

## TCA attends Collector's Car Show in Tubac

The 17th Annual Collectors Car Show was held in Tubac, Arizona on Saturday, January 29, 2011. With an estimated 400 cars at the show only three of them were Corvairs. Ken and Heidi Farr with there with Tweety, the '64 yellow convertible, Ron Bloom came driving the newly painted '62 Greenbrier, and Van Pershing was in attendance with his Stinger replica. I was amazing how many people were attracted to the Corvairs. There were always groups of people gathered around the cars with the older ones usually reminiscing about the Corvairs in their past and the younger ones wondering what were these strange Chevrolets. No prizes were won in their respective classes by any of the three, but it was a beautiful day to be at a car show.

This show attracts a wide assortment of very nicely restored automobiles. There was a nice selection of cars from all walks of life including Porsches, Mustangs, Corvettes, British cars, and great cars from the '40s and '50s.

John and Amy Young showed up to offer support. Ed Segerstrom dropped by for a visit and Chris Cunningham was there holding down the fort with the Franklin that was on display.



More pictures on page 4

## Tucson Corvair Association



Established 1975

The 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) as Chapter 357.

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

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

CORSA membership dues are \$38 per year (\$76 for 26 months) and include a subscription to the CORSA Communique, a monthly publication. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

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

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# TCA 2011 Events at a Glance

**Wed, Feb 23** **Regular Monthly Meeting.** Parking Lot Bull Session at 6:30 pm. Meeting starts at 7:00pm. Golden Corral, 6865 N Thornydale Road (just south of Ina).

**Sat, Mar 26** **Nam Jan Car Show & Chili Cook-Off.** 10:00AM - 2:30PM, Kino Sports Complex. \$25 per car. Club is sponsoring the Corvair class.

**Sat, Apr 16** **Chevy Showdown** will be held in the parking lot north of Hi Corbett Field, Tucson, Arizona. 9 am - 4 pm.

## WHAT?

Last month we showed a couple of pictures that brought questionable doubt as to the whereabouts of Ken and Tweety during a certain "car show". A rather nice looking young lady was photographed next to Ken's car. Ron could no be out-done by Mr. Farr so he submitted the photo below claiming that his girl, U of A homecoming queen, was prettier than Ken's girl. You will have to be the judge!!



# January Meeting Minutes

Minutes from the monthly meeting held January 26, 2011 at the Golden Corral Restaurant, 6865 N. Thornydale, Tucson Arizona.

The meeting was called to order by president Ken Farr at 7:30 PM.

In attendance the meeting were Jerry Roethlisberger, Bill Leslie, Allen Elvick, Nancy and Max Peoples, Ron Kosidowski, Rudy Islas, Barbara Govostis, Ken and Heidi Farr, Ron Bloom, Lynn Marrs, Van Pershing, Bill Maynard, John and Amy Young and Barry Cunningham.

Minutes from the December meeting were approved.

The following nominations were made for officers for 2011. Ron Bloom for president, Jim Mills for vice president, Barry Cunningham and Allen Elvick for treasurer, Allen Elvick for Membership chairman and other officers as presently constituted, except no nomination was made for board member-at-large.

Our activity for January will be the Tubac Car Show which will be held on January 29. So far only three member have signed up to go. The February activity will be a trip to the Renaissance Festival near Florence Junction. An exact date will be determined at the next Board Meeting. Coming up in March is the Nam Jam Car Show on March 26.

The next Board Meeting will be held on Thursday, February 3 at 6:30 PM at the Farr's home.

TCA has volunteered to help with the Chevy Showdown Car Show this year. Those who wish to help out can attend a dry run on Tuesday, February 1st at 4:30 PM at the north parking lot of Hi Corbett Field.

Ron Bloom received the 2010 Gordon Cauble Award for his outstanding service to the Tucson Corvair Association.

Barbara Govostis was awarded a 2nd place trophy by Ken Farr for her participation in the Nam Jam Car Show.

The Raffle was held and the winners were Ron Bloom, Ron Kosidowski, Bill Maynard and Lynn Marrs.

The meeting was adjourned at 8:15 PM.

