

# TCA takes Kitt Peak



*Tour Guide, Indiana Moulton*

It was a sunny September day, the 25th to be exact, in southern Arizona when a few brave members of the Tucson Corvair Association left the valley floor and climbed to the 6,880-foot level of Kitt Peak 50 miles west of Tucson where the ambient temperature was about 20 degrees cooler. Two Corvairs made the climb supported by a Corvette and a Cadillac convertible.

Ron Bloom had just picked up his Greenbrier from the paint shop and showed up to the meeting place missing headlights, tail lights, grill, bumpers and a myriad of other necessary parts and pieces, but it didn't stop the Greenbrier from taking the trip. Van Pershing was there with the '66 Stinger along with Steve and Susan Lubliner in their '86 Corvette and Jim Mills in his white Caddy.

The convoy arrive atop the mountain and was treated to an unbelievable tour of a few of the astronomical instruments residing there by our tour guide and fellow TCA member, Bob "Indiana" Moulton. A brief stop at the visitor's center gave us a flavor of what the facility is all about. Then we strolled down the hill and around the corner to the McMath-Pierce Solar Telescope. Built in 1963, it is the largest of it's kind in the world. It was interesting to see 1960's technology in action, although

most of see 1960's technology in action every day as we drive our cars to and fro. After checking out the control room and the mirror tunnel, we walked back to the parking lot and boarded the Bloom bus and, with much effort on the part of the bus, drove to the Mayall 4-meter telescope. It was dedicated in June 1973, and at the time, was the second largest optical telescope in the world. It has an observation platform that provides the most spectacular views of the entire part southern Arizona that you would ever wish to see.

Back aboard the Bloom bus, we found the trip back down to the parking lot was much easier on the bus than the trip up. This was supposed to be an 80 horsepower engine but one wonders!

We convoyed down the mountain a short distance to the picnic ground where we had lunch in the cool pines of Kitt Peak.

We then journeyed a short distance to the 12-meter radio telescope

owned and operated by Bob's employer. Bob actually works at the facilities on Mount Graham, but arranged to have his buddies Shawn and Ron give us way more information than we could possibly digest. The scope itself was built in 1968 from government surplus parts to test the concepts radio telescope. It was intended to be used for a 5-year experiment but is still going strong today. Needless to say, for once, the taxpayers got their money's worth out of this baby. The support that rotates the 12 meter diameter dish was intended for use as a gun turret on a WWII battleship. It sports a nice set of B-52 disk brakes and hydraulic parts reportedly from a B-17. Along with performing all of its astronomy duties it made a great backdrop of a couple cars built around the same time.

A special thanks to Bob Moulton for a great day on Kitt Peak and one that won't soon be forgotten for all who attended.

*Van Pershing*



*The 12-meter radio telescope with the two 'Vairs, the 'Vette, and the Caddy.*

## 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 (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 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.

CORSA membership dues are \$38 per year (\$76 for 26 months) and include a subscription to the CORSA Communique, a 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.

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.

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# TCA 2010 Events at a Glance

Sat, Oct 23 &  
Sun, Oct 24

**CHVA 33rd Annual Swap Meet & Car Show.** SIR Dragstrip off Houghton Road south (Exit 275). Sat, 6:30 am to 5:00pm, Sun 6:30 am to 3:00 pm.

Wed, Oct 27

**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).

Oct 29, 30  
& 31

**33rd Annual Great Western Fan Belt Toss & Swap Meet.** Palm Springs, California. Registration forms, raffle tickets and information available at the club meeting.

Sat, Oct 30

**Cops & Rodders Show,** Hi Corbett Field at Reid Park. 8 am to 4 pm. Cars, trucks and motorcycles.

Wed, Nov 17  
Note: Third Wed

**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).

Barbara is selling her '64 Monza: Not to worry, there is another Corvair in her future. If interested in purchasing this lovely automobile, contact her son Steve Govostis at 520-551-9606 or by email at [thegreekone1@msn.com](mailto:thegreekone1@msn.com). Details and pictures can be seen in the *For Sale section* of [www.corvairs.org](http://www.corvairs.org).



# September Meeting Minutes

Minutes from the TCA regular monthly meeting held September 22, 2010 at 6865 N Thornydale Road, Tucson Arizona.

The meeting was called to order at 7:28 P.M. by President Ken Farr. In attendance were Ken & Heidi Farr, Jim and Terry Mills, Bob Moulton, Van Pershing, Bill Leslie, Don Robinson and Frank Pella.

Future events were discussed. On October 2, the Phoenix club has invited us to participate in a Corvair anniversary event to be held at the Chevrolet dealer in Chandler. On October 9: will be the *Cars in the Park Show* in Sierra Vista. On October 16: annual *Tucson Classics Car Show* held at St. Gregory High School. On October 29 thru 31 is the Fan Belt Toss in Palm Springs.

Club members will meet this Saturday at the McDonald's near Kinney and Ajo for an outing to Kitt Peak sponsored by Bob Moulton.

There was no treasurer's report and no raffle was held.

Club jackets and new T-shirts were discussed. Terry Mills has a connection that may be able to help us out with the artwork and getting jackets and shirts.

