

# The Denvair News

**Volume 48 Issue 3**

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**Official Publication of the Rocky Mountain Corsa Club**



A very cool picture from a long time ago. Garrie Fox sent this in of a brunch meeting at the Stanley Hotel circa 1990 (+ - 5). If anyone has more information, who, what, where and why, please send it along.

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## *A word from the President*

Is it spring yet?

According to the calendar and time shift it is, but the outside temps make it feel more like February. Hopefully the temps will climb and be more spring like for the month of April. As I am looking forward to the first show of the season, E-Days at the School of Mines on the 15<sup>th</sup>. Any interested in attending can meet at the Century Link office at 19<sup>th</sup> and Jackson starting at about 8am and drive to the show area around 8:30 to 8:45. At the end of April, the Schakel's are planning a 2023 edition of their famous Tri-State Tune up on Sunday the 30<sup>th</sup>.



While there will be no actual tuning up of cars, it's a great opportunity to get your car out for a drive before Tri-State. I for one is using this opportunity to "tune up" my eating, drinking and schmoozing skills in preparation for the show season.

Then there is the one must do Corvair event for 2023, and that's Tri-State in May. Hosted this year by the PPCC squad. Located in central Colorado this year in Salida, Colorado. May 19, 20, and 21. Check the Pikes Peak club website for details and registration. I've made my reservations. Have you?

Mix in a few trips to B-Man's BBQ in Sedalia, a tour or two up north and out east and a weekend in Cripple Creek, I look forward to a great summer driving and working on Corvairs (either my own or helping others getting theirs back on the road).

I hope to see you at the next RMC meeting (7PM 4-7-2023 @ John Elway Chevrolet). Bring your patch jacket and tell us the history your patches.

Rick

## *Upcoming Events*

The RMC 2023 event calendar is beginning to fill out. The following events deserve our attention and hopefully our presence.

**April 7<sup>th</sup> 7:00 PM** at John Elway Chevrolet, 6200 S. Broadway. RMC's monthly meeting. Hope to see you there.

**April 15<sup>th</sup> 9:00 AM** 29th The **Annual Mines Formula Car Show**. Car show run by the Mines Formula racing team, located at 1650 Arapahoe St, Golden, CO. This event coincides with the Colorado School of Mines E-Days event. RMC has always met at 8:30, 19<sup>th</sup> and Jackson to drive into the show together.

**April 30<sup>th</sup>** The **Tri-State Tuneup** get together is still in place. A very fun event at the Schakels spread. 7082 Piute Dr., Sedalia. Noon to 4PM. Pulled pork sandwiches provided. Bring a side dish and a folding chair.

**May 19<sup>th</sup>-22<sup>nd</sup>** The **38<sup>th</sup> annual Rocky Mountain Tri-State**. The event is getting closer and you don't want to miss this one. The PPCC club has pulled out all the stops on this event and we all know they can really host a party. Registration information follows this page.

Colorado Collector Car Council's has 3 remaining events this year.

**June 4<sup>th</sup> Sunday 9-3**. Colorado Concours, Arapahoe Community College.

**June 10<sup>th</sup> 8-2** Cannon Car Club Show. Cannon City

**August 5<sup>th</sup> 10-2** Rocky Mountain Car Show, Metro Airport, Broomfield

**August 13<sup>th</sup> 11-3** Dale and Joan Wilshire Memorial picnic. Dale Neilson just made reservations at Lakewood's Bear Creek Lake Park. Keep the date open.

**August 12<sup>th</sup> Saturday 9-2** Holy Rollers Car Show, Broomfield

**September 9-10** RMVR Fall Sprints, Pueblo MotorSports Park. Racing and we are invited.

## 2023 Corvair Tri-State May 19-21, 2020

The Pikes Peak Corvair Club (PPCC) is proud to announce that registration is now open for the 38<sup>th</sup> Tri-State meet to be held in Salida, Colorado the weekend of May 19<sup>th</sup>-21<sup>st</sup>, 2023. The host hotel is the completely renovated Hampton Inn & Suites, located at 785 E. Highway 50. PPCC has secured a Tri-State special rate of \$119/room plus tax for either a King room or a double Queen room. Breakfast is included. To register for the event, order tee-shirts, reserve a room, and sign up for the banquet to be held Saturday night, please log onto the PPCC website <https://pikespeakcorvairclub.wixsite.com/ppcc> and click on "2023 TRI-STATE" on the top menu banner. This will open the information page with all the information you need to do on-line registration, or to print the registration form. There is also a direct link to the hotel registration site to register at the hotel and a schedule of events and times



# A NOTE FROM JOE

Submitted by Joe Darinsig   CENTRAL PENNSYLVANIA CORVAIR CLUB

This was copied from an autobiography Joe wrote for the Four Wheel Independent newsletter. Some interesting tidbits from way back when Yenko brought out the Stinger Corvairs.

