



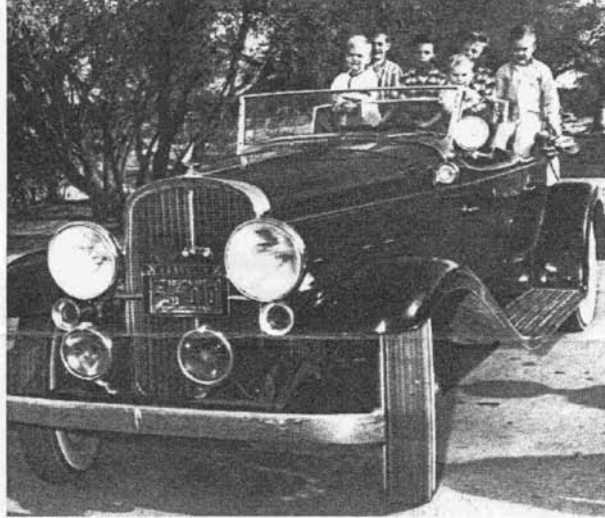
Corvairsation

www.corvairs.org

October 2006

Volume 31, Number 5

Tucson or Bust!



It can be done

Franklin Foundation Plans Party

The new Thomas H. Hubbard/H.H. Franklin Foundation Board of Trustees wants to say thanks to the individuals and groups who gave to the Tom Hubbard Preservation Fund with a party. It's not a "Grand Opening Party," Bourke Runton, the recently reappointed Director of the Museum said, but more of a "Grand Non-Closing Party."

Mr. Runton recently returned from New Hampshire to take back control of the Museum and get it back in shape for the fall season of visitors. After being squeezed out of his old job as Director in June of 2005, Bourke has lots of work to do, but he is not alone.

Co-Trustee Thomas H. Peterson, appointed as a result of the settlement, is looking forward to his new position and the upcoming reception on November 3rd. Mr. Peterson brings over forty years of automotive knowledge, not to mention over forty-

*The Co-Trustees of the
Thomas Hill Hubbard/H.H.
Franklin Foundation*

request the pleasure of your company at

**The Grand
Non-Closing Celebration**

*Celebrating the Successful Probate Resolution
and the
Preservation of Tom Hubbard's Legacy in Tucson*

Lager Beer, Wines, and Dinner
Friday, November 3, 2006, 6pm
Franklin Automobile Museum
3420 North Vine Avenue, Tucson, Arizona

RSVP by October 30, 2006
to
Evie Lorenson: 520-327-8379

Pictured on Invitation: Five authentic Franklin kids, courtesy of H.H. Franklin Club members Bill Humphreys and Ronald Lorenson of Tucson, Arizona. Left to Right: Billy Humphreys, Douglas Lorenson, John, David, and James Humphreys, and David Lorenson. The car: the '31 Merrimac Sport Phaeton. (photo circa 1966)

five years of experience working for the Arizona Historical Society, to the Board. Mr. Peterson retired from the Arizona Historical Society in March 2005 as Director of the Southern Arizona Division.

Tucson Corvair Association members may recall his donation to the Club of a 1960 Corvair that was purchased new in Tucson by his family. In addition to one other Corvair, Mr. Peterson still has his first car: a 1926 Packard rumble-seat roadster. His other historic vehicles include a 1911 Stoddard Dayton, a 1909 Mitchell, and a Pierce Arrow.

Judge Appoints Third Trustee

On Monday October 16th, The Honorable Clark W. Munger appointed J. Emery Barker Esq. as the third Trustee as agreed upon in the settlement filed

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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 Communicate, 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

Franklin Museum Celebration

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in court on August 21. Mr. Barker, a native Arizonan, received his Juris Doctor Degree from the University of Arizona in 1960. He is a partner in the law firm of Mesch, Clark & Rothschild. He is a member of the American Board of Trial Advocates and is highly experienced in civil litigation, especially in litigation involving financial institutions, securities law, real estate and construction projects.



J. Emery Barker

The Trustees are looking forward to the celebration and getting to know the Museum's neighbors, supporters, and friends in the community. They welcome any and all current Tucson Corvair Association members on Friday,

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November 3rd. Please call Evie at 327-8379, mention TCA, and reserve a spot at this exciting catered event.

The simplest way to get to the Museum is from Prince Road. From Prince, head south on Vine two blocks. Vine is one block east of Mountain Ave.



