

Chevy Showdown 2012

On April 28, 2012, the TCA, as a mid-month activity, participated in the annual Chevy Showdown which was held at Catalina Foothills High School 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 a little more than 100 cars including 9 Corvairs belonging to Ron Bloom, Van Pershing, Ken & Heidi Farr, Jim Mills, Charlie & Sandy Evans, John & Amy Young, Wes Reynolds, Joe Hiller and Frank Pella.

This year John Young placed first, again, in the Corvair class with his '66 140 Monza. Second place was won by Frank Pella and Joe Hiller a took home the 3rd place trophy. Charlie Evans' V8 Monza won the Best Daily Driver trophy. It was a great day if your car was BLUE!!! Ron Bloom and Jim Mills both received Certificates of Merit.

The other show participants were Ken and Heidi Farr with their '64 convertible, Wes Reynolds with his '63 Spyder and Van Pershing with his Stinger.

Jim's and Terry Mills hosted a barbeque at their home following the show.



This year nine Corvairs were entered in the Chevy Showdown - the largest single class at the show.



*John Young's BLUE Monza 140 Coupe
1st Place in the Corvair class*



*Frank Pella's BLUE '68 Convertible
2nd Place*



Ron Bloom's Greenbrier (above) and Jim Mills' Rampside (below) both received Certificates of Merit.



*Joe Hiller's BLUE '68 Convertible
3rd Place*



*Charlie Evans' BLUE Monza V-8
Best Daily Drive for entire Show!*

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) for members of CORSA. Add \$3 per person for non-CORSA members. Make checks payable to the Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communique, 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 2012 Events at a Glance

Wed, May 23

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, Jun 16

Breakfast at Ryan Field. We'll meet at the El Rio Golf Course parking lot and cruise as a group to Todd's for breakfast.

Sat, Jul 14

Picnic at Madera Canyon. Details soon.

Jul 25 - 28

CORSA International Convention. Sturbridge, Massachusetts

Jul & Aug

Cruise Nights to Sonic Drive-In. We'll pick a couple of nights and cruise for a refreshing beverage and show off our Corvairs.

Aug 2012

Kitt Peak Adventure. A cool day with an insiders tour!

Sat, Sep 15

BBQ at the Elvicks. We'll spend an afternoon with good food and good people.

Sat, Oct 13

Tucson Classics Car Show. St. Gregory College Preparatory School, 3231 N. Craycroft, Tucson

Oct 2012

Cars in the Park Car Show. Presented by the Sierra Vista Car Club, Sierra Vista, Arizona.

Nov 2012

Tech Session

Dec 2012

Annual TCA Christmas Dinner.

Jan 2013

Tubac Car Show.

Feb 2013

Tech Session

April Meeting Minutes

Minutes from the monthly meeting held April 25, 2012 at the Golden Corral Restaurant, 6865 N. Thornydale, Tucson Arizona.

The meeting was called to order at 7:03 pm by President Lynn Marrs.

In attendance were Charlie Evans, new member Mike Lake, John and Amy Young, Dave and Patrick Lynch, Lynn and Ron Bloom, Lynn Marrs, Allen Elvick, Van Pershing, Don Green, Ken and Heidi Farr, Don Robinson, and Ed Segerstrom.

Lynn introduced new member Mike Lake and welcomed Dave Lynch home on vacation from Afghanistan.

A motion to approve the minutes was made by Ron Bloom and seconded by Ken Farr. Minutes were approved.

Lynn talked about the Chevy Showdown that will be held on April 28, 2012 with a barbecue to be held at Jim and Terry Mills' home immediately after the show.

There will be a cruise to Tombstone on May 12. We will meet at 9:30 am at the Chevron at I-10 and Wilmot on the north side of the freeway.

On June 16th, we will caravan to Ryan Field for breakfast at Todd's. We are invited to John and Amy Young's airplane hanger afterward where we can see John latest Corvair projects and see John and Amy's airplane.

Vice president Charlie Evans reminded everyone to attend the Club's mid-month activities. There are some good ones planned this year.

Treasurer Allen Elvick gave the treasurer's report. The balance as of March 1, 2012 was \$3,090.05 with ending balance as of March 31 of \$2,944.71. For further details see Allen.

Merchandise chairman Don Robinson reported that new TCA T-shirts are available for \$15.00 each. He is encouraging everyone to get one or two or even three.

Corvairsation Editor Van Pershing reported that the four judging slots for the Chevy Showdown have been filled. John Young, Charlie Evans, Ron Bloom and Van Pershing will be helping with the judging. Ken and Heidi Farr, and Fred Nuñez will be helping with parking.

We took a break at 7:18 pm. There were no raffle prizes so 50/50 drawing tickets were sold. Allen Elvick won the drawing and took home \$13.50.

