just like the lobe, the worn lifter is easily identified.

The week leading up to RMVR's Steel City Thunder race on June 26th -28th had been hot and the weekend's forecast looked to be even hotter. The high on both Saturday and Sunday afternoon was 100+ degrees and I was glad to have a car with a roof rather than an open car. And a car with the hot engine behind me! There were several cars/drivers in my run group that would provide me with some good competition - more fun than finding oneself running alone somewhere in the middle of the pack. And I'm happy to report that the car ran well throughout the weekend.

Rather than attempt to describe the racing, here's some in-car video of my first race of the weekend. <https://youtu.be/KmJhhNO1AWw>

Heat took a toll on machines and drivers and the race groups were noticeably smaller by Sunday afternoon. I completed all four races and while my best finish was never higher than fifth, it's always a win for me when the racecar is still running at the end of the event! I wrapped up the weekend hot & tired, but happy!



Stinger Revival

In the slightly-cooler weather of the past few weeks, I've probably accomplished more "Corvair Stuff" than I did during the past two years. Don't let that statement impress anyone, as that doesn't strike me as a heady boast. In reality it's a realization that I've been broken, and/or bored, and/or just lazy for too long. Elves evidently don't pick up on 'old car' stuff anymore, either, so everything has just been laying about in my workshop, gathering dust...

When you have a bunch of Corvair stuff strewn about (and well you may, as it's not a rare challenge!), you can forget which car had what hardware, or where the strewn chunks you're now re-discovering were intended to go. I've had to make a spreadsheet with three columns, one for each Corvair in the inventory. But how to prioritize?

It requires decisive thinking to move forward. Blah. But, the Stinger is done racing. Rules have changed, and a Ringer is half-built to take over all race duties in 2027. I have a dismantled Maroon Car, formerly know as The Pig, which runs fine but lacks, well, bodywork, paint and everything interior. Really, EVERYTHING. And then there's the Yenko Stinger, which I've raced over the past 20+ years in full street trim, just like I did as a kid in the 1970s. Well, except then I could only afford one partial race season...

Anyhow, the *full street trim* descriptor is always a little sketchy in a car that has seen much more track time than street driving. But the Stinger now has a fresh 10.4:1 compression engine, which means it runs on normal pump premium fuel. The diff has a 3.27:1 gearset, nice for the street. I confess that the cam grind is a tad aggressive for low street revs, but it pulls well enough from 2000 on up. After making a few recent testing trips to Sedalia and around the neighborhood, I've decided the Stinger is going to be cast in the role of our family's next "official" street Corvair.

And what better way to put a solid stamp of official street approval on a Corvair than a trip to Palm Springs? So, yeah, I'm going to risk my reputation as a Corvair guy by stating that Linæ and I (but don't tell her yet, okay? I need to break it to her gently...) will be driving the Stinger to the Fan Belt Toss in late October.

Who's with me?

Stay Functional, My Friends!



Corvair-powered kit cars don't exactly grow on trees anymore, but Steve Goodman keeps the good old days going!