

The Denver Convention - 2011

This year's CORSA International Convention was held in Denver, Colorado the week of July 25, 2011. There were over 400 people and some 100 Corvairs in attendance. I was in Aurora visiting family and was able to attend the activities on Thursday for a couple of hours. There weren't too many cars in the parking lot, but I was able to snap a few pictures. I assume everyone was at the autocross some 27 miles away. John and Amy Young were in attendance but I was unable to find them.

Van Pershing

Denver Post, Friday, July 29

A People's Choice Car Show today will highlight the final day of the annual convention of the Corvair Society of America at the DoubleTree Hotel and Orchard Road Christian Center, 7801 E. Orchard Rd., Greenwood Village.

Four hundred Corvair enthusiasts have been in Denver this week for the annual gathering, which was last held in Denver 30 years ago.

The Corvair was a small car developed by Chevrolet. Launched in 1960, it featured a rear-mounted air-cooled engine, and competed with other small cars, such as the Ford Falcon, Plymouth Valiant, American Motors Rambler and Studebaker Lark.

The Corvair, which was built in styles of two-door, four-door, convertible, station wagon and pickup, sold by the hundreds of thousands through 1965 before sales fell sharply when the handling of the car was criticized by consumer advocate Ralph Nader's book, "Unsafe at Any Speed." By 1969, the Corvair had been discontinued.

More than 50 Corvairs were brought to Denver for the convention. Some of the finest models were shown Wednesday at a Concours d'Elegance. Today's car show will be from 9 a.m. to 2 p.m., concluding the convention.

Ron Fedorczak of Columbia, Md., who has attended all 41 conventions of the Corvair group, does much photography for promotion of the cars. "The Corvair is the only car I've ever owned (four of them), and the only car I drive," Fedorczak told me when I visited with him Wednesday. He's old enough to have been to 41 annual conventions and he appeared to be sincere when he told me this. But I did wonder, "Gosh, what might he think if he got behind the wheel of the new 2011 Chevy Cruze?"

By Bud Wells

Denver Post, Saturday, July 30

Owners and enthusiasts gathered Saturday to celebrate their love for a quirky car once dubbed "unsafe at any speed" — the Chevrolet Corvair.

The car show, part of a week-long International Corvair Convention, featured more than 100 of the rear-engine vehicles at the Denver Tech Center.

The reputation of the Corvair came under fire from consumer crusader Ralph Nader in the 1960s. His book "Unsafe at Any Speed" called the line of vehicles an example of the lax safety standards of the American automobile industry.

"It's actually the only car to be proven safe in a court of law," Corvair owner Bill Mitchell said.

The Corvair's handling was as safe as that of its contemporaries, according to a 1972 National Highway Traffic Safety Administration study.

Mitchell, along with 18 other Iowa chapter members, came to Greenwood Village for the convention, held every year in a different city.

"I like to come and help educate people about the Corvair," Mitchell said.

For some, the Corvair — manufactured from 1960 to 1969 — is a family legacy.

Marcus Miller of Broomfield was given his 1963 convertible when he was in high school. His father, who bought the car new, still has the receipt to prove it. The vehicle has been through a few coats of green paint

since then — and as many engines.

"I wasn't always so careful with it," Miller said. "Now, as the car is getting older, it's a fair-weather car. I want to be able to pass it on to the girls."

His daughters, Aly, 10, and Amanda, 7, said they love taking rides in the car when it comes out of hibernation. Aly was quick to raise her hand in interest as he spoke.

Christy Barden owns six Corvairs and also collects old Lincolns and Chevy trucks.

"If I were born 30 years later, I probably wouldn't have a passion for cars," he said.

Sitting in his orange "attention grabbing" Ultra Van, he said he hopes the appreciation for the line of "poor man's Porsches" passes to other generations.

The Rocky Mountain Chapter of the Corvair Society of America, host of this year's convention, is one of 125 chapters in the world. Total membership is near 5,000.

Some members, including Ken Ratterree, have only recently rekindled their relationship with the Corvair.

"I had a Corvair 22 years ago. But I wanted to buy a wedding ring, so I sold the car," he said. "Twenty-two years later, I am still married and I own a Corvair again."

By Caitlin Gibbons

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 (COSA) 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.

COSA membership dues are \$38 per year (\$76 for 26 months) and include a subscription to the COSA Comminique, a monthly publication. COSA 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.

