



## Franklin Museum Concerned Friends bring home blue ribbon

Museum stays in Tucson, six trustees resign

After the second deposition in Cazenovia, New York, six of the seven trustees threw in the towel and decided not to pursue their goal of moving the museum to New York. Bourke Runton, the seventh trustee and the only original trustee hand picked by Tom Hubbard will remain as a trustee.

Local car buff and the former Southern Division Director of the Arizona Historical Society, Tom Peterson, will step up to be a trustee. The court will pick the third trustee. The board will consist of three members: three local Tucson trustees.

On Monday August 21, Superior Court Judge Clark Munger accepted the settlement hammered out by the parties in the wee hours on Wednesday at the Franklin Trek in Cazenovia after only eight hours of depositions conducted by Bourke's attorney Eric Hager. The suit filed by Bourke on March 24, 2006 called for removing the trustees for breach of their fiduciary duties.

Judge Munger instructed the six trustees to put their resignations in writing, effective immediately.

The 70 acres of land purchased in 2004 for the new museum near Cazenovia will be sold.

The 1908 Franklin Truck which was purchased with trust funds and currently on loan to the Northeast Classic Car Museum in Norwich, New York will be coming home to the Tucson museum.

The artifacts that the trustees secretly attempted to auction off earlier this year will be returned to the museum and displayed.

Eric Hager noted that when Tom Hubbard set up the Trust in 1992 there were only three trustees. Once the board appointed a fourth member, the Trust instructed that one of them shall be the immediate past president

of the H.H. Franklin Club as an ex-officio trustee. Hubbard wanted there to be an odd number of trustees and never more than seven. Therefore, once it grew to four, it had to be five and so on. The board, drawing heavily on the Franklin Automobile Club for new members, became stacked with non-Tucsonan trustees. The Franklin Club is situated in Cazenovia, New York. It appears that these new trustees had a conflict of interest, not to mention some rather spacious egos. To feed their desires for a new museum, the trustees attempted to auction off museum artifacts that had nothing to do with the Franklin car, but everything to do with the history of the Southwest.

Alice Carpenter was the sister of Dr. Bela Hubbard (Tom Hubbard's father), she moved to Oracle, Arizona in 1924 in search of a healthier place to live for her asthmatic son, Kippy. She spent the next sixty years in Arizona collecting, archiving, and studying the peoples of the past, especially the Hohokam. In 1984, her sizable collection was willed to Tom Hubbard. When he died in 1993 he put aside a large sum of money for a book to be written about his aunt's collection. In 1996, *Alice Hubbard Carpenter, the Legacy and Context of a Southwestern Avocational Archeologist*, was published in the Journal of the Southwest.

Hubbard's trust instructed the trustees to preserve and protect the artifacts including his home.

Architectural historians regard Tom's home as "an excellent example of modern architecture of the time...reminiscent of Spanish Colonial domestic design" and an historic asset in its own right. Designed by Harvard educated William York Peters in 1935, it is constructed with adobe blocks made from dirt on site. The Hubbard's bought it in 1946. Less than 10 years after Tom's death the six trustees resolved to sell it too to the highest bidder.

Once the museum is open, and back in order there will be a celebration: a grand non-closing celebration. You're invited!

The museum is scheduled to open on October 18th.

## Tucson Corvair Association Established 1975

**Corvairsation** is a monthly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA) chapter 857.

**Monthly Meetings** are held on the fourth Wednesday of each month, except November and December. One technical/social event is planned for each month, except July and August.

**Membership Dues** are \$15 for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

**Change of Address:** Report any changes of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

**CORSA Membership Dues** are \$35 per year (\$70 for 26 months) and include subscription to the CORSA Communique, a monthly publication. CORSA membership is not required for membership in the TCA, but is highly recommended. See any TCA officer for more information.

**Classified Ads** are free to members and \$3 per 4-line ad to non-members. Deadline for materials submitted for publication in the Corvairsation is the 10th of the month.

**Business Mail Address:** 1026 South 7th Avenue, Tucson, AZ, 85701-3010.

**Web Site Address:** [www.corvairs.org](http://www.corvairs.org)



Carb heat and airbox in place

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Mark Lankford on June 12, 2004 testing his Corvair KRS2.

