
The Denver News

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Corvair Relationship Building...

- Story & Pix courtesy Doug Dumler

In 2015, I was helping Mike Wiley with the restoration of my 1960 DeSoto, spending lots of time at his shop in Windsor, Colorado. The DeSoto restoration was largely complete when I noticed a Corvair convertible sitting out in Mike's field next to a 1941 Buick, and I mentioned to him that the Corvair might be my next project. He promised to make me a good deal.

So it was that in September of 2015, we dragged the Corsa out of the field and into his shop. It had been in the open field for perhaps five years, exposed to rodents and the elements with no convertible top.



We started by getting the engine out and broken apart, and then sent the parts to a machine shop in Fort Collins (which had rebuilt the DeSoto engine). Mike delivered the Corvair to my detached garage in Fort Collins where I started the "grunt work" of removing all of the interior, and cleaning, scraping, priming and painting the undercarriage, and the interior floors, which were surprisingly solid and rust free. I also cleaned and painted all of the engine shroud pieces. The rear seat disintegrated as I pulled it out, but I sourced a serviceable replacement, along with a couple of missing engine shroud pieces, from the Corvair Ranch.

Doug's fateful 1960 DeSoto that lead to the Corvair. And all red... Lovely, but must all old cars really be RED?



Arrrgghh!

It was springtime in 2016 when the Corvair went back to Mike's shop in Windsor. This was about this time that we discovered Clark's Corvair Parts and began to obtain valuable information, and numerous additional parts and kits, although many of the original parts on the car were in

Continued, next page...

Groundhogs aside, we'll probably have reasonably dependable springtime somewhere in the near future. Corvair adventures await! Maybe a road trip? How about attending the Tri-State, or the CORSA National Convention? Don't forget the hardy souls who still road race the things with RMVR, they (okay, WE) enjoy Corvair support at the tracks... And yes, this is what this spot noted last month...





A classic Field of Dreams find, upper left.

Many small varmints and buzzing things were rendered homeless by the Corvair's restoration, above, left, and below.



Left and below, seats and top are shot, but dash and side panels were in remarkably decent condition. Note keys hanging from ignition switch...



surprisingly good, and usable shape (door and window cranks, tail lights, headlights, bumpers, steering wheel, etc).

Mike began work on the body at this point (He wouldn't let me near that given my very limited skills!). I found a replacement convertible top assembly at a salvage yard in Loveland. The original top hardware had



PAINT DAY!

been bent and distorted when something very large and heavy had fallen on it, so it was beyond repair. Mike finished the body work and paint in February, 2017, and I took the car to an upholstery shop in Fort Collins to install the interior, sourced from Clark's.

I brought the "finished" car home on St. Patrick's Day. I then spent about sixty hours wet sanding and buffing the paint, and I'm mostly happy with the results (although I won't do that again, ever!). The transmission has since been redone, different wheels added, and replacement front seats installed. Finally, to get the car running properly, I turned to our good friend, Steve Goodman, and he didn't disappoint. I thoroughly enjoy driving the car, especially in good weather with the top down. My grandchildren (14 and 10) love it.

Lessons learned from restoring the DeSoto and the Corvair: (1) A decent restoration will cost three times more than I estimated; (2) It will also take twice as long as I estimated, and finally; (3) It was far more enjoyable than I could have imagined. And further, my restorations will likely never be completed because, as we all know, our toys will always need more TLC.

RMC Corvair Happenings!

- Friday, March 7, 2025 — RMC Meeting, 7:00 pm at Elway Chevrolet
- Friday, April 4, 2025 — RMC Meeting, 7:00 pm at Elway Chevrolet
- Sunday, May 4, 2025 — Tri-State Tune-Up & Swap 'n Dump, El Rancho Schakel
- May 20 - 23 — CORSA International Convention, San Luis Obispo, CA
- May 30 - June 1 — 2025 Tri-State Meet, Trinidad, CO. See RMC web site to register!



Ohh, Ohh, Ohh, Ohh, Stayin' Alive, Stayin' Alive...

- Thoughts on Corvair Longevity by the Ed. Title borrowed from Bee Gees, Saturday Night Fever lyrics

Sixty-five years have slipped by since the Corvair was launched into the automotive world. There were no computers then, no Internet, not even a paper version of AutoTrader.

