

## Chevy Showdown

On April 28, 2015, the TCA participated in the annual Chevy Showdown which was held at Casino del Sol Resort and sponsored by the [Classic Chevy Club of Tucson](#). It was a great event and several TCA members helped with judging and parking. There were 163 Chevys in attendance, a bigger show than in years passed. There were 9 Corvairs at the show.

In the Early Model Corvair Class, John and Amy Young took 1st place with their '61 coupe, Allen Elvick drove away with the 2nd place ribbon in his daughter's '63 convertible, and Frank Trejo got the 3rd place trophy with his '62 coupe. In the Late Model Class, Mike Lake did a nice job of stealing 1st place with his '65 Red Rocket, Gloria Trejo's '69 convertible took the 2nd place prize, and Ron Bloom went home with the 3rd place trophy in his freshly done '65 convertible.



Mike Lake's '65 turbo Corsa (above) was the 1st place winner in the late model Corvair class, and John and Amy Young's '62 coupe (above right) took 1st place honors.

Bill Maynard brought the only Corvair wagon (right) at the show and quit possibly the only car at the show that has been on vacation to Alaska.





**TUCSON CORVAIR ASSOCIATION**  
Established 1975

The **Corvarsation** 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.

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# TCA 2016 Events at a Glance

- May 14, Sat** **Mt Lemmon Picnic**, Meet at the McDonald's on Tanque Verde and Catalina Highway at 8:30am
- May 25, Wed** **Regular Monthly Meeting**. Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm.
- Jun 3 - 5** **32nd Annual Tri-State Corvair Meet**, Montrose, Colorado
- Jul 12-16** **CORSA International Convention**, Springfield, Illinois. For details go to
- Oct 1, Sat** **8th Annual All Corvair Show**, Thorobred Chevrolet, 2121 N Arizona Ave, Chandler, Arizona (tentative)
- Oct 15, Sat** **10th Annual Tucson Classics Car Show**, 10am - 4pm, The Gregory School, 3231 N Craycroft, Tucson
- Oct 28 - 30** **GWFBT&SM**, Sunrise Field, Palm Springs, California

## More Chevy Showdown



*Allen Elvick's '63 Monza convertible was the 2nd place winner in the early model Corvair class.*



*Frank Trejo brought his '62 Monza coupe to the Showdown and took home the 3rd place award in the early model Corvair class.*

## April Meeting Minutes

Minutes from the monthly meeting held April 27, 2016 at Pizza Hut, 2943 N Campbell, Tucson, Arizona.

The meeting was brought to order at 6:56pm. In attendance were Bill Maynard, Aileen Hurtado, Rod Frazer, Mike Lake, Chris Cunningham, Barry Cunningham, Jan Lake, Gloria Trejo, Carol & Bob Traylor, Dean Hawley, Ron (new owner of the white '61 Lakewood), Allen Elvick, Bob Moulton, Ron Bloom, Don Robinson, Sam Pernu, and Frank Trejo.

Minutes from last meeting approved.

The breakfast at Hungry Fox was good. We will do this again.

Merchandise available: T-shirts are \$13 each, w/ pocket \$14 each. Oil filters available although we are running low.

Treasury report: March started out with \$2,094.81 and ended at \$1,998.02.

Event Director Lake: There are currently six Corvairs registered for Chevy Showdown. Those helping with parking need to be there between 6 and 6:30am. Show hours are 9am to 3pm. May 14<sup>th</sup> will be the Mt. Lemmon BBQ. Lunch will be burgers, hot dogs and Brockworst (per Mike; I think he meant bratwurst), Bloom beans, and corn stuff from "Bileen". May 6<sup>th</sup> there will be nostalgia drag races at the fairgrounds starting at 6pm. In June we will see if we can host the Little Anthony show.

