

The Denvair News

Volume 48 Issue 1

January 2022

Official Publication of the Rocky Mountain Corsa Corvair Club



Remember this scene? We haven't this recently but it is coming.

In this issue

Presidents column

Club Christmas party

Vice Presidents column

Club News

First Electric Corvair

Rick Beets

Kory Levin

Ken Schiffner

Paul Seyforth

Ciprian Florea

Visit our website

www.rockymountaincorsa.org



RMC Presidents Message

Feeling grateful.

Rick Beets

As many of you know, I had a bit of a medical scare early in December. Went to Kaiser urgent care the morning of the 3rd complaining of difficulty breathing. After a bit of a stress test, I was told I was having a heart attack, and was whisked off to the ER at the nearest hospital. A couple stents later and a day or two in the hospital, I was sent home with instructions to “take it easy” and a bunch of pills to take. So after a few weeks of rest, I’m feeling much better and have been cleared to start spending more time outside and doing some light exercise. I’m feeling pretty grateful for all the people who came to my aid during this challenging time. I also want to thank everyone for their positive energy that they sent my way.

Thanks also to Gail and Kory for their hard work to pull off a great Christmas party where we had a great meal and companionship. Board members were elected or re-elected. They are:

Rick Beets – President
Ken Schiffner – Vice President
Rob Brereton – Secretary
John Dinsdale – Treasurer
Michal Timmons – Member at Large

I look forward to seeing everyone that have RSVP’d for the New Year’s Brunch at the Big Horn Restaurant in Estes Park (address and map are on the RMC website) starting at 11 am .

The next club meeting is scheduled for Friday January 7 at 7 pm our usual meeting place John Elway Chevrolet on South Broadway with Chris Kimberly providing snacks. Zoom will be available (meeting invite will go out via the RMC mail list) for those who can’t attend in person.

Here’s to an awesome 2022 with lots of shows and other activities!

One last thing before I forget.

Time to renew your club membership for the new year. Renewals are due by the end of February. You can pay by either cash or check (see below for details on where to send if mailing) or you will be able to pay via credit card on the website as soon as the new feature has been enabled.

Rick



The 2021 RMC Christmas party Kory Levin

The RMC Christmas Party was held on Saturday, December 11, 2021 at Black Bear Diner in Aurora. Black Bear came to the area and occupied the former Ruby Tuesday Aurora location just before the pandemic caused the shutdown of restaurants. Happily for us, they weathered the storm and are going strong. In attendance were Rick Beets, Steve Goodman, Dale Nielsen, Ken Schiffner, Caron Wetter, Jimmy Riley, Dylan Berichon, Christine Kimberly, Paul and Maxine Seyforth, Eric and Linae Schakel, Charlie and Jessica Beets, John and Debbie Dinsdale, Mike and Karen Piper, Robert and Carolyn Thiessen, Kory and Gail Levin.



We held a very important order of business, the Election of Officers for 2022. Congratulations to both the continuing and new officers! We look forward to a fun and active year including the big event hosted by RMC, the 2022 Tri-State meet in Glenwood Springs.

Kory and Gail Levin



Bob and Carolyn Thiessen



Continued

The festivities began at 2 p.m. with munchie appetizers including onion rings, loaded fries, sweet potato fries and drinks. Just in case anyone still had an appetite after all that, we followed with lunch consisting of anything from breakfast to full dinners, in the tradition of all good diners! And let us not forget the homemade desserts that mostly went home for later. Just our kind of eatery! Loads of thanks and applause were given to our terrific servers and to General Manager Christine for pulling this party together at the last minute after we lost our previous venue one week before our party date. Great job by Black Bear Diner.

Ken Schiffner



Mike Piper



Our annual gift exchange was amusing with plenty of "stealing" among friends. And Toys for Tots will benefit from club members who generously donated some very good looking toys.

It was a true pleasure, especially after missing our annual party last year, to spend a congenial and fun-filled afternoon with RMC friends to celebrate the holiday season.

Eric and Linae Schakel



John and Deborah Dinsdale



RMC Vice Presidents Column

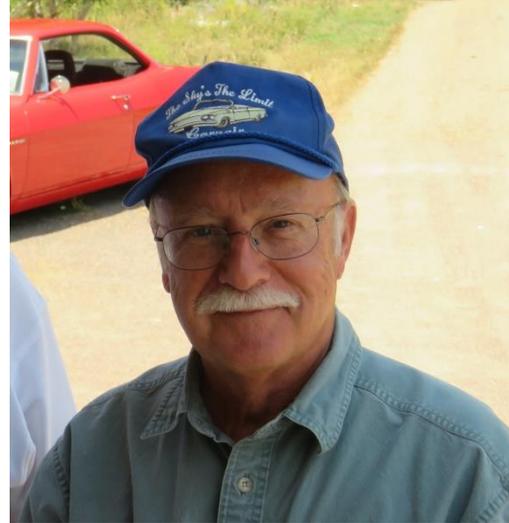
Innovators

Ken Schiffner

Let me see. Alexander Graham Bell invented the telephone. Thomas Edison the incandescent light bulb. Marconi the wireless.