Business Mailing Address: 4842 W Paseo de las Colinas, Tucson, Arizona 85745. Website address: www.corvairs.org. Email address: tucsoncorvairs@yahoo.com

PRESIDENT

Ron Bloom
802 S Catalina Ave
Tucson, AZ 857
520-465-5313
bloomaz@msn.com

VICE PRESIDENT

Jim Mills
2881 N Sundance Trail
Tucson, AZ 85745
520-743-7404
ourflatsix@yahoo.com

RECORDING SECRETARY

Heidi Farr
7267 E Badger Canyon Drive
Tucson, AZ 85756
520-663-5592
rebelmomm@msn.com

TREASURER

Barry Cunningham
520-312-4514
Tucson, AZ
cunningvairbair@juno.com

MEMBER AT LARGE

Bob Moulton
1422 E Spring Street
Tucson, AZ 85719
520-327-0993
rmoulton@email.arizona.edu

MEMBERSHIP CHAIRMAN

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

CORVAIRSATION EDITOR/ WEBMASTER

Van Pershing
4842 W Paseo de las Colinas
Tucson, AZ 85745
520-743-9185
vpersh@yahoo.com

ASSITANT EDITOR

Chris Cunningham
1026 S. 7th Avenue
Tucson, AZ 85701
520-670-9676
arizaim@hotmail.com

IMMEDIATE PAST PRESIDENT

Ken Farr
7267 E Badger Canyon Drive
Tucson, AZ 85756
520-663-5592
kfarr2004@msn.com

LIBRARIAN

Bill Maynard
3605 N Vine
Tucson, AZ 85719
520-325-8497
billaynard@webtv.com

MECHANDISE CHAIRMAN

Don Robinson
5044 Shaimar Way
Tucson, AZ 85704
520-297-1356
fourcorvairs@hotmail.com

TCA 2011 Events at a Glance

Wed, Aug 24

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, Sep 17

Tune Up Clinic in the Hills, 9:00 AM to 1:00 PM. Hosted by Jim Mills, 2781 N Sundance Trail.

Sat, Oct 1

50th Annivesry Show, Thorobred Chevrolet, Chandler, Arizona. Sponsered by the Cactus Corvair Club

Sat, Oct 8

Cars in the Park, Sierra Vista, 8:00 am to 1:00 pm. Go on line for more information www.sierravistacarclub.org

Sat, Oct 22

Tucson Classics Car Show, 10:00 AM to 4:00 PM. St Gregory High School, 3231 N Craycroft.

Oct 21-23

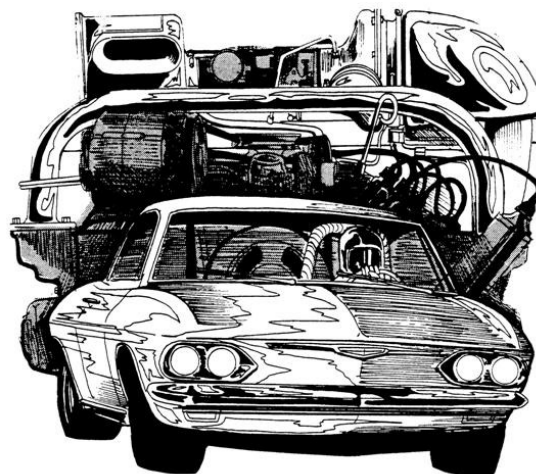
Great Western Fan Belt Toss & Swap Meet. Palm Springs, California.

Sat, Oct 29

Cops and Rodders Show, Hi Corbett Field, on line registration for show and volunteers at www.copsandrodderstucson.org

Thu, Dec 8

TCA Christmas Party. This year's party will be held at the Taste of Texas Steakhouse, 8310 N Thornydale (at Cortaro). 7:00 PM. See the website for more details.



John and Amy at the Convention

Those of you who attended the tour of the Young's hangers at Ryan Field know that John had been working feverishly on getting his blue coupe prepared for the Denver Convention. It was spotless. They loaded it in the trailer and headed for Denver arriving without incident. John gave the car one last once-over and found a nice shady place to park it. Unbeknownst to him, the spot he had chosen was directly in line with a large sprinkler head that did a great job of watering not only the grass but the blue coupe! He went out the next morning to find it covered with little white spots. A few more hours of hard sweaty work and the car was ready for the show.

All the hard work paid off with the blue coupe scoring 97 plus points in the Concours.

Overall they said the Convention was very well organized and very well attended. John has been a Concours judge for several years and has attend many conventions. He said this was one of the best.