Eventually, I went back to my Corvair's. I only had around 12 various models in my lifetime. My current car is a 1966 Yenko Stinger Corvair YS-313, which was converted from the 1966 Corsa coupe I owned for 14 years. Stinger Corvairs were Don Yenko's first car endeavor before the later built Yenko 427 Camaros Chevelle's and Nova's. He and Donna Mae Mims (his secretary and ad lady) were road racers. In 1965, Don figured the 1966 Corvair Corsa coupe with the rear engine horsepower and weight of it would be a good candidate for the D production class which was dominated by the Triumph TR-4's factory sponsored cars. He made a deal with Chevrolet racing friends to purchase a fleet order of 100 Corvair's all in white with black interiors, 140 hp, four-speed Corsa's. He had to convert 100 cars in his Yenko Stinger white with the blue racing stripe and accents to be accepted for the D production class. They were trucked in and all were built in December 1965 with the VIN numbers and body tags, unibody stamping and subsequent number order. As Yenko finished each car they would get a YS serial number tag from the YS001—YS100 which got attached on the drivers door jam with small rivets. During the rush to finish the cars Don's daughters were helping in the assembly and when they were finished, the SCCA representative came in to check the cars and finally approved the stinger for the D production class racing. Many of the first 100 stingers were sold to road and autocross racers. Very small percentage of the cars were sold as street driven cars. In 1967, a stinger won the SCCA D/P National Championship driven by Jerry Thompson. Don built other Corvairs in 1966-67 and they used various number tags from YS101-YS199 no sequence order. You could also take your 1965-66 Corsa Coupe in and they would convert it to Stinger specs and paint scheme or purchase a kit fiberglass engine lid, window panels, and Stinger stickers and have some one else build it for you. These cars received a YS300-YS318. Tag numbers YS125-YS300 were never issued. There were a total of 186 Stingers built. My YS313 tag was given to me by Don's father in 1980 was to convert my 1966 Corsa coupe. This makes it an official Stinger. It was built in December 2013 at Pritz Autobody in York, PA. The car has won many awards and I have told this Stinger history story many times to people at car shows who are not aware of their history. You don't see them very often unless it is at a National Corvair Convention or a Nostalgic or vintage racing event!



# A Round Tuit

Ken Schiffner

OK, not a round tuit, but a round *taillight*.

Points to ponder. I wonder why GM chose to use round taillights on the Corvair and stayed committed for the entire nearly decade of production. Were they not tempted to maybe go to, say oval? For fun?

If you go back to pre-Corvair years, it was “square” to use round. Round was something they avoided. Look at the '53, '54, '55. The '56 had round lenses but in a big chrome housing to suit the rear fender wing. And look at the '57! OK, the '58 lens was round (bullet shaped though) but again in a chrome housing to make it look more substantial. Certainly not like the minimalist Corvair. And the '59? Give me a break! Not even close to round. For each model year, the shape wasn't for safety I assume. I mean, they all had bulbs inside. Put your foot on the brake pedal or use the turn signal or headlight switch and (with some luck) the taillight would light.

Was it the simplicity of “round”? Cheaper to make? Easier to slap a chrome ring around the lens as a model “improvement”? Personally, I like the round lenses. I think GM designed to suit what they felt the market wanted in an “economy” car. Kind of fits with the general Corvair theme (at least when viewed from the outside). Simple lines. Functionality. I do suspect however that GM management also looked at the choice of round from an accountant's point of view. Cheaper. And when a decision was needed and they finally got around to it, round was to which they got.

***And wait there is more, (from Corvair Historian Dave Newell (thanks Dave!):***

“In modern times, the first round Chevy car taillights were the bullet shaped lights on the '56 models, followed by the individual round lamps on the '58 first-year Impala. The cheaper '58 models used round lenses paired with backup lenses in single housings. The wild '59 cat eyes got away from round lenses for a year and the '60 rear end was designed to tone down the '59 batwing style with a more conservative design and round lights.

