

Kolb - Sabino Connection bridge opens

On January 5, the new bridge that crosses over the Pantano wash and connects Kold Road with Sabino Canyon Road was dedicated with a ribbon cutting ceremony. The first cars across the bridge included two beautiful Corvair convertibles.

The first car in line was a Mustang followed by Ron Bloom's '65 Corsa with City Councilman Paul Cunningham aboard. Third in the procession was Frank Pella's '68 Monza carrying Steve and Susie Christi and Buck O'Reilly.

The bridge will be called the Airmen Memorial Bridge in honor of the 18 airmen who were killed in November 1944 when two B-24 bombers collided over the Pantano Wash.



Ron Bloom takes a moment for a conversation while waiting for the ceremony to start. Frank Pella's blue convertible is immediately behind Ron's car (left). Paul Cunningham of the Tucson City Council rides on the boot of Ron's car (below).



The procession can be seen in the photo (left) with the Mustang in the lead. After the event, traffic was backed up on northbound Kolb.....Apparently the Mustang had stalled.....and they were having trouble getting it started.....



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 one name tag) Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

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

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

Business Mailing Address: 4842 W Paseo de las Colinas, Tucson, Arizona 85745

Website: www.corvairs.org. Email address: tucsoncorvairs@yahoo.com

TCA 2017 Events at a Glance

Jan 25, Wed **Regular Monthly Meeting.** Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm. Pizza Hut, 2943 N

Jan 28, Sat **Classic Car Show.** Tubac Golf Resort. 10am to 3pm. Registration deadline: January 20. \$25 entry fee. Go to www.carnuts.org for registration form and more info.

Jun 2-4 **33rd Annual Tri-State Corvair Meet.** Taos, New Mexico. Go to www.corsaturbo180usa.com for more details.

Jun 22-Jul 1 **CORSA International Convention.** Independence, MO. Go to www.corvair.org/2017convention/

WHEELS AND SPOKES

PRESIDENT

Bill Maynard
3605 N Vine
Tucson, AZ 85719
520-325-8497
bill.maynard66@gmail.com

VICE PRESIDENT

Sam Pernu
520-749-3229
spernu3@gmail.com

RECORDING SECRETARY

Frank Trejo
480-459-6308
essedave@gmail.com

TREASURER

Allen Elvick
4210 S Preston
Tucson, AZ 85735
520-883-4437
amelvick@pcpeople.com

MEMBERS AT LARGE

Mike Lake
520-979-0310
mls56@g.com

MEMBERSHIP CHAIR

Ron Bloom
Tucson, AZ 857
520-891-7542
bloomaz@msn.com

CORVARSAION EDITOR/ WEBMASTER

Van Pershing
520-743-9185
vpersh@yahoo.com

ASSISTANT EDITOR

Chris Cunningham
520-240-9035
arizaim@hotmail.com

IMMEDIATE PAST PRESIDENT

Mike Lake
520-979-0310
mls56@q.com

LIBBRARIAN

Bill Maynard
520-325-8497

MECHANDISE CHAIR

Don Robinson
520-297-1356
fourcorvairs@hotmail.com



It's Dues Time Again!

Yes, TCA members, it's time to pay those annual dues. Still \$15 for individual and \$18 for family membership. Please send your check to: Allen Elvick, 4210 S Preston, Tucson, AZ 85735 or pay at the next meeting.

December Christmas Party Notes

The annual TCA Christmas Party was held on December 17, 2016 at Rusty's Family Restaurant and Sports Bar on west Grant Road, Tucson, Arizona.

There were about 22 members and non-members present at this year's Christmas party. Everyone one enjoyed the quality of the food at Rusty's. The white elephant gift exchange was a lot of fun. President Bill Maynard handed out coasters to the board members in thanks for their service during the past year. Bill also gave Jett an award for an outstanding job on rebuilding his first Corvair engine. Frank Trejo received a hard luck award for all the hard luck he has endured this past year. Mike Lake was awarded the Gordon Cauble award which was a complete surprise but well deserved! A good time was had by all.



Photos courtesy of Francisco Trejo



Mike Lake received this year's Gordon Cauble Award (above left).

Frank Trejo received the "Hard Luck" award for 2016 (above)

Julio Estevan was given recognition for having rebuilt his first Corvair engine (left).

Some Corvair Legal History

Comments taken from a thread on Virtual Vairs

Frank J. Winchell, was GM's expert witness in the defense of the Corvair. In total there were 294 cases brought against GM, totaling claims of over 100 million dollars. Of these, 10 were tried to jury convictions. Of these, 8 verdicts were in favor of GM. Of the 2 loses; "Chart v GM," where 2 of the 5 occupants testified in court that the driver had a quarrel with his girlfriend and that after a 2 1/2 hour stop at Bronco's Beer Bar, where the driver was chug-a-lugging his beer, and later they warned the him that he was driving recklessly and at an excessive speed, that he failed to make a right hand turn, locked up his brakes and struck a telephone pole. In what is know as a comparative negligence verdict, the jury found the driver 75% responsible, the girlfriend 3%, the state highway 5%, the county highway 5% and GM 12%.

The other lose was "Canthos v GM," where the jury found in favor of the plaintiff, however, the judge set the jury's verdict aside stating, "There is not a scintilla of quotient evidence to support the claims against the handling characteristics of the 1960-63 Corvair (paraphrasing)." He went on to describe the testimony of the plaintiff's expert witness as "perhaps the most incomprehensible gibberish that this court has ever heard."