Van Pershing gave a tech presentation and showed a couple of Corvair intake manifolds that were built by the Chevrolet Model Shop back in the 60s. These manifolds were made to bolt onto the modified head and were to be used for experimental fuel injection on Corvair engines. National Champion Jerry Thompson used the system on a Yenko Stinger in 1967. Van got the manifold and a set of the modified 140 heads from Rosey Rosenburger who was a long time member of TCA and has since passed on. He then talked about his association with Rosey and Bob Benzinger who led his team in the development of the Corvair engine.

John Young asked if there was anyone in town who could repair his Corsa tachometer. Several suggestions were given.

Meeting was adjourned at 8:48 pm with a motion by Ron Bloom and a second from Fred Nuñez.

Submitted by Lynn Bloom

President's Message

Greeting to you all:

It is always a treat to see so many of you at the club meeting.

We re going to caravan to Tombstone this Saturday, this should be a lot of fun.

We all come prepared, in case there is a malfunction with one, or two, or three of the cars. It will be a lot of fun.

Remember to bring a gift for the raffle at the next meeting and something to talk about during Tech Talk time.

As always, I am honored to be your President.

Lynn



New CORSA Membership Level Announced

On the March conference call of the CORSA board of directors, we voted to add a lower priced membership. This membership is called the Virtual Membership and is priced at \$37.00 for one year. This membership gives the individual the same benefits and voting rights as a standard membership but excludes the printed copy of the Communique. Instead of the printed magazine the virtual membership member will get a link emailed to them. We cannot email the Communique right to the individuals email as it is too big of a file and most email servers will not allow such a big file through. When you click the link it will bring you to the file which you can download, print, and even save onto your computer. This is one of the many changes we have been working on in conjunction with the new web sites abilities and hope to bring more in the near future.

Jason Cesana
CORSA VP

Editor's note: Current regular CORSA dues are \$45 per year or 26 months for \$90.



My First Car *by Ron Bloom*

I was 13 years-old in 1953 and my 14th birthday was coming up. I kept telling my dad I needed a car for my birthday. I was going to have my driver's license at 14 and I needed a way to get to school, which was a whole 10 blocks away, plus I had to get to my job at the Sale Barn where I sold popcorn for 10 cents a sack. Dad had a theater-style popcorn machine, we used pink coconut oil which makes really tasty corn, and I would make \$25 to \$30 a night.

My 14th birthday had come and gone. All my friends had cars and I thought I would be riding my bicycle the rest of my life. Then one day my dad said, "Come on, I've got something to show you". That usually meant we were going to the farm to work. I remember dad pulling in at the neighbor's house and saying that if I brought

the guy \$20 bucks I could be driving this 1940 2-door Plymouth sedan. It was black. It started right up, and all that kept it

from going was a flat tire. I was in heaven; I had my first car. A dollar in the gas tank gave me 5 gallons of gas. Dad showed me how to change oil and even bought the oil. I bought a used pair of fender shirts at the junk yard, and put in some custom lowering blocks, okay, maybe it was a couple of bags of sand in the trunk, but it did the job. My friend was a mechanic at the Dodge/Plymouth dealer and showed me how to split the exhaust and with his help I had dual exhaust system complete with glass packs. Oh did it ever sound good. I remember dragging main at night and all the fun we had. Then a year later I found a red 1949 Chevy convertible, but that's other story and other time...



While Ron doesn't have any actual photos of his first cars, a sample of a 1940 Plymouth is shown above and a 1949 Chevrolet convertible (right).



Editor's Note: We'd like to feature your first car in the *Corvairsation*. Please submit a little write-up and some pictures, if you have them and we'll share your first car story with everyone.

TCA Supports Veteran's Parade

On March 31, 2012 a parade was held in downtown Tucson to welcome home the veterans of the Iraq/Afghanistan wars. The Tucson Corvair Association supported the affair with a donation and a caravan of Corvairs. The TCA members that participated were Ken and Heidi Farr with their '64 yellow convertible, Ron Bloom with his Greenbrier, Van Pershing and the Stinger, John and Amy Young with their '66 Monza, Jim Mills driving Dave Lynch's Monza, Fred Nuñez with his Rampside and Charlie and Sandy Evans with the monster V-8 Monza. It was a bad day for a couple of the cars. The Evans' V-8 had a fuel problem just before we got to the staging area and had to call it a day,



The Club Corvairs assembled and ready for the parade (above). Lydia and Emilio rode in their great grandparents' (Ken and Heidi Farr) convertible and were a big hit with the crowd (right).

while Fred's Rampside also had a fuel problem in the staging area and was forced to abort the mission. He ended up riding in Dave's car with Jim Mills.

It was a great event and the Corvairs did their part.