July Meeting Minutes

Minutes from the monthly meeting held July 28, 2011 at the Golden Corral Restaurant, 6865 N. Thornydale, Tucson Arizona.

The meeting was called to order by President Ron Bloom.

Old Business: Heidi thanked everyone who showed up for the Ryan Field breakfast. A big thanks to John and Amy Young who gave us a tour through their two hangers at the field as well as treating us to breakfast.

New Business: The Bisbee Boys and Girls Club has invited us to their car show in Bisbee on Saturday, September 3.

Treasurers report: Barry Cunningham reports that our opening balance last month was \$2,883.29 and that our closing balance was \$2,913.29.

Membership: Fred Nuñez joined this month.

John and Amy Young were not present at the meeting since they were attending the Denver Convention this week.

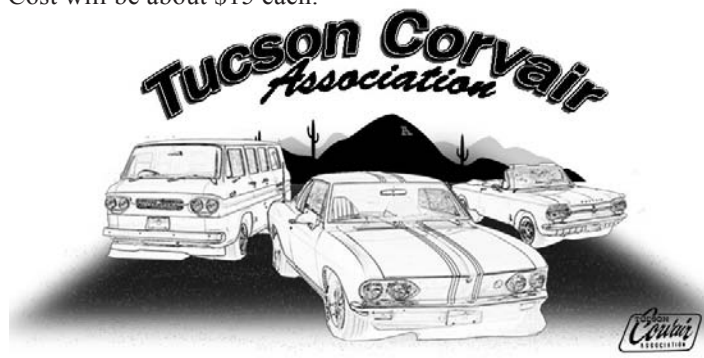
Submitted by Heidi Farr.

New T-shirt design approved

The design for the new TCA T-shirt was approved by the club officers at the last board meeting.

The design shown below will be in full color and printed on the back of the shirts with a large TCA logo over the left breast on the front. The shirts will not be white as in the past, but will be either a light gray or tan. Featured on this shirt are Ron Bloom's Greenbrier, Ken and Heidi Farr's convertible, and Van Pershing's Stinger. In a couple of years when more shirts are needed, three different cars from the club will be featured.

Pre-orders will be taken so that enough of the correct sized can be ordered. Please contact Van Pershing as soon as possible to place your order. No payment is required until the shirts arrive. Cost will be about \$15 each.



President's Message

It's always a great time to own a Corvair, but with high humidity and warm temperatures it makes it difficult to go anywhere since it's a little uncomfortable without air conditioning. By the way, my wife, Lynn is back and that's a good thing :) Lynn and I decided to go check things out at the Little Anthony's Car Show on Saturday, August 6, but no one else from the club was there. Not a lot of cars to look at. A '29 Willys Knight was there complete with two Thompson machine guns: one in the front seat and one in the back. Nothing else exciting so we headed for Sweet Tomatoes for dinner.

I was thinking about CORSA and how nice it would be if we had 100% membership. If you have not joined, now would be a good time to do so.

Our new T-shirts are going to available soon thanks to Van's hard work. Thanks to Van for getting the design coordinated and getting this project done! So Put away a few bucks so you'll be able to but at least two of these great shirts. They are really going to look sharp.

Be sure to check out the Events and Activities page on our website for upcoming events. We have a special tune-up clinic set for September 17th hosted by Jim Mills. If you missed the last one, please make plans to come to this one. If you have any questions on how to tune your Corvair, Jim will have the answer.

A couple of things I want to share. If forget where I read them. "How Corvair owners celebrate life. The Laws of Physics: The chances of an open faced jelly sandwich landing face down on the floor are directly correlated to the newness and cost of the carpet." And, closing with this: "My mind finds me still young and able; my body and experience proves differently." Call someone and remind them of the next meeting. Bring a friend, drive your Corvair, and let's have some fun.

God bless you,

Ron

An Excellent Point!

by Fran Schmit

(Article from the Corvanatics, a bimonthly publication of the Corvanatics chapter)

You may think I am settling an argument with that statement but the point is not so much an idea but a fitting on the late model. It is convenient, sensitive, extremely functional and yet barely visible. There's one on the FC as well, it's the smaller gauge black wire from the battery to the BATT terminal on the voltage regulator. I will include a photo from a late model and most of you will not recognize it, yet it is right in front of you whenever you open up the engine cover. The reason I am talking to you about it is this. The other day I was cleaning up my battery compartment and saw that the fusible link's battery connection needed work. There was no connector on its battery end as the wire was just stuck into the battery post clamp. Let's stop here for a moment and examine that fusible link. Not a lot of ink has been spilled over that baby. I remember the first time I heard that term and simply ignored it - another one of the General's mistakes I thought. Who needs a fuse that is a foot long piece of #12 wire? How in the blazes is that ever going to protect anything?