The majority of us who play with Corvairs today were mere kids during the Corvair production years, some in kindergarten, others spanning through the grades into college years. The Corvairs we remember fondly were our family rides, or perhaps our daily drivers, date night rides, or maybe even overnight accommodations. Some came to us as family hand-me-downs, some were purchased because they were the sportiest American cars we could afford. Others were just the cheapest cars for sale at the time, period.

Whatever the reason, if you're still reading this, you probably have a Corvair now, or are perhaps considering purchasing one. The question we all must all ponder is: "What Am I Going To Do With My Corvair?" I say you must choose from these categories:

Preservation, Restoration, Maintaining, Restomodding, or Storage Unto Death

Let's start with that last category first, **Storage Unto Death**. If you've just bought, or currently own, a beautiful, nearly flawless, concours-ready Corvair, you were probably thinking you'd fall into the **Preservation** category. You have an impeccable Corvair which rarely (if ever!) sees inclement weather, and is reserved for rare jaunts in front of the adoring masses at a concours-level event when you pull it from the enclosed trailer or climate-controlled storage.

On the minus side, when you do wish to actually drive the thing you must air up the OEM-spec bias-ply tires, charge the battery, and replace the fuel. That's before you detail it to remove dust and restore the sheen of the rubber components. And you find that it runs, umm, 'poorly' now that

your carburetors and gaskets have dried out, so you never go far from home (or trailer). These details frequently lead from **Preservation** directly to **Storage Unto Death** category.

Fortunately, Corvairs tend to draw far more practical owners than Duesenbergs or Ferraris. We're more likely to be blue-ish collar folk, often do-it-yourselfers... We Corvair people fix them up to drive them, which is a form of **Restoration** in many of our minds.

But since **Restoration** leads to **Preservation** (which leads to the dreaded **Storage Unto Death**), I personally believe the majority of active Corvair owners, whether in RMC, CORSA, or club-free, are focused on the **Maintaining** category. That involves regular driving, and actually treating the Corvairs like real cars instead of museum exhibits.

But, **Maintaining** today also pulls us toward the next level of Corvair weirdness, where we engage in **Resto-Modding**. Most of us do this without thinking about it with non-OEM tire and wheel sizes, which is very easy on the 5-lug late models. Adding non-GM gauges is common these days, too, as is upgrading from AM radios.

Some go further, of course, with 4-wheel-disk brakes, turbo intercoolers, EFI, aftermarket or new-car seating, and all manner of electronic trickery. We all know a few of these people, the ones who have besmirched their Corvairs with modern tech and custom paint colors. In the old days it was called customizing, which has been a Thing since WWII, but adding modern technology to old cars is a love/hate kind of thing.

At the end of the day, it becomes clear that any of these categories are preferable to the fate the vast majority of the million-plus Corvair vehicles have fallen into... I suppose we'd call that one **Storage Unto Dust**. Let's not let that happen to our Corvairs. Whatever category your Corvair falls into, don't forget the Bee Gee's song!



Gratuitous non-red Corvair pix from the 2011 Convention. Love the blue-green hue on the Corsa!



President's Letter, March 2025

Hi all!

Once again, I'm hoping for forgiveness from Eric while doing this so late. I don't think he's shaken me out of my stupor via email this time, but he did prod me a little on 2-28-25 in person... Retirement still remains very busy. My employer has brought me out of retirement to assist with building maintenance until we hire a new person. The last two weeks I've put in more hours wrangling the building than I spent doing engineering ½ time. I can call the prior facilities guy for enlightenment, but the youngling went to another job within days of Pedro switching employers, so it has suddenly become all me with occasional help from maintenance companies and a "sturdy young man in our Investigative group. I'm not going to complain because I'm being paid and it will help me pay my Medicare premiums, but it is eating into my sitting around and pondering car projects time. I've been "retired" almost three months...

I'm going to work at the promise to myself was I'd spend about ½ of my time working on the "once blue car" and the other ½ trying to regain control of my basement. Neither has happened in a significant way. Part of my excuses are that it is hard to work in the garage on my back holding tools when the temperature is in the zero-to-seven-degree range outside the door. I'm also having trouble putting together extended blocks of time in the basement instead of picking away here and there for a few minutes between trips to the office. We have another 5-day trip planned in mid-March and Steve Goodman has suggested some maintenance work on the red car before I travel to San Luis Obispo. I've driven over 38k miles in the car since I pretty much overhauled everything, so mileage becomes a consideration. No more "Hard Luck Awards" for me. More maintenance time on the red car = less time on other car projects.