# MARK LANKFORD'S HOMEBUILT AIRPLANE

Most people have probably surfed the net enough to have seen Mark Lankford's site on Corvair powered airplanes. This little jewel is Mark's version of a popular



homebuilt plane called the KRS2. It's original design calls for a Volkswagen engine but Mark has chosen to go with a Corvair powerplant to supply the juice that should carry this 725-pound plane at speeds close to 200 miles per hour.

One of his engines is a 130 horsepower 191 cid (3100 cc) 110-based unit. "How did I get 130 hp (at 3600 rpm) from a 110hp engine?" Well, ditching the power-robbing blower fan helped save 8 hp. 150 mph winds coming in the cowling cools thing off just fine. An OT-10 cam helps, as does the Ellison EFS-3A carburetor with ram air. And most of all, a 15% increase comes from installation of Bob Sutcliffe's SC Performance 3100cc "Mighty Mouse" big bore 94mm VW piston/cylinder set. And then there's the careful attention to detail in balancing, cc'ing the chambers, roller rockers, Total Seal rings, 3 angle valve job, minor head porting, etc.

He walnut blasted the engine case and heads, along with all the other aluminum parts, and they looked positively new. It's amazing what a few minutes in a blaster will do for the

appearance. He did a three angle valve job, cc'd the chambers, and equalized chamber volumes. The crank, rods, pistons, harmonic balancer, flexplate, and flexplate adapter were dynamically balanced at a local speed shop. He degreed the cam and discovered that it's 6 degrees advanced, which is close to perfect for what he needs. Valve train geometry has been optimized with roller rockers and longer pushrods.

Pictured on preceeding page you can see the airbox and carb heat muff, as well as NACA duct exits. The folded fin oil cooler (available from Clarks for the princely sum of \$15) is located to the left inside the fiberglass shroud. Its air comes from the passenger side engine air inlet next to the spinner.

In photo on preceeding page the engine is running on the airframe and lacks only carb heat to be airworthy. He'd like to spin a 54" prop at something like 3800 rpm max. Right now he has a repitched Sterba 54x66 (now something like 52x60?) prop installed, and can turn it 3000 rpm static, 3080 on climbout with ram

air, and only turn 3200 rpm at about 165 mph with ram air. Once he has wheel fairings, spinner, gap seals on the ailerons and flaps, and the proper pitch prop, he thinks he'll be approaching 200 mph.

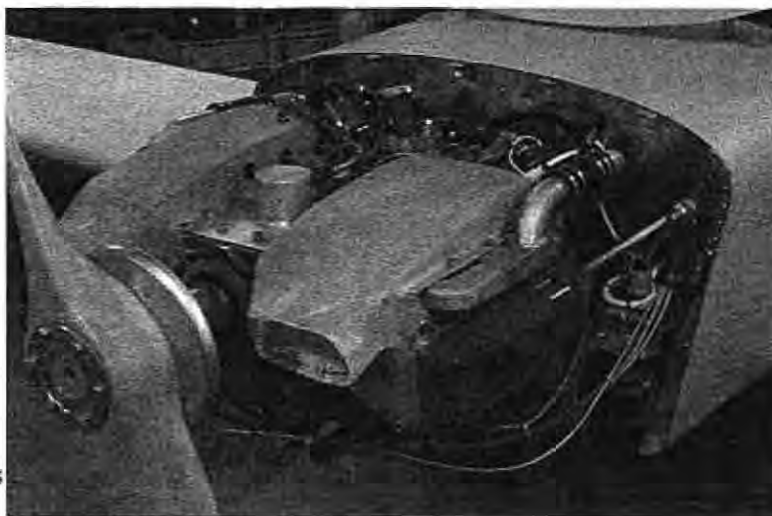
Since the plane weighs 725 pounds, and the engine will put out around 135 hp during climbout, it climbs like a rocket! With this in mind, after all the streamlining is done, he should be able to use a cruise prop and still have respectable climb, and a pretty decent top speed.

Bottom line is that it's finally finished, and it runs quite well. The oil temperature is about 165 F and the hottest CHTS are about 340F on an 80 degree day. The rebuild procedure is excruciatingly detailed on his Webpages.

