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# Corvairisation

Letting the Good Times Roll Since 1975

July 2008

Volume 33, Number 1

## Tucson Corvair Association Hosts Summer Car Show



The Tucson Corvair Association will host the July 26th (Saturday night) car show at Little Anthony's Diner at 7010 East Broadway in Tucson. Corvairs are required to be at Little Anthony's by 4:30pm on Saturday.

The summer car shows usually attract big crowds of spectators and lots of cars to check out. It has been quite a few years since the Club last sponsored a show at Little Anthony's, so pump up the tires, dust off the seats and make the scene this Saturday night.

There are limited spaces under the carport for host cars, so come early and help promote Chevrolet's most innovative and most affordable fun car ever produced. With station wagons, pick ups, sedans, convertibles, coupes, vans, and custom models, the Corvair's full line represents a car for all occasions and just about every automotive appetite.

## Youngs Bring Back Award

John and Amy Young did it again. Their most recent Corvair restoration, a 1966 Monza Coupe, garnered 95.95 points in the concours judging at the 2008 International Convention in Ventura, California. John's hard work paid off big time bringing home the Gold Award and the Senior Award.

John indicated that this was the best convention they have ever been to. It was well run and the accommodations were excellent. Congratulations John and Amy!

Next up for the Youngs? Pebble Beach...



# 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 (COSA) chapter 857.

Monthly Meetings are held on the fourth Wednesday of each month, except November and December. One technical/social events 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.

COSA Membership Dues are \$38 per year (\$76 for 26 months) and include subscription to the COSA Communique, a monthly publication. COSA 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.

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# TCA 2008 Events at a Glance

## JULY

2 WED

**TCA Board Mtg. Rocco's Little Chicago,**  
2707 E. Broadway, 6:30pm. All comers are welcome.

23 WED

**TCA General Membership Meeting**  
Mimi's Cafe, 120 S.Wilmot, Tucson, AZ  
Parking Lot Bull Session: 6pm. Optional dinner at 6:20pm, meeting starts at 7pm.

26 SAT

**Little Anthony's Car Show** TCA hosts this popular summer event. Corvairs must be at Little Anthony's by 4:30pm.

## AUG

6 WED

**TCA Board Mtg.** Location TBA, 6:30pm. All comers are welcome.

27 WED

**TCA General Membership Meeting**  
Mimi's Cafe, 120 S.Wilmot, Tucson, AZ  
Parking Lot Bull Session: 6pm. Optional dinner at 6:20pm, meeting starts at 7pm.

## CAR SHOWS

**JULY-NOV SATURDAY**

**Little Anthony's Car Show Dates:** - 7010 E. Bdwy. 7pm-10pm: 7/26; 8/9; 8/23; 9/27; 10/11; 10/25; 11/8.

**SEPT 5-7**

**4th Annual Route 66 Days,** Flagstaff, AZ Info: John 928-856-2816.

**SEPT 20**

**Classic Car, BBQ & Blues Show** – Oro Valley Arts Council - 7am -5pm, Steampump Village Info: 520-797-3959.

**SEPT 26-28**

**25th Annual Run to the Pines Car Show**— Pinetop, AZ Info: Bob -928-368-5325 or Ted—928-368-5332.

**OCT 18**

**Tucson Classics Car Show** – St. Gregory School Info:520-320-3689.

**NOV 8**

**Cops & Rodders** - Hi Corbett Field, Tucson, AZ. Info: Capt. Rich Harper-520-791-5211 x1106.

**JAN 24**

**15th Annual Collector Car Show,** Tubac AZ Info: [carnuts@cox.net](mailto:carnuts@cox.net), or [www.carnuts.org](http://www.carnuts.org).

# 1966 Corvair helped control the urge to speed

By Vern Parker

The company that insured young Norman Raddatz in the 1960s looked at his driving record and saw that it spelled S-P-E-E-D. He was advised to replace his high-powered Super Sport Chevrolet with a car that was rated at less than 300 horsepower. He abided by the request. "Five months after I got married," he says, "I bought a used Corvair. It was in my price range."

During that spring of 1969 Raddatz knew the end was near for the air-cooled, rear-engine Corvair and told his bride, Mary, that Corvairs might be worth something down the line.