Concerns expressed from some of the members that a "Corvair community wide" appeal be made on safety checks. We found bad ball joints, missing grease zerks, ungreased ball joints, missing cotter pins, etc. We have had two members who have had ball joint mishaps that could have been fatal if speeds had been faster.

Chris Cunningham won the fan belt toss 50/50.

### Tech session

Club car has bad flywheel and clutch. Mike, Dean, FJ, Bill and Frank have contributed manpower to the '64. We invite others to do so.

Mike spoke about the Drag Car that could become another project. This would be built from the '65 convertible Ron Bloom donated.

Meeting adjourned at 7:41pm. Submitted by Frank Trejo



## More Chevy Showdown



*Gloria Trejo's '69 Monza convertible was the 2nd place winner in the late model Corvair class.*



*With a fresh Evening Orchid paint job, Ron Bloom's '66 Monza convertible took 3rd place honors.*



*Fellow Corvair owner, Frank Pella, who is serving as the president of the Classic Chevy Club, was there with his '69 convertible. Frank has taken home trophies in years passed and decided to be a "display only" participant this year.*

*Sam Pernu brought his '65 Corsa convertible for all to see,*



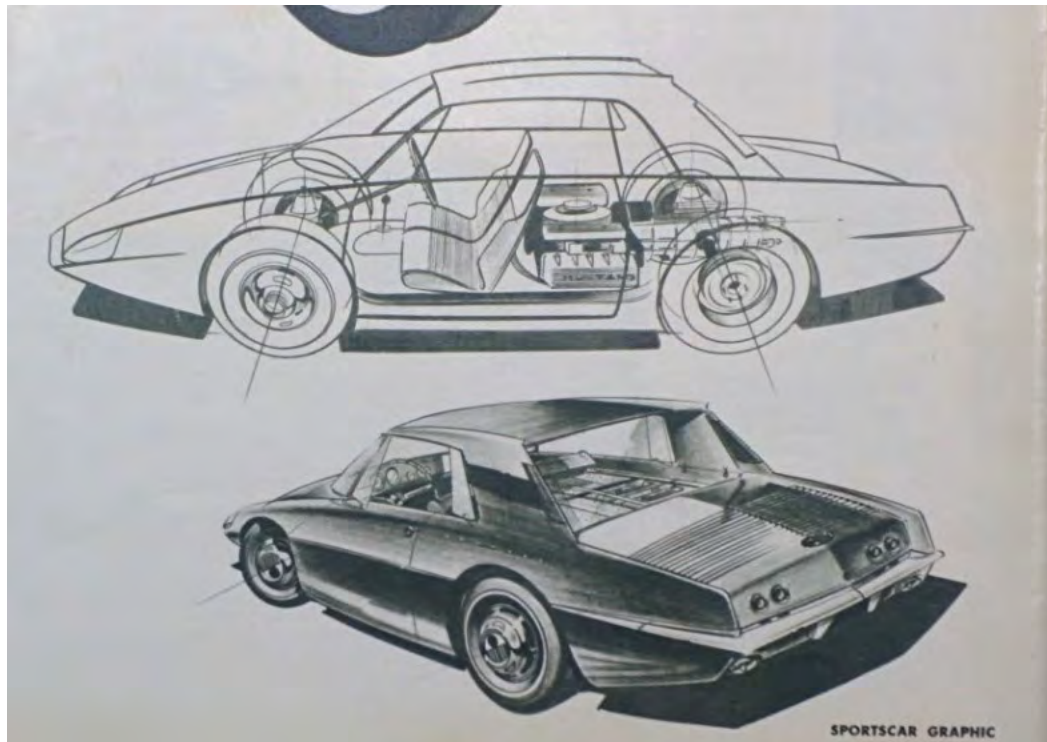
# MEET THE MUSTANG

**Corvair-engine two-seater is proposed to fill the gap in the US sportscar market**

**Designs by IDEA**

A trio of young Los Angeles stylists, formerly with General Motors, who call themselves IDEA (Industrial Design Engineering Associates) have come up with an exciting design proposal for a steel-bodied removable-hardtop luxury coupe. Called the Mustang, it will offer distinctive styling, high performance, good handling, plenty of luggage space and a relatively small engine.