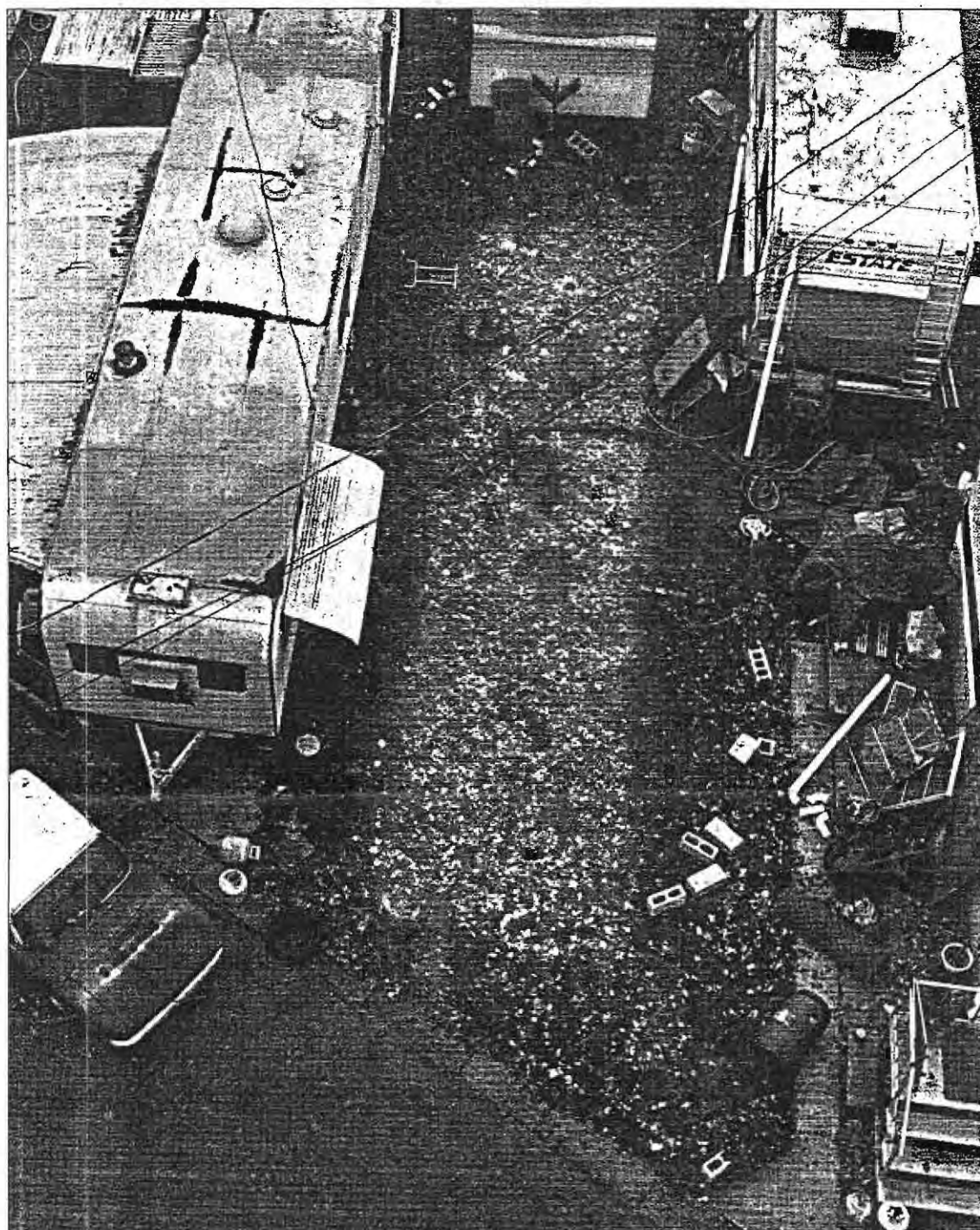
Visit Mark's Webpage for more details than you'll ever need to build one yourself!

<http://home.hiwaay.net/~langford/corvair/>

Article written by Van Pershing.







### The best way out is by coming in.

The Capra family left something behind, their old way of life. It's happening. In family literacy programs everywhere, families are learning "literacy" means more than just reading better, it means living better. In fact, after these programs a majority of parents improve in everything from language skills to getting their GED. Know a family we can help? Or would you like to help? Call 1-877-FAMILIT-1, or visit us at [www.familit.org](http://www.familit.org).