He located an upscale, 3-year-old, 1966 Corsa coupe, which had a base price of \$2,519 when new. He bought it for \$1,595 and drove it home to Baraboo, Wis., on its 108-inch wheel-base supported by 13-inch tires. Raddatz says the sporty Corsa models were manufactured only two years: 1965 and 1966. A total of 3,142 convertible 1966 Corsas were built, while 7,330 coupes were manufactured.

From the beginning, Raddatz babied the Corvair and did his best to protect it from the harsh Wisconsin winters and accompanying road salt by storing the automobile during the winter months. He followed that practice for 10 years.

During that decade he took action. "Little by little I started to collect trim pieces," Raddatz says. In 1979 he began the lengthy process of restoring his Corvair.

Raddatz made improvements when and where he could without compromising the integrity of the original. He installed a transistorized ignition system. "No more replacing points and condensers," he says with a smile.

He has pulled the 164-cubic-inch flat six-cylinder air-cooled engine for a general physical and detailing. "I had to pull the engine twice," he says, "but it was my fault. I didn't torque the flywheel the first time." With four Rochester carburetors feeding fuel to the engine in the rear of the Corvair, the output remains 140 horsepower, just as in 1969.

The Corvair delivers about 25 to 28 mpg in highway mileage, according to Raddatz. Power from the engine is transferred to the rear wheels through a floor-mounted four-speed manual transmission. The speedometer is prepared to indicate speeds up to 140 mph.

Raddatz reports that he rebuilt all four carburetors and upon reinstalling them faced the daunting task of synchronizing them. "It took me 17 times to get all four carburetors synchronized," he says.

After all the glass was removed, a typical Corvair malady was discovered: a rusty windshield cowl. He removed the cancerous metal and replaced it with healthy steel. The rest of the car proved to be in solid condition with only minor dings to be ironed out.

A scratch and blemish-free windshield was installed. The aztec bronze interior is original with the exception of the driver's seat. Fortunately, the new material matches the original perfectly.

Raddatz explains that an interior color matching the exterior color is rare. "Usually," he says, "the interior is a contrasting color."

As for the exterior of the 2,485-pound car, the owner says, "The color is original but the paint is new, eight coats of base aztec bronze and three clear coats."

Lady Luck smiled on Raddatz at a flea market when he found a vendor with a pristine set of four 13-inch wire wheel covers. The vendor had not a clue as to what they were or their true value. Raddatz got a real bargain that day and now proudly displays the optional wheel covers on his Corvair.

A dozen years after he began the restoration effort, it was concluded. "I had to do it little by little," Raddatz says. Family obligations and finances kept getting in the way, but his perseverance was rewarded.

He has every confidence in the reliability of his restored Corvair. When good weather is guaranteed he doesn't hesitate to drive to various antique car shows or club cruises.



He does, however, adhere to a bit of advice he received years ago from an old Chevrolet mechanic; "Make sure the fan belt is tight enough." Because of that advice, Raddatz says, "I always carry a spare belt."

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# Tucson Corvair Association Regular Membership Meeting Minutes

June 25, 2008

**Members Present:** Bill L, Marcy T, Lisa Leon, John Frugoli, Chris Cunningham, Barry Cunningham, Cassidy Cunningham, Van Pershing, Don Robinson, Ed Segerstrom, Dave Lynch, Dave Baker and Ryan Green.

President Bill L called the meeting to order at 7:29pm.

**Approval of the minutes for April:** There were no minutes taken of the May meeting owing to the sub-standard judgment of the recording secretary with regards to desert washes and their ability to be crossed in a rental truck. Motion to approve the minutes for April was made by Chris Cunningham, seconded by Bill L. The motion was unanimously approved.

**President's Report:** Bill L. extended a thank you to Mimi's Cafe, the most recent host venue for the musical chairs of general membership monthly meeting place. He noted absences of John & Amy Young, Bill Maynard and Lynn Marrs due to their attendance at the Corsa International Convention in Ventura, California.