I've never heard or read of a specific reason for going back to round lights on the '60 full-size Chevy, though toning down the '59 styling was the purpose of the new '60 design. Then the full-size car stayed with round lamps thru '65 and in '66 forever abandoned them, except in '68. One factor in favor of round and individual lamps was replacement cost. One ding and the huge '59 lamps were ruined but with separate lamps you might only need to replace one smaller lamp. This factor was even more important to fleet buyers.

Corvair & Corvette always used round taillights and they were traditional for them. Nova, Vega and Monte Carlo never used round ones, Chevelle only in 71-73 and Camaro didn't get them until 1970. Styling was almost always the reason for lamp design changes. It was a relatively inexpensive way to give a fresh look to an existing design.

Ford had traditionally use round lights since '52. Owners objected to the odd 1960 design, which was one reason that Ford went back to round ones in 1961. But even they abandoned round lights after '64.

A fun topic to shed light on! “

# ***The Story of the 1966 Chevrolet ElectroVair***

## ***the Electric Corvair You Never Knew Existed. by Ciprian Florea***

*Editor's Note: The following article published on December 11 appears on <https://www.autoevolution.com>. Auto-evolution.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 proto-type 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, which was 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. So they had to be

continued

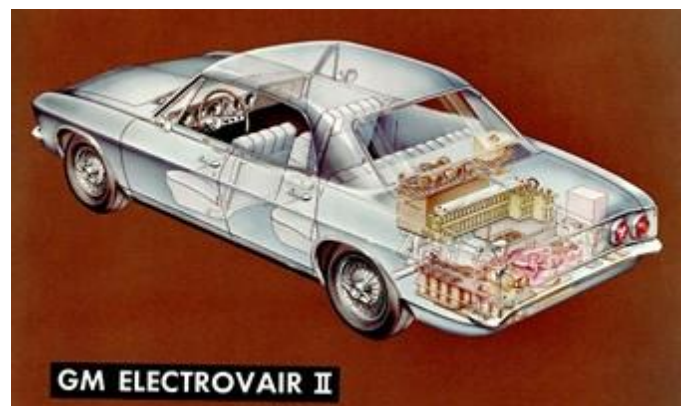
replaced after the ElectroVair covered 4,000 to 8,000 miles (6,437 to 12,875 km), a little more than a trip from New York to Los Angeles and back.

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.

*Ordinarily, the ElectroVair II is on display inside the General Motors Heritage Center in Sterling Heights, Michigan.*





## *Corvairs for Sale*

**We are selling our 1966 Sandlewood Monza. 1 owner 110hp Power Glide. All stock, everything works. 116k miles, engine rebuilt at 98k. Drives excellent. \$10500 or best. Thanks for looking.  
Kory & Gail Levin 303 229 4323**



**It is time for us to sell our 1961 Lakewood 500. Contact us if you are interested. 720-291-2452 or [j.n.green@outlook.com](mailto:j.n.green@outlook.com).**



## *One more Corvair for sale*

**1963 Corvair Convertible.** This is an attention getting car previously owned by a Chevrolet Dealership for over thirty years. Runs great, auto transmission, 82,000 miles, new top and boot, brakes and carbs. Always garage kept and fun to drive. This is a great car with a interesting history, \$10,500.

Ed Padilla, Vail Colorado, VCCA 40764, Ph 732- 673- 1443, [edpad@msn.com](mailto:edpad@msn.com)



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# Rocky Mountain Corsa Meeting Minutes

**Meeting Date:** March 3, 2023      **Called to Order:** 7:05 pm  
**Location:** John Elway Chevrolet, Englewood CO    **# Present:** 17 on site, several on Zoom.

**Guests, long distance, new members:**

## Standard Business:

Minutes of last meeting: Minutes from February meeting were reviewed and approved with correction that the Schakels brought snacks.

Thanks to Steve Goodman for taking the notes and preparing the minutes, as the Brereton household was down with COVID and the Zoom meeting didn't work.

Treasury report: The end of February balance was \$7,583.31. Treasurer's Report was approved. The PO Box was renewed for another year. Discussion of several members who paid on Paypal multiple times, some within minutes, and some days apart. This appears to be user error.

