

Fun at Ryan Field

Four Corvairs made the trek from Tucson to Ryan Field to meet several other Corvairs and their owners for breakfast at Todd's Restaurant. Those in attendance were Allen and Marianne Elvick, John and Amy Young, Ken and Heidi Farr with their two great grandkids, Ron and Lynn Bloom with friend Josh, Mike Lake, Van Pershing, Bob Moulton, Rudy Cole, Jim Mills, Bill Maynard, and Lynn Marrs. Also in attendance was a potential new member, Ed. Corvairs in attendance were Bill's Lakewood, Ken and Heidi's yellow convertible, Ron's Greenbrier, Van's Stinger, Jim's Rampside and three of John and Amy's beauties that usually live in their hanger at the air field.

On the way to breakfast those who met at El Rio Golf Course stopped by Mike's house to see the great progress he's made on his Turbo Corsa coupe. Ron's Greenbrier then proceed to spray 5 quarts of motor oil on everything in site for the remainder of the trip.

After a great breakfast at Todd's, John and Amy invited us to tour their hangers just a few hundred yards away. In one hanger they store their Technam P92 Echo DeLuxe and the other is used strictly for Corvair restoration and storage. John arranged for a great tour of the air field's control tower for those who were willing and able walk over to the tower and climb the several flights of stairs to the top.

John had all the Corvair parts that he no longer had use for and gave everyone the opportunity to pick the up for dynamite prices. He donated some of the proceeds to the club treasury.

A special thanks to John and Amy for allowing the group to tour their home away from home.



Part of the group as they arrive at Todd's



Above: Several of the group walked over to the control tower that John Young had arranged.

Right: Those who met at the golf course and caravanned to breakfast stopped for a few minutes at Mike Lake's house to look at the progress he's made on his '65 turbo Corsa.



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) for members of CORSA. Add \$3 per person for non-CORSA members. Make checks payable to the Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communique, a bi-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.

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TCA 2013 Events at a Glance

Sep 25, Wed

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

Oct 5, Sat

The All Corvair Anniversary Car Show. Thororbred Chevrolet, Chandler, Arizona. 9am to 2pm. Sponsored by the Cactus Corvair Club.

Oct 12, Sat

Cars in the Park, Sierra Vista, Arizona

Oct 19, Sat

Tucson Classics Car Show at St Gregory's. More details as the become available.

Oct 25 - 27

36th Annual Great Western Fan Belt Toss & Swap Meet. Sunrise Park, Palms Springs, California

Nov 2, Sat

Cops and Rodders Car Show. More details as they become available.

Nov 3, Sun

Air National Guard Car Show. 9am - 2pm. 46 slots open. More details soon.

December

TCA Annual Christmas Party.

Feb 2, Sat

Collector Car Show - Tubac. 10am to 3pm. Tubac Golf Resort. Registration deadline: January 25, 2014. www.carnuts.org



This beautiful 1961 700 coupe belongs to Amy Young and was on display during our recent visit to the Young's hanger at Ryan Field.

August Meeting Minutes

Minutes from the monthly meeting held August 28, 2013 at the Golden Corral Restaurant, 6865 N. Thornydale, Tucson, Arizona.

The meeting was called to order at 7:03pm by President Mike Lake. In attendance at the meeting were Mike Lake, Lynn and Ron Bloom, Bill Maynard, John and Amy Young, Ken and Heidi Farr, Jim Mills, Van Pershing, Allen Elvick, and Don Robinson.

Minutes of the previous meeting were approved.

Outing to Ryan Field was discussed. The activity was a great success and was very well attended. There was tour of John and Amy's "Corvaire" hanger and John had arranged a tour of the control tower for those interested. A big thanks to John and Amy for a great day at Ryan Field.

The Madera Canyon picnic will be on September 21. We will meet at Home Depot at I-19 and Irvington at 9:30 am. The club will provide the meat and buns. Everyone is encouraged to bring a side dish to share.