**Vice President's Report:** Position vacant, no report

**Treasurer's Report:** Treasurer Barry Cunningham reported the club's account had a beginning balance of \$3,069.61 and an ending balance of \$2,528.68. The primary expenditures included \$604.39 for the order of 57 club shirts - though 65 were delivered. Barry, perhaps inspired by the recent calls for federal oversight of the practices of the mortgage lending industry, offered members access to the on-line account information for the club but stopped short of allowing access to his personal account information.

**Raffle:** Four prizes were raffled and winners were: Dave Lynch, Lisa Leon, Dave Baker and John Frugoli. Call for volunteers for next month's raffle prize was answered by John Frugoli, Bill L, Dave Lynch and Ryan Green.

**Miscellany:** There were suggestions by several members to attempt to increase membership in the club. It was decided that in order to serve the growing on-line community, a membership application would be made available on the club Website. Ryan Green agreed to design a standardized membership application for inclusion at [www.corvairs.org](http://www.corvairs.org).

July is a month that, due to inclement weather, mid-month activities are typically forgone. However, this July the Tucson

Corvair Association will be sponsoring the July 26th car show at Little Anthony's Diner at 7010 East Broadway. According to their Website, registration is from 5pm to 7pm the day of the show. Meeting times for the show were discussed and members are asked to be at the venue with their cars no later than 5pm. It was agreed that further discussion regarding this event would take place at the July general membership monthly meeting.

**Adjournment:** Motion to adjourn was made by Barry Cunningham at 8:28pm and seconded by Chris Cunningham. Motion passed.

Respectfully submitted,

**Ryan Green**  
Recording Secretary



**Tonneau** (pronounced ta'-no) in modern use describes a bed cover for a pickup truck. It can be hard or soft. Hard covers optionally hinge or fold.

Its original (now archaic) use was for an open rear passenger compartment on an automobile and, by extension, a body style incorporating such a compartment. The word comes originally from French, roughly meaning cask, container, or cover. Most tonneaus were fixed in place as an optional element at purchase, but some could be removed as on the Crestmobile. Early tonneaus had a rear-facing hinged door as a rule, but single- or dual side doors were soon introduced. The first side-door tonneau was made by Peerless, but others quickly followed suit. This led to the development of the modern sedan/saloon, with Cadillac manufacturing the first production closed-body four-door car in 1910.

In the post-WW2 era the term has come to refer to the area behind the front seats of an open car (a convertible or roadster). The term tonneau cover is sometimes used for a hard or soft cover that encloses the well for the convertible top and/or the rear seating/storage area. Quite often the word is spelled incorrectly as "tonno".