On a Personal Note: Meet Bob and Rosey

by Van Pershing

Dave Newell's article entitled "50 Years Ago: Spydery and Convertibles" in the April 2012 *CORSA Communique* is a great conical on the development and introduction of the Spyder and the convertible. Both models were introduced to the public about the same time in April 1962. Dave mentions two people who were vey instrumental in bringing the Spyder to life: Maurice "Rosey" Rosenberger and Bob Benzinger. Rosey was a Chevrolet Assistant Chief Engineer at one point during his tenure with General Motors and Bob was the Chief Engineer of the Corvair Engine Group during his long career at G.M.

Both have special meaning to me.

Bob Benzinger retired from GM and moved to Arizona mostly for the weather. Bob had had a bout with polio earlier in his life and enjoyed the Arizona winters. To keep himself busy, he became an engineering professor at Arizona State University in Tempe. I was an engineering student at ASU in the early seventies and was fortunate enough to have Bob as my academic advisor. Naturally, in the course of my curriculum, I took classes where Bob was the instructor. After the first one, I took every class I could in which he was the teacher. It was totally refreshing to have an instructor who had experience as an engineer instead of the usual professors who had never worked a day in their lives in the field.

Once Bob discovered that I drove a Corvair, he really took me under his wing. The stories he told of his days as a GM engineer were nothing short of incredible to a young college student with aspirations of becoming a good engineer - maybe even in the automotive industry. He was really excited to have someone who wanted to follow in his footsteps and he was careful in giving advice and direction. At the end of my schooling he encouraged me to apply at Chevrolet. He wasn't in a position to pull any strings but he was there giving advice and cheering me on. In the end, Chevy wasn't interested in what I had to offer and I ended up taking my first engineering job with the heavy duty truck division of International Harvester in Fort Wayne, Indiana. Bob was very pleased

that I made it into the auto industry.

I can still remember his disappointment when I left IH to return home to Arizona.

Rosey Rosenberger was well into his eighties when I met him. He was an acquaintance of Gordon Cauble and we were introduced at a monthly TCA meeting when he came as Gordon's guest. Rosey was a long time employee of GM and worked in several divisions over the years, including Cadillac and the Hydramatic transmission group. He had a great love for the Corvair. He is perhaps the only man I know who, well into his nineties, had a current subscription to Hot Rod Magazine and dreamed of building something that would go faster than the last thing he built.

On one occasion, Rosey asked me if I would drive up to Phoenix with him to a visit to a speed shop that was doing some unusual things with turbo chargers on small block Chevy V8s. He was ninety or maybe ninety-one at the time and didn't want to travel the distance alone. I took the day off work and we drove to Phoenix for the visit. The shop was full of all kinds of projects that would make a grown man drool. A Volvo station wagon with a fuel injected Chevy small block; a Jaguar sedan with a similar drive train; all kinds of tools and equipment for making one-off fiberglass bodies; the list goes on. Of course, the drive up and back was much more entertaining and educational than the short time we spent in the shop. Rosey was a wealth of knowledge and quite the dreamer.

Rosey was in the middle of restoring a 1965 four-door Monza when he hurt his back and put it under a tarp for safe-keeping. This was a special car. His son married the daughter of the head of Chevrolet quality who had this car specially built for his wife to drive. It had all the bells and whistles that were available on Monzas plus some that weren't, plus the car only had 35,000 miles on the odometer. He called one day needing some help. It seems that the pack rats had completely taken over the engine compartment and could I come take a look at it to see what, if anything, could be done. I towed

it home and begin the disgusting task of cleaning it up. I removed and dismantled the engine, cleaned it thoroughly and then went through the heater system and removed all the household debris that comes with being a rat. It started up and ran and drove like a brand new car. In the meantime, Rosey decided that he needed to reduce his inventory and wanted to sell the car. What could I do? The car was already at my house and looked real nice in my driveway. We agreed on a price and "Rosey", as the car became affectionately know at our house, became part of our Corvair family. My youngest daughter drove the car during her high school and early college years.

During his inventory reduction, Rosey gave me a several items of interest: a four-barrel AFB carburetor that had been set up specifically to be used on a Corvair engine complete with a spec sheet; several intake manifolds that were fabricated in the Chevrolet model shop with a set of 140 heads with the stock manifolds machined off to accept them; his Corvair shop manuals which have his hand written notes in the margins; and the list goes on. Rosey is gone now, but his memory lives on.

So, it has been my great privilege to have rubbed shoulders with these two great Corvair men. One who influenced my career as a mechanical engineer and the other who was a good friend and a cool guy to hang out with. The interesting thing to me is that both these gentlemen were men of integrity and honor. Refreshing in today's world.



"Rosey", the 1965 4-door Monza that Rosey Rosenberger restored. The nicest Corvair I ever owned after the pack rat mess was cleaned up.



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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.

MEETING PLACE:

Golden Corral, 6865 N Thornydale Road (just south of Ina), Tucson, Arizona.

Board of Director meetings are held at 5:30 PM before the regular monthly meeting at the same location. Any general member is welcome to attend.

This newsletter can also be viewed at www.corvairs.org



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