

Very Nice Christmas Party

The annual TCA Christmas party was held at Raggazi's Italian Restaurant in Oro Valley on Saturday evening, December 8. Attending the gala event were Howard and Karen Fisher, Van and Vicki Pershing Frank and Judy Pella, Mike Strong and Sandy, Allen and Marianne Elvick, Ron Bloom, Mike Lake, and Bill Sala.

It was a very simple gathering with not frills but great food and even greater company.

President Mike Lake presented the members of the Board of Directors with a token of appreciation in the way of a traditional coaster.

For the many years of service that he has rendered to the Club, Allen Elvick was presented with this year's Gordon Cauble Award. Allen has served as Club treasurer for over 19 years and is always willing to provide service to the Club.



President Mike Lake presents Allen Elvick with the 2018 Gordon Cauble Award for his service to the Tucson Corvair Association.



Receiving tokens of appreciation for service a Board Members were (l to r) Ron Bloom, Frank Pella, Allen Elvick and Van Pershing.



A great group of Corvair people!!



TUCSON CORVAIR ASSOCIATION
Established 1975

TCA 2019 Events at a Glance

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 monthly publication. Rates are \$37 per year and \$74 for 26 months for a "virtual" membership. CORSA membership 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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Jan 23 Wed

Regular Monthly Meeting. Parking Meeting starts at 7:00pm. Come a little early if you're going to have dinner. Golden Corral, 4380 E 22nd St, Tucson, Arizona (near Columbus).

Jan 25 Sat

25th Anniversary Collector Car Show, 10am-3pm. Tubac Golf Resort, Tubac, Arizona. <http://www.carnuts.org/> for more information.

Feb 16 Sat

2019 Cruise, BBQ & Blues Classic Car Show, 10am—3 pm. Registration: \$45, Feb 5 deadline. For more information go to https://saaca.formstack.com/forms/2019_cruise_bbq_blues_festival

Jul 23-27

CORSA International Convention, Chicago, Illinois

Dues are due!



Some cars were able to make it to the Fan Belt Toss in October under their own power and others not so much, but a good time was had by all!

Cops and Rodder Car Show

The annual Cops and Rodders Car Show was held on November 3 at the Kino Sports Complex here in Tucson. John Young, Mike Lake and Ron Bloom were there in full force with three beautiful Corvairs. John's car took the first place trophy in the Stock '60-'66 Class.

Ron would have probably placed a strong second if he hadn't opened his trunk using a screwdriver in front of the judges!



John Young's convertible took top honors in the Stock '60-'66 Class



Ron Bloom's Evening Orchid '65 was there in full bloom....(no pun intended....actually that may count as a double pun!)

Mike Lake's Turbo Corsa



Dwarf Car Museum

On Saturday morning, December 1, Mike Lake, John Young, Ron Bloom, Rob Vanslyke and Van Pershing dropped at IHOP for a nice breakfast before heading out to the Dwarf Car Museum in Maricopa, Arizona. We cruised up I-10 and the west on I-8 for a little over an hour in four Corvairs with Rob bring up the rear in his pickup before arriving.

Shortly after we arrived seven more Corvairs showed up from the Cactus Corvair Club. We toured the museum with our host Ernie Adams and we able to get up close and personal with the several completed dwarf cars and were able have a nice look at a couple of cars that are under construction.

We had a great time and the trip was well worth the effort.

Afterward the group had lunch

A sweet little '54 Chevy Bel Air was on display (right). A group shot of the two clubs (below).



The '49 Mercury Dwarf (below) was a big hit at Route 66 cruise a few years back.



All of the Dwarf cars are powered by Toyota 4 cylinder drive trains of various types as seen under the hood of the red 1940 Mercury (above left). Each of these cars is highway legal and will cruise at freeway speeds with no problem. Under construction is a 1964 Impala SS (left). Each and every part by necessity is hand fabricated. We complete there will be only one or two parts that were manufactured by Chevrolet. This '39 Chevy Dwarf (below) was the first street-legal car that Ernie built (completed in 1992). He also owns a full-size '39 Chevy!



HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't.

Here's the story: One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his

Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked - he got enough orders to put the radio into production.

WHAT'S IN A NAME?

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the *Motorola*. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with in-

stallation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio - The Handy-Talkie - for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

Whatever happened to the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! AND It all started with a woman's suggestion!





November 4, 2018: Mike Lake with an Air National Guard F-16. Note: the Fighting Falcon is **only** good for 1,500 mph.... The Red Rocket? Another story!



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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:

Golden Corral
4380 E 22nd Street, Tucson

Read this newsletter on line at www.corvairs.org