Bill Leslie made an excellent presentation for the tech session on the subject of push rods. See photos of his display elsewhere in this issue.

Frank Pella visited the meeting with the intention of joining the club. Frank is a former member and was president of the Classic Chevy Club here in Tucson. He had a '57 Chevy that he has since sold. He presently has a '63 VW and a '68 Corvair convertible.

The meeting adjourned at 8:03 P.M.

Submitted by Van Pershing

*Thomas Crown Affair*, 1968: Steve McQueen on the movie set.



**PUSHRODS:** Bill Leslie gave a very informative presentation on pushrod failure at the September meeting. Below are photos that show the plaque that he made to demonstrate the different types of wear and failure that occur in Corvair pushrods.



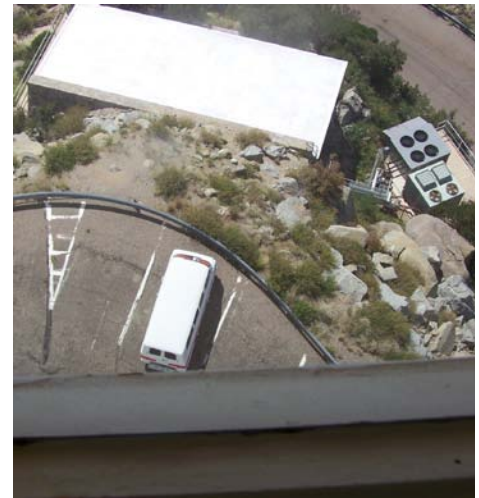
# More Kitt Peak photos



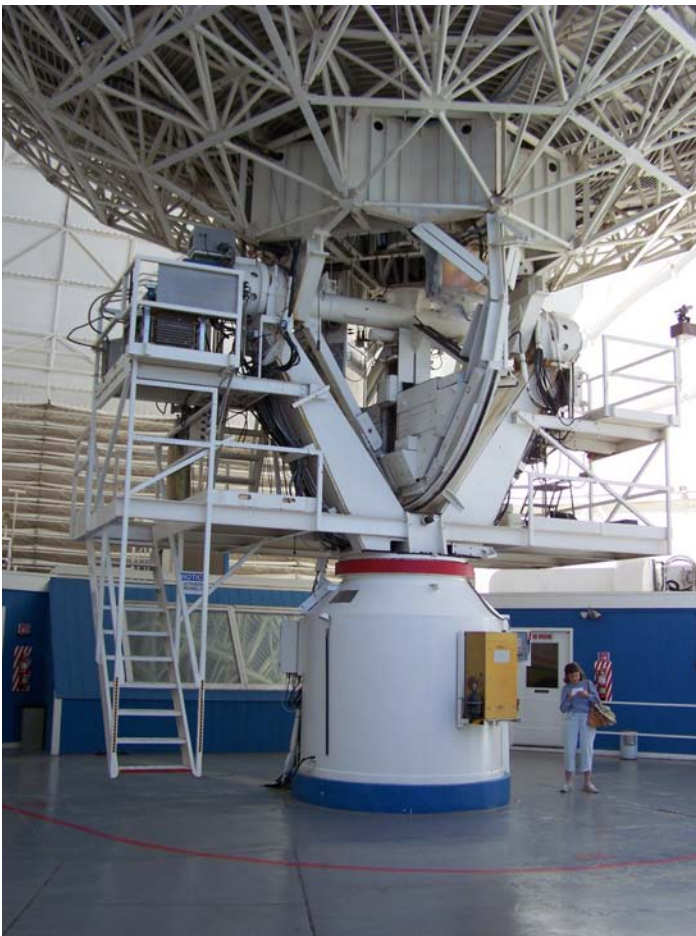
*The crew (minus the photographer and Susan): (l to r) Steve Lubliner, Bob Moulton, Jim Mills, and Ron Bloom.*



*The convoy.: Elevation 5,958 ft. above sea level. Speed: 28.6 mph.*



*Bird's eye view of a freshly painted Greenbrier top from the observation deck of the Mayall telescope.*



*Susan Lubliner carefully taking notes in the shadow of the 12-meter radio telescope.*



*Here are the lone Corvairs in the visitor's center parking lot being carefully watched over by the Lubliner Corvette.*

# Secret Corvairs: GM's Stillborn Sixties Small Cars



In the beginning were divisional clones, at the end a couple of promising replacements. Here's an *exclusive* look at the Corvairs that didn't make it, in photos from the files of GM Design Staff.



As Corvair neared completion in early '59, GM badge-engineered its new rear-engine Y-body package for possible Buick, Olds, and Pontiac models, then abandoned it for the conventional, front-engine A-body design that appeared for 1961. *Top:* A May 8, 1959 photo compares production-ready '60 Corvair (left) and proposed Pontiac "Polaris," the most heavily restyled of the three clones, which suggests it as the one most seriously considered. *Left and above:* Trim tryouts for an unnamed Buick version, October 28, 1958.



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**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.

## **NEW MEETING PLACE:**

Golden Corral, 6865 N Thornydale Road (Ina and Thornydale), Tucson, Arizona.



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