*Submitted by Van Pershing*

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## What's coming to TCA

There are several activities and event in the planning stages for the Tucson Corvair Association.

There will be an upcoming car show and picnic event with the Cactus Corvair Club. Details for the event will be available very soon for a possible April date.

Dave Lynch will be home sometime this summer for a little vacation and so there will be a barbecue held in his honor sometime while he is here. He may be the one cooking so it will be well worth the effort to attend.

Also look for some impromptu Cruise Night to pop up on the calendar. Maybe a Little Anthony's night and some cruises to the Dairy Queen or Sonic.

Also in the works are new club T-shirts and maybe some personalized TCA business cards to carry in your glove box.

## An Oil Lesson

submitted by Ron Bloom

RON: I blew the rings on # 5 cyl on the 80 block and 102 heads in my '62 Greenbrier going to Palm Springs last year. I took 13 quarts of oil to do the last 100 miles. We trailered it back to Tucson and decided this would be a good time to put in a freshly rebuilt 110. It's hooked to a PowerGlide with 3.55:1 differential and 205/75-14 tires. I am using Valvoline 30wt (SJ specs). Incidentally, initially my oil pressure gauge showed 70 psi on start up and dropped to 30- 35 psi on a run and around 20 psi at idle. Here is my problem. The other day I took a 45 mile run with the outside temperature about 45 degrees. After about 20 miles at 75 mph, the oil temperature was pushing 250 degrees. I backed off to 60-65 mph and the oil temperature dropped to 205-210 degrees. On the return trip I left the license plate door down to see if I could gain a little better cooling. I was good for about 10 miles before the oil temp was back up, so backed to 65 mph to get the temp to drop. The other part of the story is that at 3000 rpm on the highway the oil pressure is about 25 30 psi and at a stop with the transmission in drive the gauge registers zero and the idiot light flickers. A 1000 rpm the is up to 10 psi and increase with rpm from there.

Ken Hand is a respected Corvair mechanic in Michigan and provided Ron with the following response:

Oil temps were a problem with all Corvairs. If you read the SAE papers, they pretty much show the same thing that experienced. I do think one thing that will help is to try a 10W-40 oil. I can't figure why everyone still wants to run a straight weight oil when the multi-grade oils have come so far. I'm not sure the 10W-40 will help the oil pressure but it may if the temp stays down. 250 degrees is a little on the high side but not unreasonable if the temp stays there. 210 - 230 would be about the ideal temp. Also a folded fin oil cooler is the best you can get for BTU exchange, the 12 plate does just a little better.

Also, if this is a relatively new engine the temps will be a little higher all the way around until you get a few miles on it. Another thing to think about is the power required while driving at 65 mph as opposed to 75. These numbers are close but not exact: it takes about 20% more power to run at 75 mph as opposed to 65.

Seeing that you were running a straight weight oil it will get thinner the hotter it gets. One thing you can do is stretch the relief spring but if you have 70 cold that isn't a problem. Hmmm, 70 seems a little off. I have never been able to get 70 on any engine I have ever built. On the average they run 55 cold and 45 hot on the highway with 15-20 at idle hot. On my race engines I was able to get 65 cold and 55 hot. If you have an electrical gauge, it could be a calibration problem or even a ground problem.

# More Photos from the Tubac show



*Ken puts the final touches on the Greenbrier before the show starts.*



*Heide has Ken working on Tweety to get thing just right.*



*Heidi gives new meaning to the term "spit and polish".*



*Cousin Herb was there but didn't speak to us.....*

## An interesting observation.....

Van Pershing

During the Tubac show many folks came by to ask questions and chat about Corvairs. A fellow Corvair enthusiast from the Riverside, California area dropped by and was asking about our club. The chapter in his area isn't much fun for him because they never do anything. He grew up in the Salt Lake City area and returned home recently for a visit and thought it would be interesting to visit the Corvair club there. He had trouble finding information about meeting times and places and finally resorted to dropping by one of the member's home to find out when and where the next meeting was going to be. The man spoke with him for a couple of minutes at the door and told him they weren't

even having a meeting that month.

When I told him about TCA and our meetings and activities, he became very enthused and was anxious to move to Tucson just so he could have a decent Corvair experience.