But who invented the computer? The microchip? The Internet? The transistor? We don't assign individual "inventors" to these life changing innovations anymore. Indeed, even the persons mentioned above didn't work alone.

A recent book I read posits an answer. Written by Walter Isaacson called "the innovators" (yes, small "t"), The answer. Modern inventions are primarily group endeavors. Sure, there may be a key individual or group of key individuals whose input is perhaps more important or more recognized, but the actual success often comes from a group of contributors. The input provided by even one innovator can stimulate the participation by others. It is exceedingly rare that one individual truly is an inventor anymore. Innovators take a piece of the puzzle which, when combined, results in the "invention", the product, the experience. They enhance our lives, and their own.



We call Ed Cole the "Father of the Corvair", I guess, because it is more convenient that way. For sure he was the prime mover and is a deserving parent. There were many individuals who made the Corvair happen, including thousands of anonymous GM stockholders at that time. There were the innovators who designed and developed the Corvair engine. The stylists who conceived the early design and transitioned to the drastically different appearance of the LM.

The engineers who designed the improved rear suspension. The marketing folks who brought the Corvair to the attention to the buying public.

With Corvair Chapters, there certainly are individuals who keep the Chapters going. You know who they are. They may be specific people or quiet ones who loyally support events. They may be folks who pitch in when the members choose to host an event, a car show, a gathering, a Tech Session, etc. They may be members who share information regarding maintenance, club history, recent projects, or concerns. They may be members who contribute to in-person meetings. They may even be members who simply, loyally, and quietly "just" pay dues. Innovators all.

So, in 2022, why not be an innovator? In your own way, join the crowd. You'll be a welcomed edition to those innovators who came before you and by your example will follow you.

Rocky Mountain Corsa Club Update

To start with we must commend Kory and Gail Levin for the excellent job they did finding the Black Bear Restaurant in Aurora, organizing everything and then hosting the Christmas Party. Thanks so much to those two. For an encore they found the Big Horn Restaurant in Estes Park and organized the annual RMC New Year's Brunch. We are looking forward to the drive up to Estes this Saturday.

At the Christmas party club elections took place. Rick Beets volunteered for another year as president. He has worked very hard thru the last two very trying years doing an excellent job. Ken Schiffner was elected to fill the position of vice-president. We look forward to seeing some of his ideas for our club. John Dinsdale and Rob Brereton were retained as Treasurer and Secretary. They both have been mainstays over the last few years. We are fortunate to have them back.

Club Dues are due again in January, latest by end of February. The new dues are \$27. The club has contracted with Paypal to facilitate the dues. Contact John Dinsdale to find out how to pay this way. RMC is still accepting cash and checks with a discount of \$2. John Dinsdale's address is 3240 Billings St., Aurora, CO 80011.

If you would like to pay cash for your 2022 club dues plan on visiting our next club meeting at John Elway Chevrolet, 6200 South Broadway in Englewood. The time is 7:00 PM , January 7th 2022. We would love to see you even if you don't have the cash.

Major announcement for 2022 is our Tri-State event in Glenwood Springs May 20th - 23rd. Our club is hosting the event this year. The big stuff is planned already thanks to Tony Lawler and Bart Victor. The hotel, the banquet, and the area for the Show and Shine are all in place. However, there are many jobs and positions that need to be filled; T- Shirt ordering, gift baskets, registration to name just a few. The Tri- State committee will need some help from the club to pull this event off. See our website and next month's newsletter for more details.

Last item. This newsletter is a bit short this month because there has been no input from our club members. I wonder sometimes what our membership hopes to gain for their \$25 (\$27) dues. For much of the membership we have no idea if they have a Corvair or what they do to enjoy it. What stories they might have had or are having with their cars. Send us a line with the story of your Corvair. We would really like to get to know you.

PS: There are no minutes for December. The meeting was canceled.

PPS: Thanks to Allan Lacki, Lehigh Valley Corvair Club for the cover picture and the ElectroVair article.

The Story of the 1966 Chevrolet ElectroVair

The story of the car you never knew existed by Ciprian Florea

Editor's Note: The following article published on December 11 appears on <https://www.autoevolution.com> Autoevolution.com is a blog site that has a number of articles about Corvairs and cars in general. It's a great place to spend some time and do some reading

The story of the ElectroVair began in 1964 when GM built the first Corvair fitted with an electric motor and a battery pack instead of a flat-six engine. There's not a lot of info on this prototype based on the first-gen Corvair, but Chevrolet revisited the idea in 1966. By that time, it had introduced the second-gen compact with a new suspension design to correct the "notorious" handling problems of the first Corvair. Apparently, GM picked the Corvair for its electrification project for two reasons. First, it was the lightest car in its corporate lineup at around 2,500 pounds (1,134 kg). Second, the Corvair was a rear-engine car, making it the perfect candidate to receive an induction motor in the rear and a battery pack in the rather spacious front trunk.