— from Wikipedia, the free encyclopedia

# WIRING DIAGRAM

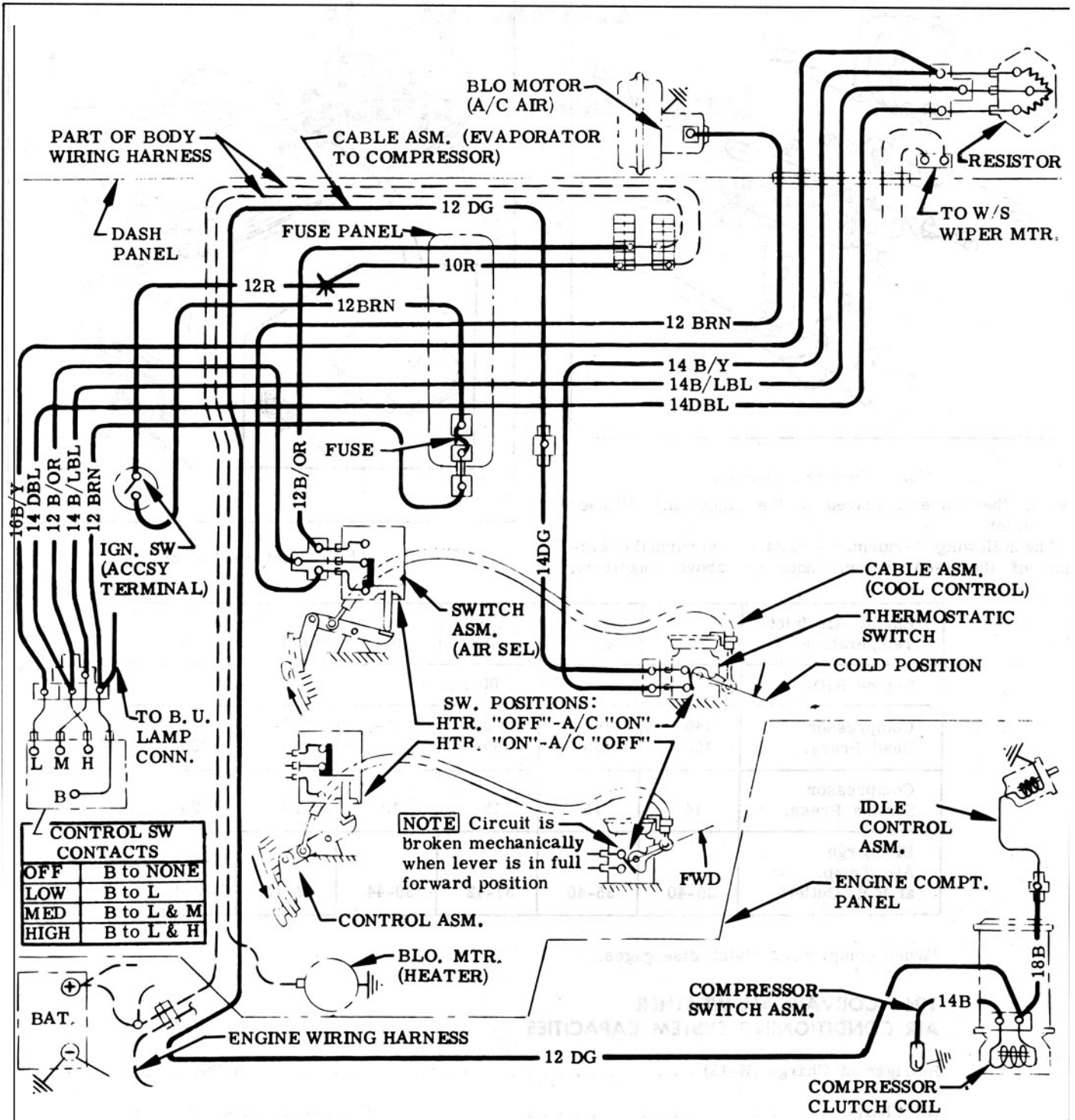
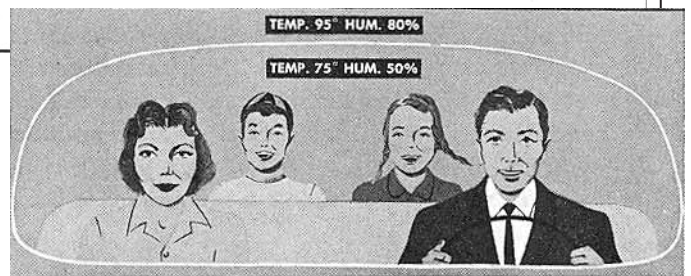
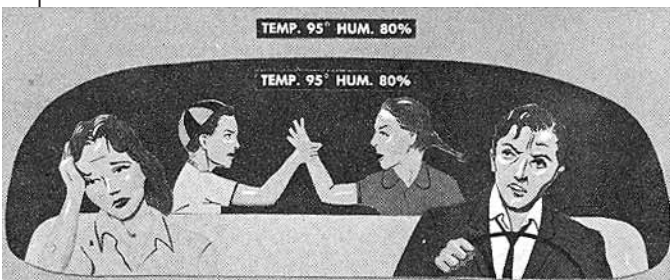


Fig. 7 -Corvaer All-Weather Air Conditioning System Wiring Diagram





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Corvair Society of America Chapter 857



**REGULAR MONTHLY MEETINGS** are held on the fourth Wednesday of the month. November meeting is on the third Wednesday. The December meeting is our annual Holiday party.