**Mailbag:** See membership note below and PO box note above.

## Old Business:

- Thanks, Paul, for a great newsletter and for continuing to produce them.
- Tonight's snacks are provided by Dale Nielsen. Chris Jackson will cover April, and Caron Wetter and Jimmy Riley will cover May.
- Membership:
  - New members Ed & Wendie Batterson of Leadville sent their application in February.
  - Dues are now past due. Please pay soon. \$25 for cash or check, \$26 for Paypal. Please pay by end of March.
- Tri-State Tune up will be April 30 at Schakel Acres around 11. See details on website.
- There was a group that attended a RMC Northern dinner on Sat 2/18 at Hooters in Loveland. Northern attendees included the Olwines and the Dumlers, and a number of more southern members made the trip up.

## New Business:

- Activities discussion:
  - ACC Concours, June 4. 12 Corvairs in our area, club-judged. There will be section with cars of each decade. John Green arranging.
  - April 15 School of Mines E-Days.
  - Wilshire Picnic in August, 13, 11am, Mountain View Pavillion.
  - CCCC Air / Car Show August 5
  - John Dawson is looking for folks to show cars between 8 and 1:30 on Sat 3/25 for the Black Feather District Boy Scouts Pinewood Derby, held at St. Andrew United Methodist Church, 9203 S University in Highlands Ranch. There are flyers up front. \$25 donation requested.
  - Sat June 10, Car Show, VFW Post 5061, 5515 W Warren Ave Denver. (flyer up front)
  - Sun June 11, Veterans Appreciation Car Show, 10-2 at Colorado Springs VA, 3141 Centennial Blvd.
  - Caffeine and Chrome, various dates, see website. Gatewayclassiccars.com.
- Chris Jackson is considering a Tech Day at his house, no firm plans.
- Charlie is renting a part of a garage in Edgewater, part storing cars and also indoor space for his mobile car repair business.
- Rick brought items for the What's in the Bag Contest. There were 10 items, lots of guessing at the various bits and a lot of fun had.

**Upcoming events:** (See also discussion above.)

- 4/7 (Fri) 7pm Monthly meeting, John Elway Chevrolet

## For Sale or Wanted, Recently Purchased, Projects

- Ken Schiffner shared a leadership book written by a Lt Col during Vietnam, available for borrowing.
- Track day in Pueblo was discussed. Spectators and drivers wanted, details are on the RMC site.
- Call Rick with ideas for activities.

**50/50 Raffle:** To Club: \$33      To Winner: \$32    Winner: Cory Levin

**Meeting adjourned 8:40 Respectfully submitted by Rob Brereton.**



# 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](http://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* Dues can also be paid on line via PayPal at this link [www.rockymountaincorsa.org/dues](http://www.rockymountaincorsa.org/dues)

## **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	<a href="mailto:prez@rockymountaincorsa.org">prez@rockymountaincorsa.org</a>
Vice President:	Ken Schiffner	<a href="mailto:veep@rockymountaincorsa.org">veep@rockymountaincorsa.org</a>
Secretary:	Rob Brereton	<a href="mailto:sec@rockymountaincorsa.org">sec@rockymountaincorsa.org</a>
Treasurer:	John Dinsdale	<a href="mailto:tres@rockymountaincorsa.org">tres@rockymountaincorsa.org</a>
Member at large	Tony Lawler	<a href="mailto:m.a.l.@rockymountaincorsa.org">m.a.l.@rockymountaincorsa.org</a>
Past president	Ed Halpin	

## **Appointed Chairpersons**

Activities Chair:	Open	<a href="mailto:activity@rockymountaincorsa.org">activity@rockymountaincorsa.org</a>
Auditor:	John Dawson	<a href="mailto:auditor@rockymountaincorsa.org">auditor@rockymountaincorsa.org</a>
CCCC Rep:	Rick Beets	<a href="mailto:cccc-rep@rockymountaincorsa.org">cccc-rep@rockymountaincorsa.org</a>
Historian:	Steve Goodman	<a href="mailto:history@rockymountaincorsa.org">history@rockymountaincorsa.org</a>
Membership Chair:	Tony Lawler	<a href="mailto:membership@rockymountaincorsa.org">membership@rockymountaincorsa.org</a>
Newsletter Editor:	Paul Seyforth	<a href="mailto:news@rockymountaincorsa.org">news@rockymountaincorsa.org</a>
Webmaster:	Dale Nielsen	<a href="mailto:webmaster@rockymountaincorsa.org">webmaster@rockymountaincorsa.org</a>