National Center for Family Literacy

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# Read This: Don't Leave Corvair Behind.

a letter to the Ad Council regarding National Center for Family Literacy advertisement in NYT

After seeing your full-page advertisement for family literacy programs in The New York Times on Sunday, June 25, 2006, I felt compelled to write a response. The ad depicts a graphically manipulated aerial view of a low-income trailer court with what appears to be an empty space recently occupied by a trailer. The Ad Council expects the reader/viewer to use their imagination to contemplate the Capra family trailer was once parked there. The caption below says "The Capra family left something behind: their old way of life...." The concept is obvious, but what is also obvious is what the Capra family also left behind: their car. Visible in the lower left side of the ad is a spiffy two-door Corvair Monza Coupe.

Several thoughts come to mind. First, the Capra family is everything but illiterate when it comes to the car they drive. Corvairs are the product of many years of research in engineering and innovation in design. Today, Corvairs are one of the most collected, fun, and affordable cars on the road. Second, the Capras have good taste in cars. People who own Corvairs are sophisticated drivers that made a conscious decision to own one. Chances are they would not leave it behind when they moved.

Third, living better means having a better quality of life, right? Wouldn't owning and driving a collectible car be one way of achieving that? Most people would agree that a certain amount of status comes with driving around in a collectible car. Cars can definitely be a status symbol. Besides, anybody today can own and drive a new car, what with loan rates being what they are. But, as for owning and driving a Corvair, it takes a special person; someone not only capable but also endowed with a keen intelligence and an enthusiasm for excitement.



Corvairs are cool cars: air-cooled in fact. They don't carry around heavy radiators full of water and toxic chemicals. They don't have heavy cast iron engine blocks either. Replacement parts are inexpensive and readily available from numerous suppliers. Corvairs are stingy on fuel too, making them a very cost effective car to own.

You are creating a mixed message when you equate owning a Corvair with an impoverished, "old" or "illiterate" way of life. Next time, chose a subcompact like the Trabant.

This is what Forbes.com has to say about the Trabant:

With names like Borgward and Wartburg, some cars made in postwar Germany just seem to shout "junk." The name Trabant carried connotations of greater ignobility; it was a poor man's Volkswagen, and Volkswagen itself used to cater to budget-minded buyers who expected quality problems. Trabants were built of a material called Duraplast, basically because its Sachsenring factory couldn't afford steel. Duraplast was resin reinforced with cotton fibers, and it made the Trabants look, feel and last like Soviet appliances. - Dan Lienert, *The Worst Cars Of All Time*, Forbes.com

[http://www.forbes.com/lifestyle/2004/01/26/cx\\_dl\\_0126feat.html](http://www.forbes.com/lifestyle/2004/01/26/cx_dl_0126feat.html)



Enlargement of NYT ad featuring spiffy Corvair 2-dr coupe.



# TCA 2006 Events at a Glance

## SEPT

13 WED **TCA Board Mtg.** Bum Steer Restr. 1910 N. Stone, 6:30pm.

17 SUN **Corvair Tune Up Clinic** Location TBA

27 WED **Regular Monthly Meeting** Micha's North, 1220 East Prince Road, 6pm. Optional dinner at 6:20, meeting starts at 7pm.

## OCT

8 SUN **Corvairs and Corvettes Cruise to the Desert Diamond Golden Pin Lanes** at 5:15pm. Embark to Desert Diamond 5:30pm. Cocktails 6pm, Dinner at 6:30pm. Reservation deadline Sept. 15. Info/Reserv call Dick at 975-3526 or e-mail dickienyaz@aol.com

11 WED **TCA Board Mtg.** Chuys Baja Broiler, 3100 E. Speedway at Country Club, 6:30pm

25 WED **Regular Monthly Meeting** Micha's North, 1220 East Prince Road, 6pm. Optional dinner at 6:20, meeting starts at 7pm.