But Chevrolet also had loads of Corvairs sitting around as sales plummeted following the publication of Ralph Nader's book, "Unsafe at Any Speed," in 1965. The ElectroVair II, based on a 1966 Monza four-door hardtop model, looked identical to a regular Corvair inside and out. But the 2.7-liter flat-six mill was no longer filling up the space at the rear axle, having been swapped out for an AC induction motor. The unit was good for 115 horsepower

For reference, the gas-powered 1966 Corvair delivered 95 horses in the base spec and 140 horsepower in range-topping trim. The motor got its juice from a 532-volt silver-oxide battery pack mounted under the front hood, which acted as a trunk on the regular Corvair. The conversion added almost 1,000 pounds (454 kg) to the car's curb weight, which made the Corvair as heavy as a full-size Chevrolet Impala. But that's still lighter than a modern Tesla Model S, which tips the scales at more than 4,300 pounds (1,950 kg). GM claimed that the electrified Corvair needed around 16 seconds to hit 60 mph (97 kph) from a standing start. It seems painfully slow at first glance, but the EV was actually on par with the base Corvair. It was, however, some four seconds slower than the 140-horsepower sedan.

The drivetrain topped out at 80 mph (129 kph), notably slower than the regular production Corvair, good for 93 to 108 mph (150 to 174 kph) depending on engine specs.

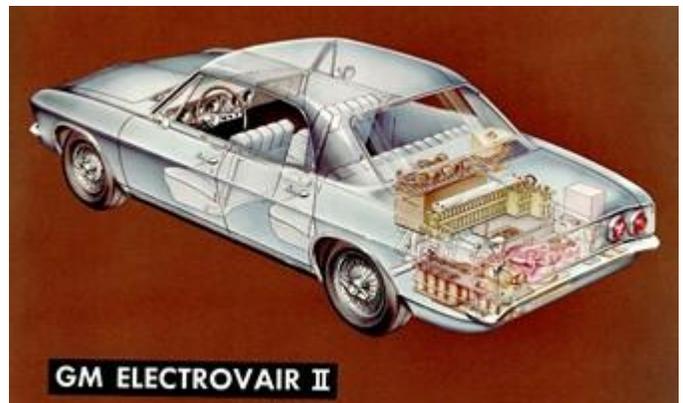
Range, on the other hand, was very limited since batteries were far from compact at the time and the Corvair's trunk had its space limitations. GM advertised the ElectroVair's range at 40 to 80 miles (64 to 129 km) on a full charge. But the almost unusable range wasn't the concept car's only problem. The high-density silver-oxide batteries were not only expensive and still heavy at the time, but they also wore out after being recharged only 100 times. So they had to be replaced after the ElectroVair covered 4,000 to 8,000 miles (6,437 to 12,875 km), a little more than a trip from New York to Los Angeles and back.

But GM never planned to turn the electrified Corvair into a production model, so the company was happy with the attention it got from showcasing the EV to astonished journalists. While some viewed the ElectroVair as a preview of things to come, little did they know that the electric car was still a few good decades away.

As the early 1970s brought the first regulations for fuel economy and emissions, automakers began focusing on new technologies for gasoline engines. GM's next venture into electric cars would only come in the late 1980s when the development of the iconic EV1 began. Chevrolet also built an electric concept based on the Chevette hatchback in 1978. It was named the Electrovette and was capable of traveling up to 50 miles at 30 mph (80 km at 48 kph), and had a top speed of 53 mph (85 kph).

Finished in light metallic blue, the ElectroVair II has been kept and maintained to this day and it can be viewed on display inside GM's Renaissance Center in Detroit.

ElectroVair II (and the original 1964 ElectroVair)



RMC Club Page

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 15th of the month prior to the desired publication month. Electronic files are *mucho* preferred.

Classified Ads Individual RMC member ads are free. Classified ads are limited to 25 words and may include a photo. All ads will run for three issues. Non-members may advertise for \$10.00. Please submit ads to the Editor, with payment due in advance to the Treasurer. Please make checks out to RMC.

Business Advertising Commercial advertisers are welcome. The following per-issue rates apply:
Business card size – \$2.50 ¼ page – \$5.00 ½ page – \$10.00 Full page – \$20.00

RMC Mailing Address

Correspondence, ads, & articles may be snail-mailed to:
RMC PO Box 27058 Lakewood, CO 80227-0058

Web Site: www.rockymountaincorsa.org

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*

Monthly Meeting

RMC typically 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.

RMC Officers

President:	Rick Beets	prez@rockymountaincorsa.org
Vice President:	Ken Schiffner	veep@rockymountaincorsa.org
Secretary:	Rob Brereton	sec@rockymountaincorsa.org
Treasurer:	John Dinsdale	treas@rockymountaincorsa.org
Member at large	Michael Timmons	m.a.l@rockymountaincorsa.org
Past president	Ed Halpin	

Appointed Chairpersons

Activities Chair:	Caron Wetter	activity@rockymountaincorsa.org
Auditor:	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:	Paul Seyforth	news@rockymountaincorsa.org
Webmaster:	Dale Nielsen	webmaster@rockymountaincorsa.org