Vice President's October Mid-Month Report

It was a nice turn-out for the Corvette/Corvair casino run. I counted 12 TCA members with six Corvairs (a semi-record?) and 16 Corvettes in attendance. The run started on time at the Golden Pin Bowling Alley and we pretty much zoomed all the way to the casino with no problems, except for Chris Cunningham and John Deeb. Once at the casino we mingled with the other clubs and had a great time. The food was great as well as the company. A few tried to catch some of REO Speedwagon's stage performance with mixed results.

In other news, I must mention that I've been very impressed with the turn-out for the monthly meetings this year. Almost every meeting has been packed on a regular basis. We have signed up more new members this year than I can remember since I've been here. I know this is a sign of good things to come. I must emphasize though, that while attending meetings is great, participation in our other club events and activities is vital if we are to maintain interest and attract new members and maybe some ex-members.

On that note, it would be nice to see more than one Corvair show up at the car shows held at Little Anthony's. They don't have to be showcars to be worthy, just be a presence. You don't even have to participate in the show, just park near it. There is always tremendous interest in the Corvair and everyone has some kind of interesting story to tell about them.

There are a few shows coming up that we'll have more information on soon. One of them is the Franklin Museum Benefit Car Show at the old indoor swap meet on Irvington Road on November 5th. The Super Chevy Show is coming to Reid Park and there's another classic show at Pima Community College West. Please plan on going to some or all of them. See details elsewhere in this issue.

Thanks for Reading and Happy Motoring!

Editor's note: Chris spent considerably more time putting his convertible top up for the Casino Run than he planned on and forgot to fuel up. After meeting everybody at the bowling alley, he thought he would just follow the group down I-10 and exit at 22nd street, go home, pick up his key and then fuel up at 7/11. However, once at 7/11, his gas key broke after being inserted into the lock. He couldn't open the lock. It would eventually have to be drilled out. He and John turned back home and jumped into his truck (with a full tank) and caught up with the diners just in time for the first course. Thanks to Dave Lynch for this contribution.

FRANKLIN MUSEUM BENEFIT CAR SHOW

&

CAR CLUB CONTEST

FRANKLIN CARS WILL BE ON DISPLAY

WHEN: SUNDAY, NOVEMBER 5, 2006,
10AM to 5PM

WHERE: TUCSON EXPO CENTER,
IRVINGTON W OF PALO VERDE

ENTRY FEE: \$10 PER CAR, PROCEEDS
BENEFIT FRANKLIN MUSEUM.

SPECTATOR ADMISSION: \$1 DONATION
PER ADULT TO FRANKLIN MUSEUM

AWARDS: 4PM

VENDORS WELCOME

SWAP MEET SPACES AVAILABLE

FOOD VENDORS AVAILABLE.

PARTICIPANTS PARK. (Soft drinks provided.)

DJ JOHN HOSTING THE SHOW

LOCAL CELEBRITIES TO ATTEND

CAR SHOW:

-Each car club will be given an area to display their cars **INSIDE** the Expo Center.

-Each club will secure their own awards and sponsors. Can be cash, merchandise or trophies.

-Each car will be given a can for contributions.

-Winners in each club/category will be determined by amount of money collected in the can.

-Awards to be presented at 4PM.

-Clubs will share in the proceeds.

-Awards will be given for **MOST CLUB PARTICIPATION, BEST CLUB DISPLAY, BEST UNIFORMS,** and other categories.

-Pre-registration is required. Clubs handle registration. (See attached) Registration needed to be turned in by Nov 2, to provide space set up. No registration at the show.

-AV Area for cars with stereos, etc outside of Expo Center.

-**LONE WOLF** category for non-club members.

RULES:

-No outside drinks.

-No alcohol, drugs or firearms

-No stereos or flashing lights except in AV area.

-Participants to sit in Participant Pop Up Park.

-Cars must be in position by 9:30AM and stay until 5PM.

-For safety, no starting or revving of cars

Send registrations to Franklin Car Show, 1517 N.

Wilmot Rd., #144, Tucson, AZ 85712.

Questions? Call John at 751-0676.