My observation is this: even though we sometimes feel that our little Corvair club isn't the best on in the world, it turns out that maybe it is. We're not perfect in every way and there are lot of areas that could use some improvement, but it turns out that were get the job done pretty well when it comes to Having meeting and activities consistently.

# The Cord



The reason the Cord is of interest to Corvair enthusiasts is that during the '60s the Cord 8/10 was built using the Corvair power train. The 8/10 designation was given because the car is scaled down to 80 percent the size of the original Cord.

## A Brief History of the Cord Automobile

1929 to 1937: The Cord Corporation founded by Errett Lobban Cord (1894-1974) established a holding company that produced the Cord Automobile along with the Auburn and Duesenberg Automobiles in Indiana.

1937: After building some of the finest and most beautiful automobiles in the world, with revolutionary designs, the depression catches up with the Cord and Cord Automobile files for bankruptcy.

1937 to 1941: Bankruptcy and legal proceedings occupy the trustees time and no effort to continue manufacturing cars was attempted.

1941 to 1945: World War II effectively curtailed all auto production in the U.S. The Cord Corporation was dissolved and became The Aviation Corporation and is known to this day as AVCO-Lycoming.

1945 to 1960: The Cord automobile effort was dormant, except for the beginning of some restoration efforts. Glenn Pray of Broken Arrow, Oklahoma acquires the original Cord Automobile Company of Auburn, Indiana.

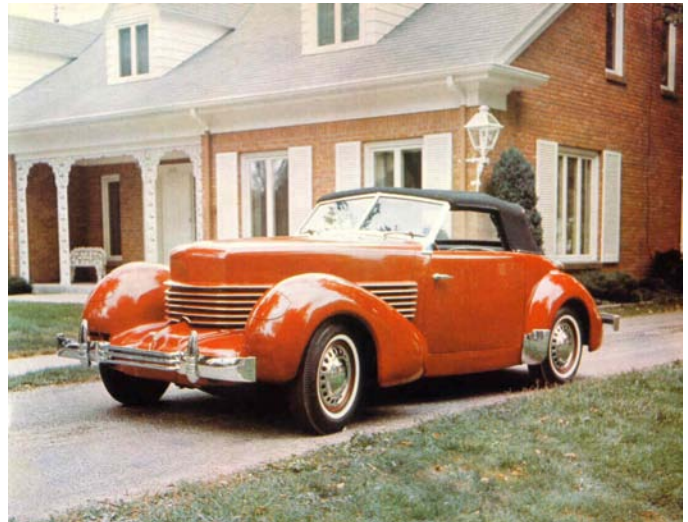
1960 to 1963: U.S. Rubber Company and Gordon Buehrig, the original Cord designer, redesigns a scaled down version of the original Model 810 Cord body. Glenn Pray acquires the original Cord Automobile Company and relocates to Broken Arrow, Oklahoma.

1964 to 1966: Wayne McKinley a Chevrolet Dealer of O'Fallon, Illinois helps finance the manufacturing of the new Cord Sportsman 8/10. With a Chevrolet Corvair power plant, and front wheel drive, the new version of the original 8/10 Cord featured a convertible top and a body composite called Royalex® developed by U.S. Rubber Company. Ninety-seven of the Corvair-powered 8/10 Sportsman's were built. A lack of financial oversight and manufacturing experience by the company's original participants, doom any long term possibilities of mass production of the 8/10 model Cord.

Though impressive in outward appearance, the underpowered, fire-prone and often controversial Corvair engine along with the car's poor handling characteristics proved too much to overcome. The manufacturing goal of ten cars per day was never achieved and persistent financial difficulties pushed the company into bankruptcy by 1967. However, the car with such a popular and timeless design would never be forgotten.



*1937 Cord Cabriolet*



*1966 Cord 8/10 Sportsman*



*Assembly Plant, Tulsa, Oklahoma circa 1966*



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**Regular Monthly Meetings** are held on the Fourth Wednesday of every month with a bull session starting at 6:30pm with the meeting starting at 7:00pm.

The November meeting is held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

## **MEETING PLACE:**

Golden Corral, 6865 N Thornydale Road (Ina and Thornydale), Tucson, Arizona.



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