## CAR SHOWS

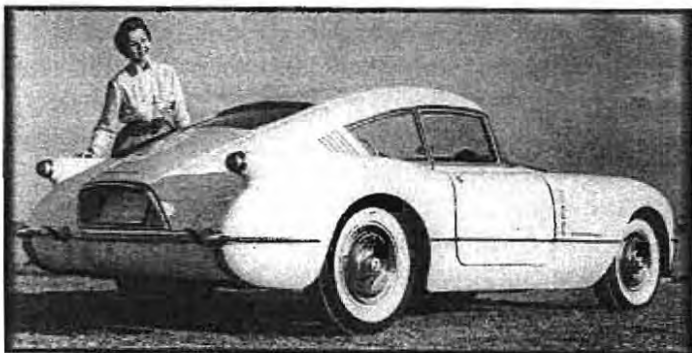
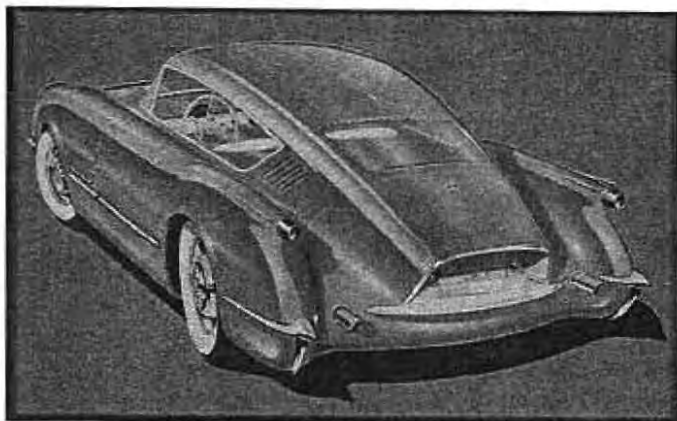
**Little Anthony's Show Dates:** 9/9, 9/23, 10/7, 10/28, 11/11.

**Route 66 Days, Flagstaff, AZ Car Show - Sept 9, 2006.** Open to all years - Information: John - 928-856-2816, [www.route66carclub.com](http://www.route66carclub.com)

**Run to the Pines, Flagstaff, AZ - Sept. 22-24 SOLD OUT**

**Cars in the Park, Sierra Vista, AZ, Oct. 14, 2006**  
[www.carmuts.com](http://www.carmuts.com) Info: Leo Klein - 520-378-3096.

Corvair Concept Car 1954 "Corv" from Corvette and "air" from Bel Air = Corvair



1954 Corvette with aftermarket hardtop



1953 Corvette with prototype hardtop



# Spares and Vairs



- FOR SALE:** 1960 Corvair 4-dr parts car. O'Reilly Chevrolet/Tucson car. Rough but complete. Call Allen 883-4337 or Chris at 670-9676.
- FOR SALE:** 1963 Conv. Same Tucson owner last 25 years. Rebuilt everything, including recent tires, brakes, clutch, elec. fuel pump, rear window. Ask Bill Maynard about this car. Needs radio and minor cosmetics. \$3900. 326-2701 Dave Martin.
- FOR SALE:** LM shrouds - powder coated black, complete upper and lower, was \$400, now \$350, Al Crispin: 722-9445.

at

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*Corvairsation ads are free to members.  
For non-members, ads cost \$3 for up to four  
lines of text. Pictures cost \$1.50 for non-  
members.*



Mark Drumheller  
Paul Dunn

## The Car Guys

22 Hwy 92 - Bisbee, AZ 85603  
(520) 432-5134 [paul@corvairs.org](mailto:paul@corvairs.org)



**Monthly Newsletter August 2006 Vol. 31 No. 3**  
**Corvair Society of America Chapter 857**

Regular Monthly Meetings are held on the fourth Wednesday of each month. November meeting is on the third Wednesday. The December meeting is an annual Holiday Party.



**Meeting Place:** Micha's North, 1220 East Prince Road, (formerly Mt View Restr.) Parking Lot Bull Session: 6pm. Optional dinner at 6:20, meeting starts at 7pm.

***Upcoming Events:***

September 17, Sunday  
October 8, Sunday

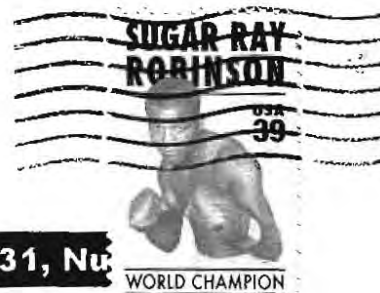
***Corvair Tune Up Clinic*** Location TBA

***Corvairs and Corvettes Cruise to the Desert Diamond, 5:15pm***

Meet at the bowling alley on Miracle Mile to depart at 5:30pm. Social time 6pm. Dinner at 6:30pm.



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**August 2006**

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**First Class Mail**

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