### NEW LOCATION:

### MEETING PLACE FOR JULY 2008:

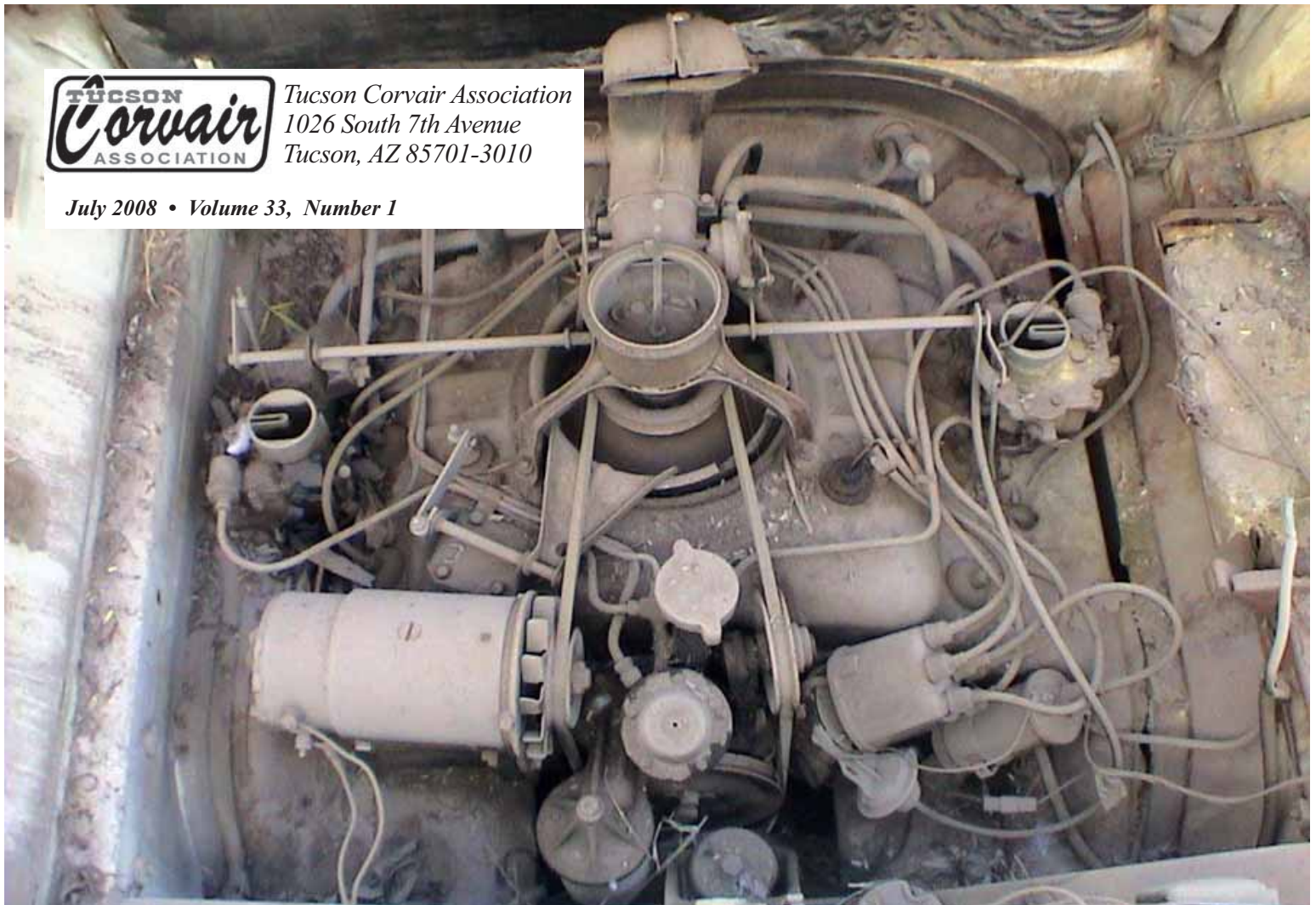
Mimi's Cafe 120 S. Wilmot, Tucson, AZ

A parking lot bull-session starts at 6pm. Optional dinner starts at 6:20pm.

Meeting starts at 7pm. Guests are welcome.

### JULY RAFFLE PRIZES

Raffle Prizes for the July meeting will be furnished by:  
John Frugoli, Bill L, Dave Lynch, and Ryan Green..



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