TCA 2006 Events at a Glance

OCT

- 25 WED *Regular Monthly Meeting* Micha's North, 1220 East Prince Road, 6pm. Optional dinner at 6:20, meeting starts at 7pm.
- 27-29 *Great Western Fan Belt Toss & Swap Meet* Palm Springs CA., San Diego Corvair Club "The American Dream" at Sunrise Park in Palm Springs. New hotel: Quality Inn, 760/323-2775. Registration forms and raffle tickets for 1964 turbo Spyder convertible daily driver available at www.SDCorvair.com, 760/489-9321, or San Diego Corvair Club, P.O. Box 447, Poway CA 92074-0447.
- 28-29 SAT-SUN *29th Annual CHVA Old Cars & Parts Swap Meet & Show* at PCC West Campus 7am-5pm - Car Show Sunday only, 10am-3pm - Entry fee: \$10 with 3 cans of food for the Community Food Bank -1986 & older vehicles only - Tucson - Info: Lou 520-293-3178 or Juanita 520-887-7767

NOV

- 3 FRI *Franklin Museum Grand Non-Closing Celebration* 6pm, 3420 N Vine. RSVP to 327-8379.
- 5 SUN *Nov. Mid-month: Franklin Museum Benefit Car Show and Car Club Contest:* Tucson Expo Center, Irvington Rd. West of Palo Verde, 10am-5pm Vendors, Swap Meet, DJ John: 751-0676.
- 8 WED *TCA Board Meeting,* Village Inn Restr, 4245 E. Speedway Blvd. 6pm.
- 15 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: 10/28, 11/11.
29th Annual CHVA Old Cars & Parts Swap Meet & Show October 28, 29 PCC West Campus. Lou :520-293-3178.
Franklin Museum Benefit Car Show: Nov. 5th Tucson Expo Center. John :751-0676.

Tucson Corvair Association Regular Membership Meeting Minutes - September 26, 2006

Members Present: Bill Maynard, Lynn Marrs, Dave Lynch, Barry Cunningham, Don Robinson, Allen Elvick, Oliver Stokes, Ed Segerstrom, Bill Tucker and Marcia, Dave Baker and his friend Jacquelyn, John Deeb, Chris Cunningham, Bruce Robinson and Family, Gorden, John Frugoli and Lisa Leon, Van Pershing, Bob and Diane Cam, and Ryan Green.

President Bill Maynard called the meeting to order at 7:10pm.

Approval of the Minutes: No August Minute's at this time

President's Report: Bill Maynard welcomed everyone to the meeting. Bill reported that there will be four clubs, three Corvette Clubs and the Tucson Corvair Association getting together on the 8th of October to caravan down to the Desert Diamond Casino for a dinner. Everyone will meet at the bowling alley on Miracle Mile and caravan to the Casino

Vice-President's Report: No report at this time.

2006 Dues: Some of our members have paid and some have not, so if you have not, please remember to pay.

Treasurer's Report: Allen Elvick reported that the beginning balance was \$3687.85. Dues income was \$15.00. Total Income was \$33.00. Expenses were \$12.33. Ending balance was \$3708.85 for the June report.

Raffle: There is a raffle.

Movies: 1960 Promo Film Presented by Dave Lynch -

1st Film ; Corvair Promo showing Corvair on a muddy track in a mud filled river bed, four-wheeling. Corvairs were seen hitting head on in a crash and always coming out on top and undamaged.

2nd Film: Introduction to Clarks Corvair Parts - showed the whole company and what it takes to operate and all the parts available for sale at overblown prices. Due to time (and mental health reasons) we were unable to see the entire film.

Adjourn: A motion to adjourn was made at 9:10 by Barry Cunningham and seconded by Ryan Green. Motion passed.

Respectfully submitted,

Lynn

Lynn Marrs, Recording Secretary



Highlights from the International Convention in Buffalo, New York. Clockwise from top left; 1961 Lakewood, Late Model cockpit, Blaupunkt car stereo featured in a highly customized EM dash, van interior, and a LM limo. To see more pics like these go to our Website: www.corvairs.org.

Inside Automotive History:

An encounter into the dynamic past, present, and future of the transportation marketplace in the United States.

Kelsey Hayes Co.

Any historical exploration into the post production years of the Corvair would not be complete without mentioning Mr. Charles W. Dye. Retired after 33 years with aluminum giant Reynold's then Alcoa in Phoenix, Arizona, Charlie got his first taste of the Corvair messing around with dune buggies in the '60s. A prolific and creative wordsmith, he is loved by and has angered readers repeatedly in the *CORSA Communique* for as long as I can remember. Charlie Dye has been buying and selling Corvairs, Corvair parts and everything else in between since 1965.

On a recent cloudy afternoon, I talked to Mr. Dye over the telephone from my garage in downtown Tucson and asked him about the Kelsey-Hayes 13" knock-off wire wheels made for the Corvair. Although he has never personally owned a set, (he told me that there were somewhere in the neighborhood of 200 sets produced/sold in years 1962, '63, '64, and even some late model years may have been ordered with them) he knows a few people who have had them.