The stylists, Pete Brock, Norm Neuman, and Gene Garfinkle, along with engineer Don Nichols, contemplate using the Corvair engine ahead of the rear axle for better weight distribution. Wheelbase is to be around 90 inches while tread will be 54 inches. With hop-up modifications and a four-speed gearbox, performance should be excellent. West Coast racing enthusiast Truman Vencill is currently organizing a company to build a prototype "somewhere overseas" with an eye toward early production. Target price is \$4500, which makes the Mustang an attractive package.

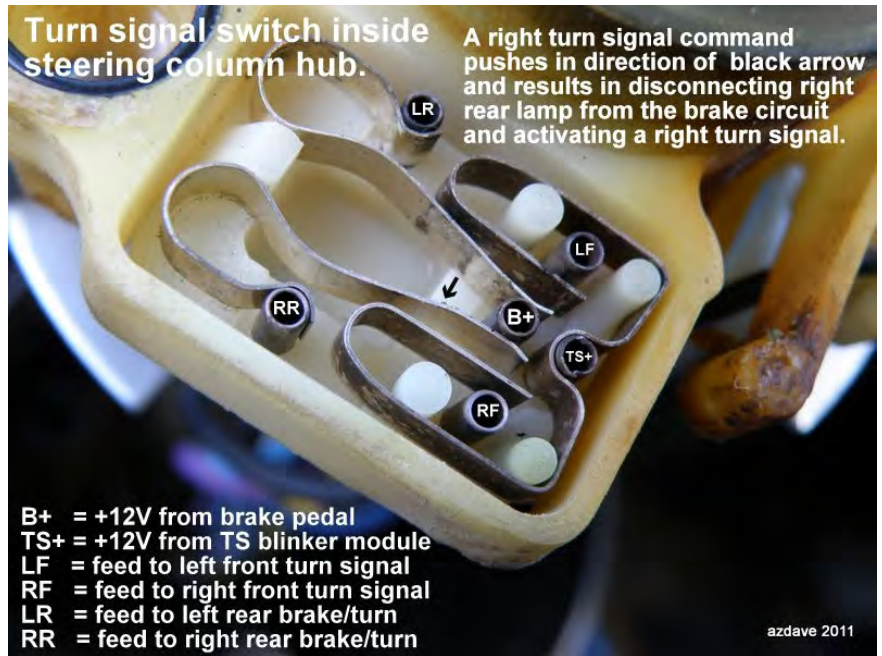


*An article from Sports Car Graphic, June 1960 posted on Corvair Forum.*

# Turn Signal Switch Fix

'65-'66 turn signal switches sometimes develop a problem where, when activated, the rear lamp will blink and the front lamp (including the dash indicator) will not. If a little pressure is added to the lever, the front lamp and dash indicator will function as it should. This is a common problem even with new switches.

The photo at the right, provided by azdave (Corvair Forum) of Phoenix, shows the switch contacts and their associated circuits. The tabs become misshapen and need a little tender tweaking to get them to make proper contact with the tabs. Study the photo and the solution to the problem can be easily remedied. Dave saves the metal parts from old switches so he has spares on hand. The old parts sometimes work better in the new switches. He always checks new units over *before* installing them just to be sure everything is working properly. Much easier than installing twice! VP



## Why can't we just ban Ethanol?

by Jay Leno, edited by Paul Seyforth, Rocky Mountain Corsa

At one of our RMC meetings this last fall an article by Jay Leno was passed around. It seems that Jay was made aware of several car fires of his friend's collector cars. He blames it on the ethanol that is added to the gasoline. The ethanol is so corrosive that it eats thru the rubber fuel lines and fuel pump diaphragms causing gasoline leaks into areas that are hot enough to start fires. Modern cars (the last thirty years or so) have been adapted to handle the 10% ethanol that is in the gasoline we buy at the pumps. Things like sealed gasoline delivery systems, fuel injection, electronic ignition make the average car driver oblivious to the problems of ethanol laced gasoline.