Wind breakers and new T-shirts were discussed. John Young has a sample of a wind breaker that will be considered. Van Pershing will research the different options.

The Christmas party was discussed. Todd's at Ryan Field could be a possibility. Allen will call and find out the details. Cody's Beef and Beans is another option. Lynn Marrs will call for more details. The date of December 14 is a possible date but a final date will depend on availability.

Allen Elvick gave the treasurer's report. July started with an account balance of \$2,323.21 and ended with a balance of \$2,412.47. The report was unanimously approved.

Upcoming events were announced. The Tubac show will be on February 2, 2014. Tucson Classics show will be on October 19. The All Corvaire Anniversary show sponsored by the Cactus club will be on October 5.

Van asked for input on the website and the newsletter and encouraged anyone with good tech tips to submit them.

Don Robinson mentioned that there are still T-shirts and oil filters available for purchase.

After the break the raffle was held with Don, Lynn Marrs, Bill, Ken, Mike, and Heidi winning prizes. Next month's prizes will be donated by Mike, John, Allen, and Don.

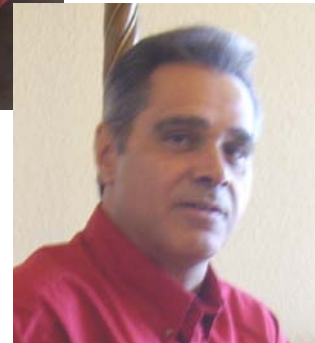
Tech Talk: Ron used 5 quarts of oil in his Greenbrier to drive to Ryan Field and back. Turned out to be a clogged PCV valve.

The meeting was adjourned at 8:00pm.

Submitted by Lynn Marrs



President's Message



President Mike Lake provides his message this month in the form of a progress report on his turbo Corsa. Paint is nearly finished and hours of assemble lie ahead. With the weather getting a bit cooler, he should have it ready for action soon.



DEAD BATTERIES WILL LIVE AGAIN

Car batteries are 99 percent recyclable and are among the most recycled products in America, with about 97 percent of them turned over to recyclers after their useful life. When you buy a new battery and turn your old battery in as a core, it will be shipped off for recycling.

During recycling, the old battery is crushed and broken into very small pieces, which are placed into a tank where the different components—mostly lead, plastic and acid—are separated. The lead is melted down, skimmed of impurities and poured into ingot molds. From there, it goes back to manufacturers to be used in more car batteries. Like many other plastics, the pieces from the battery case are also melted down and processed for reintroduction into manufacturing—where they might just be turned into battery cases again. As for the battery acid, a neutralizing agent breaks it down into water and a salt compound. After the water is tested for cleanliness, it is usually released into a sewer or water system. The salt is reused, too.

ELECTROVAIR II

Last month we showed you the “new” Electrovair III. Maybe some of you were wondering about Electrovair II. Here’s a recent profile.



CLASSIC CORNER, Intune Magazine, 2013 Issue 2

1966 GM Electrovair II

Electrically powered vehicles have been around since the dawn of the automobile. And while they have become increasingly popular in recent years, greater driving range from their batteries remains the long-standing quest of engineers.

General Motors’ battery-powered 1966 Electrovair II concept was a test bed for advanced battery technology—at least it was in its day. Its power source was a silver-zinc battery pack, in a 532-volt array, split between the front and rear compartments of a 1966 Corvair Monza sedan. Silver-zinc batteries were used because they delivered high peak power and provided good energy storage, but they were costly and were worn out after 100 recharges.

The battery pack and complementing equipment added about 800 pounds to the car’s overall weight, but engineers pressed on with the silver-zinc technology, because a conventional lead-acid battery pack would have weighed about 2,600 pounds—doubling the car’s weight.

Despite being heavy and offering no trunk space, the Electrovair II performed pretty much like a conventional car, with a respectable top speed of 80 mph. The prospect of replacing the large, heavy battery after 100 recharges, however, sunk the viability of silver-zinc-based propulsion.