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Kelsey Hayes continued from page 5

New for '62, snappy car buyers could now order 13" Kelsey Hayes knock-off wire wheels on their new Turbocharged Monza Spyder Convertible, which was also added to the Corvair lineup that year. Mounted with a heavy duty adaptor bolted onto the brake drum with four standard lug nuts, the chrome wheel is attached via a two-prong chrome screw-on spinner that holds the wheel against the drum, much like a British sports car.

Charlie said the set would probably have added at least \$400 to \$500 to the cost of a new 1964 Monza 900 convertible with a 110hp engine and a powerglide transmission. "Today, they are hard to come by and bring as much as \$3500 if they ever end up on the market," he said. With 60 spokes and the two-prong spinner, they are easy to distinguish from the 13" wheel covers offered for the Corvair. The wire wheel look-a-like wheel covers typically came with three prongs and fewer spokes.

Charlie said that he has seen a few late model Corvairs that have been adapted to accept the knock offs. "Although the late model cars used five lug wheels, it is possible to modify them," he said. "People do it."

Then he asked me if I could use any Corvair axles with good bearings..."\$125 thanks bye out the door...." "Rot free.... Send it back if it doesn't suit you. I'll send you another until you're happy. How about a lead hammer? You need a lead hammer for wire wheels."

With policies like that it's easy to see why Charlie Dye is still in business. He makes people happy. Thanks Charlie.

Please enjoy the following history of Kelsey-Hayes from its beginning to about 1940. If time and space allow, I will print the rest of the story sometime in the future.

Here are a few statistics: Kelsey-Hayes Wheel Company was incorporated in 1927. In 1998, it was absorbed into LucasVarity's Light Vehicle Braking Systems.

Company History:

The Kelsey-Hayes Group of Companies, once a major supplier of wheels, brakes, and other components to the worldwide automobile industry, ceased to exist as a separate entity after being acquired and absorbed by London-based LucasVarity plc in 1996. Formed by the merger of Lucas Industries and Kelsey-Hayes' former parent Varity Corporation, LucasVarity reorganized its holdings, and Kelsey-Hayes became part of the LucasVarity Light Vehicle Braking Systems (LVBS) Division. Originally a supplier of wooden wheels to the fledgling automobile industry in the early 20th century, Kelsey-Hayes had evolved into a major international corporation and had been the leading producer of electronically controlled antilock brake systems before the acquisition.

Beginnings as Wooden Wheel Manufacturer

Kelsey-Hayes was originally formed in 1927 as the result of a merger of the Kelsey Wheel Company and the Hayes Wheel Company. The parallel wheel-making history of founders John Kelsey and Clarence B. Hayes began much earlier.

John Kelsey formed the K. H. Wheel Company (with partner H. J. Herbert) in 1909 with the hopes of developing a spring wheel. Advised by Henry Ford to focus instead on the production of

traditional wheels made of hickory wood, Kelsey took his advice and by 1919 his company was producing wooden wheels at a rate of two million per year and in 1915 the Kelsey Wheel Company was reincorporated for \$13 million. Ford gave Kelsey his flying start, buying more than three quarters of the company's wheel production in 1909. Afraid of becoming too dependent on Ford, Kelsey diversified, giving Ford less than one-third of his business in 1910 and, following a disagreement with Ford, less than ten percent in 1912. While still selling to Ford, by 1915 the company's business had grown to \$3.5 million in total revenues and had 15-20 percent of the wheel market, supplying not only Ford but also Hudson, Paige, Chalmers, and Studebaker. Government demand for artillery type wheels provided a further boost to profitability-- in 1918, 80 percent of production was devoted to defense type wheels--and by the end of World War I the company was solidly profitable.

A major cost cutting innovation was a wheel with a metal felloe band that cut the amount of wood needed in the production of wheels. This enabled Kelsey to capture a larger market share and, coupled with the boom in car and truck sales, Kelsey's wheels were on 70 percent of Ford's cars by early 1920. Kelsey Wheel was on its way and growing.

While John Kelsey was achieving great success, Clarence B. Hayes was building a company of his own. Beginning with a one year stint at the Kalamazoo Wheel Company, which built wooden buggy wheels, Hayes quickly moved on to become the vice-president, then president and general manager of the Imperial Wheel Company where he worked with W. C. Durant, who later founded General Motors.

In 1909 Hayes formed the Hayes Wheel Company. After buying out the National Wheel Company plant in Jackson, Michigan, he began to phase out the production of buggy wheels and switched exclusively to the production of wooden car wheels. Hayes would expand his operations to five more plants during the decade and by 1920 he had 60 percent of the U.S. automobile wheel business.