However, ethanol causes many problems with older (like collector) vehicles, off road equipment, boats, chain saws and any other motor driven machinery that has to sit unused for a period of time. It will pick up water from the air at a higher rate causing problems with condensation. It can loosen sludge and dirt as well as varnish anywhere in the fuel system causing blocked fuel lines and jets. This is in addition to eating away at older fuel lines with its accompany fire hazard. One problem we in the Corvair community experience is difficulty starting our cars after they have sat for some time, or when the air temperature is high. That problem is caused by the ethanol's high evaporation.

But why was ethanol added in the first place? It does not seem to add more power to the motor nor does it contribute to lower exhaust emissions. It's sort of used as a filler. When Congress passed the Renewable Fuel standard in 2005 it was part

of Energy policy of that year. Our consumption of gasoline was increasing to the point where we were importing most our fuel. Adding 10% ethanol to the gas made it seem like we were using 10% less fuel. But not really, because ethanol's thermal efficiency is lower than gasoline. Nope, the real reason for adding ethanol to the gas was to help the agriculture industry upping the demand for corn which is processed into alcohol (ethanol). It has done that increasing the price of corn and also the price of food in general. A lot of money has been made by our food growing community.

So what can we as a collector car community do about this problem? I'm not sure what the Collector Car Council of Colorado is doing for us (RMC does not belong). However that is how we are going to change the minds of our representatives in Congress. Jay recommends that we write our representatives requesting that they eliminate the Renewable Fuel Standard entirely. In the meantime the recommendation is to drain and clean the car's fuel tank (this should only take a weekend or two), replace the fuel filters, and add a can of Stabilizer to the tank whenever it is stored for a period of time. Driving the car from time to time would help but the tank of gas would need to be turned over at least every 3 months to be safe.

And then there is "real" gas.

That is gasoline that does not contain ethanol. Yes, there are gas stations in Colorado that sell gasoline free of ethanol. If you want to be sure your car will not suffer the ravages of ethanol while being stored or by low use then maybe that the way to go. Check the website [www.pure-gas.org](http://www.pure-gas.org) for locations. Oh yeah, they recommend calling before driving out to pick it up. Happy motoring.







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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.

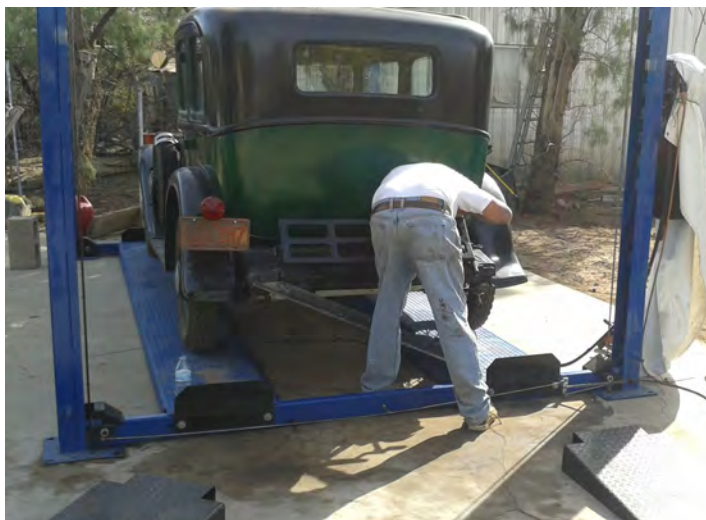
Read this newsletter on line at [www.corvairs.org](http://www.corvairs.org)



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*President Bill's Best Side*