The Cadillac ELR, which is scheduled to go on sale in 2014, uses advanced, lightweight lithium-ion battery technology, which didn’t exist when the Electrovair II was constructed. Nevertheless, the Electrovair II represented a significant milestone in the century-old journey toward electrically driven vehicles.



And, What About Electrovair I?

We never hear about the Electrovair I, mostly because it didn’t work very well, but it was a start. Here’s some information from the internet written by Bill Bowman.

It was no surprise that the Corvair was selected by General Motors for its early electrical vehicle design exercises. The 1964 Electrovair I concept was based on an early model 1964 Monza sedan. It was the lightest GM production car available, and its rear drive was ideal for a compact and simple motor installation. The rear doors were welded shut for structural rigidity.

The problems encountered in Electrovair I suggested many basic improvements had to be made to the electric drive system and control system. Soon it became apparent that building an entire new car would be easier than upgrading the Electrovair I. Thus the decision was made to build Electrovair II starting with a 1966 Corvair Monza Sport Sedan.



The Cost of Never

We overheard this tale from a couple of technicians trading “war stories” at a recent convention: “A customer came into our shop for the first time and wanted us to take a look at her car, because the engine was making a knocking sound,” said one of the technicians. “We drove it into a service bay and, sure enough, the engine was knocking—and loudly. It only had about 65,000 miles on it.” At a glance, everything looked fine, but when the technician removed the oil cap, there was a strong burning smell. He pulled the dipstick and there was nothing on it. Not a drop of oil. Suspecting an oil leak or even a hole in the oil pan, he inspected the outside of the engine, but saw no signs of a leak. Then he removed the oil pan drain plug and nothing came out. Again, not even a single drop of oil.

Assuming another shop had performed an oil change and neglected to fill the engine with oil, he walked up to the waiting room and asked the owner how long it had been since her last oil change. “Never,” was her reply. “What do you mean by never?” he asked. “I’ve never had an oil change,” she said. “Did you just buy the car?” asked our technician. “No, I bought it new,” she said. “Did the oil light go on while you were driving it?” he asked. “Yes,” she replied. “But it went out a long time ago, so I thought everything was OK.”

Of course, everything was not OK with her car’s engine. By neglecting to have the oil changed regularly, she destroyed the engine. The knocking sound was its death knell and unfortunately, there was nothing the service center could do except offer to replace the engine—and remind her that oil changes are inexpensive insurance against very expensive repairs.



Jim Mills’ Rampside ready for the trek to Ryan Field.

Free Vehicle Information Kits Available from GM

Several years ago one could contact Chevrolet and ask for a “Restoration Kit” for the year and make of Chevrolet you wanted. They would send a package in the mail that measured about an inch thick chock full of everything you wanted to know about your vehicle. When times got tough for GM they discontinued the service due to the expense. The kit is now available again. It’s called a “Vehicle Information Kit” and is available at the GM Heritage Center website. Go to <http://www.gmheritagecenter.com/gm-heritage-archive/vehicle-information-kits.html> and select the vehicle and year. Click on the year, agree to the terms, and the kit will be downloaded to

your computer in a pdf format. It’s the same information they used to send out in the mail - see details below.

The kits are available for a plethora of GM cars including Corvairs. Information included in the packets includes: vehicle highlights, color codes, wheel/tire specs, complete specs on engine, transmission, suspension and other vehicle systems, standard equipment lists, options, trim packages, brake information, suspension, vehicle features, exterior/interior dimensions, engine options, and much more.

More Ryan Field

John Young had an excess inventory of parts that we available to interested buyers.



Breakfast at Todd’s is always a treat



The group assembles at Todd’s for a delicious breakfast.



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Corvair Society of America Chapter 857**



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 generally 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 (just south of Ina), Tucson, Arizona.

Board of Director meetings are held at 5:30pm before the regular monthly meeting at the same location in the months of January, April, July and October . All members are welcome to attend.

This newsletter can also be accessed at www.corvairs.org



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