While both the Kelsey Wheel Company and the Hayes Wheel companies got their start with the production of wood wheels, by the 1920s both were expanding into the production of wire wheels. Wire wheels were cheaper to produce and they were replaceable and transferrable from one axle to another (while wood wheels came as part of the entire axle assembly). Wire wheels were on one-quarter of all new vehicles by 1927 and clearly represented the wave of the future. This competitive pressure, a threat to the very existence of wooden wheel makers, was certainly a major motivating force behind the 1927 Kelsey-Hayes merger. The Kelsey-Hayes Wheel

see page 7

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: LM shrouds - powder coated black, complete upper and lower, was \$400, now \$350, Al Crispin: 722-9445.
- WANTED: LM left & right rear panel trim pieces. Call John Frigolli: 312-3574.



Kelsey's Nuts: Did you ever hear someone say "deader than Kelsey's nuts?" The saying refers to the proverbially secure attachment provided by the nuts and bolts on the wheels that Kelsey's company made. In the view of the public, nothing could be fixed more tightly. Though some examples are recorded from the 1930s, the phrase began to become more widely known in the 1950s. Early on, it appeared as "tighter than Kelsey's nuts" to mean a person who was stingy or mean, and is also recorded in the form "as safe as Kelsey's nuts," meaning very safe.

Kelsey Hayes continued from page 6

Company was born.

John Kelsey's wheel company had been producing wire wheels throughout the 1920s but had been accused of violating a patent for wire wheels that had been issued to Edward Cole of the Wire Wheel Corporation of Buffalo, New York. This company was primarily involved with patent licensing. The nature of the patent dealt with the critical issue of mountability of the wheel and Wire Wheel refused a license to Kelsey and threatened to sue for patent infringement. John Kelsey died early in 1927 and George Kennedy became the company's president. Kennedy's solution to this legal imbroglio was to purchase the Wire Wheel Company to get control of the patent but this wasn't the end of the problem: the patent was actually owned by the Packard Co., which had been receiving royalties from Wire Wheel. Kennedy paid \$500,000 to Packard and production of wire wheels was now fair game. By 1929, the new Kelsey-Hayes Corporation was producing 10,000 wire wheels a day. The company also entered the brake field, supplying brakes for Ford's Model A.

Depression and Labor Problems

During the lean years of the Great Depression the company solidified its hold on its General Motors market by purchasing the General Motors subsidiary Jaxon Steel Products Company of Jackson, Michigan. Kelsey-Hayes also provided the wheels for Henry Ford's invasion of the European market. By 1931, with the depression in full swing, the company lost \$667,000 and in 1932 it lost \$1.1 million. George Kennedy's Kelsey-Hayes corporation had accumulated massive amounts of short-term debt, mostly owed to banks and to General Motors. After the losses in the early to mid-1930s, Kelsey-Hayes went through a financial

restructuring and cost-cutting campaign which resulted in small but growing profits in 1938 and 1939. Ever conscious of the need for new product development, Kelsey-Hayes began supplying standard-equipment hydraulic brakes to Ford and developed a new brake drum. Kelsey-Hayes had weathered the storm and would be prepared for the coming war production effort.

In 1940, Kelsey-Hayes began producing machine guns for the mounting war effort, first for the United Kingdom and then for the United States. It made tank components, wheels and accessories for ordnance vehicles, aircraft wheels, brakes and other parts. In anticipation of the transition to a post-war economy, Kelsey-Hayes acquired French & Hecht, Inc., a leader in the agricultural and construction industry wheel business.

Although the period following the war was a time of massive innovation, the road out of the government regulated war economy was not completely peaceful. With unemployment on the rise and real wages of workers falling, the United States experienced a wave of strikes that shut down much of the U.S. industry for at least some part of 1946. Kelsey-Hayes was not immune. A wildcat strike by 4500 members of the United Auto Workers in 1946 closed the company down for 46 days.

ED. NOTE: This company history is from www.fundinguniverse.com. The series *Inside Automotive History* will continue in the *Corvairsation* and feature articles on and about various known and unknown attributes related to the Corvair marque.



**Monthly Newsletter October 2006 Vol. 31 No. 5
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:

November 3, Friday

Franklin Museum Grand Non-Closing Celebration

3420 N. Vine Ave. one block East of Mountain, two blocks North of Prince, 6pm. RSVP to Evie Lorenson at 327-8379.

November 5, Sunday

Franklin Museum Benefit Car Show

Tucson Expo Center, Irvington West of Palo Verde. 10am-5pm Info: 751-0676



Tucson Corvair Association
1026 South 7th Avenue
Tucson, AZ 85701-3010



October 2006

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