A Untied States Senate Committee spent 2-1/2 year investigating the safety of the Corvair, the DOT as well as many other institutions, even Nader's own NHTSA came to the same conclusions as everyone else, that the Corvair was not defectively designed nor a defective product. In fact, it performed as good, or better than all cars on American roads at that time.



New Year's Day Cruise

The Day One January 1st cruise started early in the morning with the expectation of having 150 to 200 cars in attendance. It started as a cold rainy day and only about 40 cars and their owners braved the cold, damp, rainy and overcast day to open the new year with a cruise. This cruise took place in the northeast part of Tucson and ended at Sir Vezas by the Tucson Mall where we all had lunch. Even though the skies were gloomy the mood was up beat. It was a great start to the new year!

Mike Lake



Hare's a unique way to get an extended cab pickup truck. Simply take a Greenbrier and make one yourself! Looks easy enough.....

Low Rider



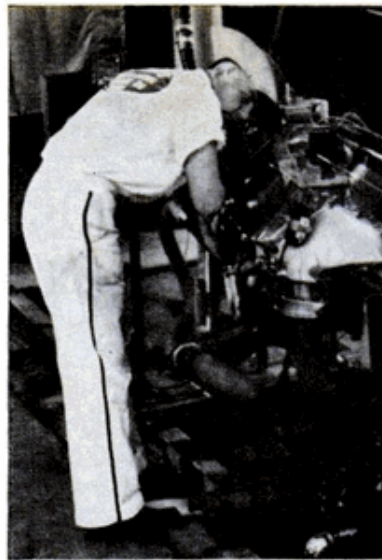
'Say, Smokey—'

A clinic on cars by America's most famous mechanic

EACH month in **POPULAR SCIENCE**, Smokey Yunick will answer questions on cars—family cars, high-performance jobs, hot rods, and racing cars—selected from those sent in by readers. Got a problem? Ask Smokey. You'll find the address at the end of the column. Please *print* your name and address.

*"I would like to buy a **Corvair**, but friends who own them tell me the valves usually burn out by 45,000 miles. Is this the car or the driver? Can valve life be prolonged by keeping the engine 'wound up'? What is the best r.p.m. to maintain with a four-speed box?"—Don A. Bahr, St. Louis.*

I doubt that you would have any unusual valve trouble with a **Corvair**. Valves are injured by excessive heat, not by r.p.m. With a four-speed box, the engine will run well at any speed that doesn't cause it to labor.



These items appeared in the June 1965 issue of *Popular Science Magazine*. Smokey Yunick answered a Corvair question in his monthly column and there was a complete article comparing the early model Corvairs with the new 1965 Corvairs. The chart below was part of the article showing the stats on the models tested.

How the Corvairs compared in specifications and performance

| | 1965 CORSA Turbocharged Convertible | 1965 MONZA Sprint Coupe | 1964 MONZA Sprint Coupe | 1963 "700" 4-Door Sedan |
|----------------------------------|---|---|-------------------------------|---|
| SPECIFICATIONS | | | | |
| Wheelbase | 108 | 108 | 108 | 108 |
| Overall length | 183.3 | 183.3 | 180 | 180 |
| Overall width | 69.7 | 69.7 | 67.5 | 67.5 |
| Height | 51.2 | 51.2 | 51.5 | 51.5 |
| Engine type | Air-cooled, flat-opposed six with overhead valves | | | |
| Bore & stroke | 3.43x2.94 | 3.43x2.94 | 3.43x2.94 | 3.43x2.60 |
| Displacement | 164 cu. in. | 164 cu. in. | 164 cu. in. | 145 cu. in. |
| Compression ratio | 8.25:1 | 9.25:1 | 9.25:1 | 8.0:1 |
| Carburetors | 1 1-bbl. | 2 1-bbl. | 4 1-bbl. | 2 1-bbl. |
| Fuel grade | Premium | Premium | Premium | Regular |
| Horsepower | 180 | 125 | 155 | 80 |
| Torque | — | — | 202 lb.-ft. | 128 lb.-ft. |
| Transmission | 4-speed manual | Powerglide 2 speed & torque converter | 4-speed manual | Powerglide 2-speed & torque converter |
| Axle ratio | 3.55:1 | 3.27:1 | 3.55:1 | 3.27:1 |
| Curb weight (lb.) | 2,685 | 2,545 | 2,530 | 2,535 |
| PERFORMANCE (Seconds) | | | | |
| 0-60 m.p.h. | 9.5 | 13.0 | 11.2 | 20.5 |
| 0-80 m.p.h. | 15.3 | 24.3 | 22.3 | 36.7 |
| °40-60 m.p.h. | 9.5 | 7.8 | 9.6 | 11.0 |
| °50-70 m.p.h. | 8.2 | 9.8 | 9.8 | 15.0 |
| SS ½-mile | 20.2 (90 m.p.h.) | 23.9 (78 m.p.h.) | 22.3 (85 m.p.h.) | 27.6 (68 m.p.h.) |
| °In high gear. | | | | |



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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 and the meeting starting at 7pm.

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

MEETING PLACE:

Pizza Hut, 2943 N Campbell, 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.

Read this newsletter on line at www.corvairs.org



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Tucson, AZ 85745

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