The 2025 Tri-State effort continues. We've set up weekly check-in meetings and at this point they have become much shorter and controversy free. Dianne has given me several assignments to ask items of the club in general and I've of course forgotten a couple but one is to let her know if you might put together gift baskets to raffle. These are donated by whoever puts them together with the intent of raising funds for the club. We've floated a couple of ideas in the planning group but there has been a wide variety in the past. Please check with Dianne if you might have an interest. Meanwhile, please sign up as soon as possible to assist in getting a count of attendees for planning purposes. Paul has reached out to the other Tri-State clubs, including Bonneville (Salt Lake). An announcement has been sent to the CORSA Communique and has appeared on the CORSA website calendar. Dale noted there is an item on the Colorado Tourism website as well.

We are still planning to meet with the leadership of the clubs to work out what we do for Tri-States in the future. I have not hit this lately, but I need to get more involved. As I've noted before, Bonneville is making an effort to revitalize their club and are interested in teaming in the Tri-State meets going forward. We actually don't have many RMC meetings to present ideas before the Tri-State, so I've procrastinated myself into a bit of a corner. This is still on my RADAR (*ah, Mike uses the classic WWII acronym **RA**dio **D**etection **A**nd **R**anging! - Ed.). I intend to go through and attempt to summarize the various suggestions over the past several months.*

Our RMC board efforts have stalled temporarily. I need to circle back... We are not done yet but once we have another meeting to finish up, we'll present the revisions twice to the membership before a vote. I apologize we won't be ready for March 7.

The research into national CORSA membership as a requirement for RMC membership is on hold. CORSA has raised their annual dues, and we are not quite done with dues renewal for 2025.

I've managed to eat up more lines than I intended once again. Quick notes, there is a chance of warmer weather and daylight-saving time is just around the corner. One of the local weather forecasters has noted March is our snowiest month so it won't always be smooth driving. The number of future events starting to show up is increasing so there will soon be plenty to do. The National CORSA convention is coming up right before the Tri-State and I'm still planning to go, probably driving the red car.

Our next scheduled RMC meeting is 7 March 2025 at Elway Chevrolet at the regular time of 19:00 hrs (7:00 PM). This notice may be after the meeting, so I hope all went well.

I hope the new year is going well for you all, and I hope the weather continues to improve minus the snow and the nasty thunderstorms... Please stay healthy and warm.

- Mike

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 John Dinsdale, 3240 Billings St., Aurora, CO 80011-2231**. Dues may also be paid online via PayPal at this link: www.rockymountaincorsa.org/dues

Monthly Meeting

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).

RMC Officers & Appointees

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More gratuitous non-red Corvair pix from the 2011 Convention. Silver is nice and red-free, but Marina Blue really rocks!



Rocky Mountain Corsa Meeting Minutes

Meeting Date: February 7, 2025 **Called to Order:** 7:04 pm
Location: John Elway Chevrolet, Englewood CO **# Present:** 16 on site, 1 on Zoom.

Guests, long distance, new members:

- New member Tony Mueller was present. Tom Neilsen just rejoined, he was a member 25 yrs ago and has a 65 Corsa Turbo Convertible. Larry Blasco was present for his 2nd meeting. David Greenburg was also present, he is a 3-yr member but hasn't attended many meetings. Chris Kimberley was with us and renewed.

Standard Business:

Minutes of last meeting: Minutes from the January meeting were reviewed and approved. The PO box was renewed for another year at a cost of \$216 per year.

Treasurer's Report: The Treasurer was not present, but in advance, shared the end of January balance of \$8,433.80. Treasurer's Report was approved. Rob Brereton collected any cash or checks to go to John will make arrangement to get it to him.

Mailbag: We got a Lakewood community newspaper, PO box renewal forms, and Larry Schubert's renewal which has been held to give to John and will be held a little more. But we know you paid!

Old Business:

- No snacks planned for tonight however Kory Levin brought cookies and beverages anyway. Thanks Kory!
- Membership: Dues are due at the end of February. Email notice will be sent to all members reminding of due date. Follow up calling was discussed for non-renewals.
- Thanks, Eric, for a great newsletter. Please contribute your articles, with pictures.
- Rick Beets gave a CCCC update:
 - CCCC meeting: HB25-1157 related to retired military vehicles, fixes a problem in definition of military vehicle that caused all retired units to be considered off road only, and has severely impacted the military vehicle club.
 - Annual air and car show at Rocky Mountain Airport, August 2.
 - A motion made to approve continuing our CCCC membership, Chris K moved, John Dawson seconded, club voted to approve.
 - The CCCC webpage listing for our club has a link that still does not get to our site. Rick will continue to follow up.
 - CCCC has a PAC, Friends of Collector Cars PAC looking for donations which go to legislators who support the collector car hobby.
- Tri-State discussion: Venue is set, arrangements in place for car show downtown. Info is on website. Volunteers needed for the events. Diane Lawler reported they are looking for donations for raffle items and baskets. So far there is a handmade bag with a Corvair picture and several afgans. Other good ideas have been baskets for pets, tea, coffee, wine and beer.
- A Board Meeting was held Jan 28 and covered most of way through review of Bylaws. Another will be held on 2/18 to continue. Mostly consistency and level of detail discussion. CORSA membership has not been a requirement and is in discussion. Will be discussed with membership before any proposal and voting.
- Larry Schubert reported that the CORSA mailing address does not work to mail renewal, and asked us to find out correct address and post in the newsletter please!
- Steve is gathering input from our club on Tri-State interests to consolidate into our club's position for the 3-club meeting at the upcoming Tri-State.

New Business:

- John Dawson brought a question to the club about financial support for the convention clubs. The Central CA Clubs are seeking donations to help with expenses after Radisson backed out of contract due to change of ownership. There was a question about Convention proximity to fires. John asked and they say they are far enough away to not be in current danger and the rainy season is coming. There was a question about event insurance. Autocross is run by the Corvette club insured and through KNK, about \$1,000 and CORSA is arranging that. John asked who is going? About 4 hands were raised. Then reviewed who is doing what events to share with convention clubs. John is suggesting a \$200 donation to help out, to be given for whatever need there is. Ken Schiffner made the motion, Chris K seconded, and the members approved.
- Website update: Tri-State Registration is working smoothly. Not much new on Facebook.

Activities:

- March 7 (Fri) Regular meeting, Elway Chevrolet, 7pm
- April 11 (Sat) School of Mines Engineering Days (E-Days)
- Standing Shows:
 - Adam's Polishes Cars & Coffee: Lafayette, 1st Sats 7-10 at Flatirons Church, Thornton 3rd Sats 7-10 at Denver Premium Outlets.
 - Golden Super Cruise, first Saturday year-round (unofficially).
 - WeatherTech Cars, Tacos and Doggos on 2nd Sundays at WeatherTech Lot in Broomfield.

For Sale or Wanted, Recently Purchased, Projects

John Dawson has a great number of parts boxes, and has been sorting nuts and bolts which is pretty exciting!

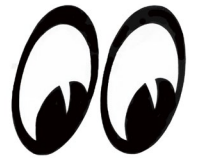
Rob is replacing the seals on kick panel vent doors. One still had shredded original rubber, the other has been replaced with yellowish outdoor carpet sometime in the past.

Dylan reported successful daily driving of his Greenbrier van for work including mountain trips.

50/50 Raffle: \$30 Club \$30 member, winner David Greenburg.

Meeting adjourned 8:24pm

Respectfully by Rob Brereton



Daylight Savings Time

Wahoo and whoopee, Daylight Savings Time will strike on March 9. My personal history suggests I'll spend the week after the change grumpy from disrupted sleeping... But, I'm retired. It'll be fine.

It's not really the New Year now that we're three months in, but with two functional shoulders now on duty, I've really enjoyed the nice days out in my expanded workshop. And I'm not in danger of running out of things to do... Last month, you may recall I griped about decision-making on the trio of Corvairs sitting around that require attention, but the real challenge after the workshop shifting and a year of inaction has simply been finding things!

The bottom line is that I have too much stuff, and I need to move on from the packrat phase

of Corvairdom. Fortunately, I've learned to love dumpsters, and plan to spend a little more quality time with one soon.

And the good news is, you're invited to use the dumpster, too! Linae and I will be adding a Swap 'n Dump option to our annual Tri-State Tune-Up this year, since ugly weather whacked our last attempt.

Mark your calendar now to reserve Sunday, May 4 for a trip down to Sedalia. There will be food, drink, chat, dumpster, and Corvairs at the very least, so watch the Denvair News and www.rockymountaincorsa.org for details as things firm up.

Other than that, time's a'wastin'. There's a lot of Corvairing to do in 2025!



The Shippman Corvair is seriously not-red, and clearly falls into the Resto-Mod category. An anonymous source informs your Editor that they'll have redundant fuel delivery soon, and might even add door handles so they can eliminate the paint scratches that occur from climbing in and out the windows.