Well, the idea is to put a piece of wire ahead of another piece of wire such that a massive dump of current down those two wires will burn off the littler one in favor of smoking up everybody else - essentially a fuse. But, this one is right on the positive battery terminal. Everything that comes off the battery has to go through that one single big wire. How can that be a fuse? As it turns out, our favorite car/truck has an umbilical cable about 15 feet long with a #10 wire to carry all the power needed up front. This wire has two plug-in bronze connectors, one on each end of the car that are subject to wear and tear and age-related corrosion so they get a lot of words thrown at them. I'm not certain that I've thrown enough yet, but I have tried, right? That wire runs through the length of the vehicle and powers - or burns, as the case may be - everything that can be ignited in the whole vehicle, front or back! That big red wire needs to be protected because if you ask for full power, it will deliver, just like Scotty on Star Trek used to do. That little piece of smaller gauge wire that connects the big red wire to the battery can save the day. I recently had a chance to test it and it delivered, with a cloud of stench, burned plastic and then a separated link. Then everything went dead and cold and there was no fire. This simple little wire, that most people think is just any old wire, saved my car. Thanks to the General and what he wisely called a "fusible link."

What is the fusible link connected to on its other end? It's connected at an EXCELLENT POINT!

There's a small plastic block on the late model. (In Clark's they call it C6802 and describe it as "goes on the frame near the Battery - always broken," sells for \$3.) That block holds a screw that goes through the end of the fusible link and the end of the big red #10 wire that feeds - everybody. If it is a new/clean block, it is red. The one in my photo is somewhat red with a lot of undercoat on it. I cleaned it a bit so you could see it better. On Earlies and FCs the big red #10 wire comes off the regulator.

My Rampside uses a generator with an internal Voltage regulator so I have to pay attention to that same screw and block

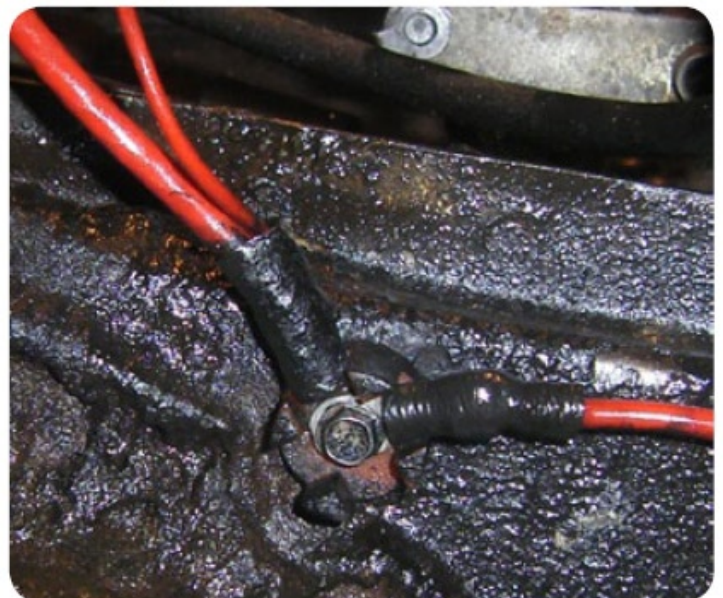


as there is a little red wire coming from the generator. The Late's alternator has a wire connected to the Tell-Tale light up front. On the FC it comes from the middle terminal on the regulator. The generator also has a sensor wire that tells the Voltage regulator what to do. The generator can put out any voltage it wants - easily to 100 Volts - but it is designed to put out just enough so that the headlights, a long ways away, have their calibrated 12 Volts for good brightness and long life. This voltage is, of course, dependent on what else you have turned on in your system. The heater fan, wipers, and stereo are some biggies that can affect the safety of your nighttime lighting. The design is to sense the voltage at this "excellent point" and regulate accordingly. The little red wire taped on to the big red wire, in the photo, is this sensor wire for the generator.

If/when you are thinking of messing with the wiring at this "excellent point" consider how important a connection it really is and wire according to this well thought out design.

Hey General, good idea!

Fran Schmit



A few photos from the Denver Convention - Friday, July 29, 2011





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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 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.



Tucson Corvair Association
4842 W Paseo de las Colinas
Tucson, AZ 85745

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