

A Great Day on the Mountain

On Saturday, June 10 the Tucson Corvair Association along with the Classic Chevy Club of Tucson made the trek to Summerhaven for a cool day at 8,000 feet. Five Corvairs along with nine classic Chevys were part of the group that made the trip.

Bob Moulton drove Bob Traylor's 4-door with Bill Maynard and his girlfriend on board. All the Corvairs made it up the hill with no issues. A few of the classic Chevys had some issues and made it up a little later. Some of us had lunch at the Sawmill Restaurant and others had pizza elsewhere. Some left early and the rest of us did a photo op at the ski lift





TCA 2017 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 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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- Jul 22, Sat** **Breakfast at Cozy Corner.** Meet for breakfast at the Cozy Corner Café, 2530 S Harrison at 8am.

- Jul 27, Wed** **Regular Monthly Meeting.** Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm. Golden Corral, 4380 E 22nd St, Tucson, Arizona (near Columbus).

- Aug 26, Sat** **Little Anthony's Car Show.** Registration 5-6pm. Show 6-9pm.

- Oct 20-22** **Great Western Fan Belt Toss & Swap Meet,** Palm Springs, California.

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June Meeting Minutes

Minutes from the monthly meeting of the Tucson Corvair Association held June 22, 2017 at Golden Corral, 4380 E 22nd Street, Tucson, Arizona.

Vice President Mike Lake called the meeting to order at 7pm. In attendance were John Young, Bob Moulton, Mike Lake, Ron Bloom, Fred Nuñez, Jim Mills, Doug Scott, Van Pershing, and guest Gabe Gelb.

Treasurer's Report: The balance in the Club account on May 1 was \$2, 538.72 with a closing balance for the month of \$2,568.72.

Activity report: The cruise up Mount Lemmon was a success. Fourteen cars made the trip from TCA and the Classic Chevy Club of Tucson. Five Corvairs made the trip. None of the Corvairs had any mechanical difficulties.

Attending the meeting was Gabe Gelb who just purchased the Club's '64 coupe. He's planning some great things for the car.

Bob Moulton reported that his Greenbrier received a blow to the back doors while parked from a not-so-smart body man looking for work. Of course, he was not insured and somehow thought that Bob should pay for the damage to his vehicle.

A helicopter pilot named Mitch donated some chrome parts to the Club and Ron Bloom was begging everyone to take them home. The majority of the parts were not Corvair.

The mid-month activity for July will be breakfast at the Cozy Corner Café on south Harrison on July 22. Everyone is to meet there at 8am.

An evening at the Little Anthony's Car Show on August 26 will be the mid-month activity for August.

Mike Lake gave a report on a meeting he attended regarding the development of Miracle Mile Car Shows. The City of Tucson along with merchants in the area are going forward with a plan to have various activities including car shows and cruises in the Miracle Mile corridor which goes from I-10 and Miracle Mile to Oracle and Drachman.

There was a discussion about the merits of the electronic ignition distributor that is available through California Corvairs.

The meeting adjourned at 7:58pm.

Submitted by Van Pershing

Sue Robinson Passes



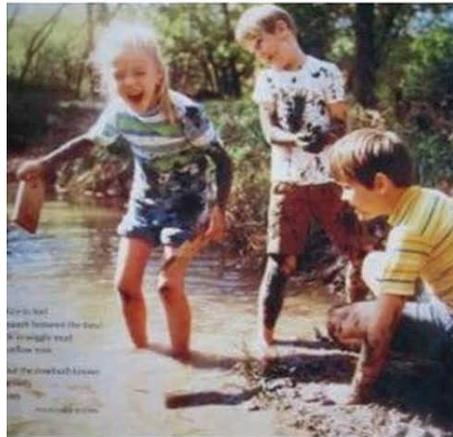
Sue Robinson left this frail existence on May 4, 2017. She and Don were married for 61 years and have been members of the Tucson Corvair Association for several decades.

Our well-wishes go out to Don and his family.



At least one Volkswagen owner has figured out the proper use of a fan belt!

SO GLAD I GREW UP



DOING THIS



NOT THIS

Former Willow Run line worker surprised with dream car, a Chevy Corvair

Hunter Dyke, The Ann Arbor News, May 26, 2017

Merle Shingler always dreamed of owning a Chevrolet Corvair.

When he showed up at the Ypsilanti Automotive Heritage Museum on Friday, May 26, he was under the impression that he was there to show a small group of people something inside of the museum.

Little did Shingler know, his lifelong dream would soon become a reality.

During his 26 years working at the Willow Run Assembly Plant, his favorite car to work on was the Corvair, and he hoped to eventually save enough money to enjoy the car on which he once sealed body joints as part of the assembly line.

But, occupied by the responsibilities of raising a family, the dream started to fade.

"That took all of my money," Shingler said. "I didn't have any extra to even go out and think about buying (a Corvair)."

Once retired, Shingler resolved to save up enough money to fulfill the promise he once made to himself.

He joined the Detroit Area Corvair Club once he had enough money for one, but a two-month hospital stay halted those imaginings.

"I thought if I ever got enough money up, I'd go ahead and get one," he said.

"When I did get the money up, something happened. Last year, I was in the hospital for two months. That took everything I had."

Eva McGuire of the Corvair Preservation Foundation met Shingler while conducting interviews of former Corvair builders.

When she assembled a Corvair convoy for a visit to the Willow Run Assembly Plant to commemorate the 48th anniversary of the final car, she loaned Shingler one of her own, since he'd never driven one.

"We took him to the plant, and after that, I posted the pictures of him in the car on Facebook," McGuire said, hoping to find someone to donate a Corvair for Merle.

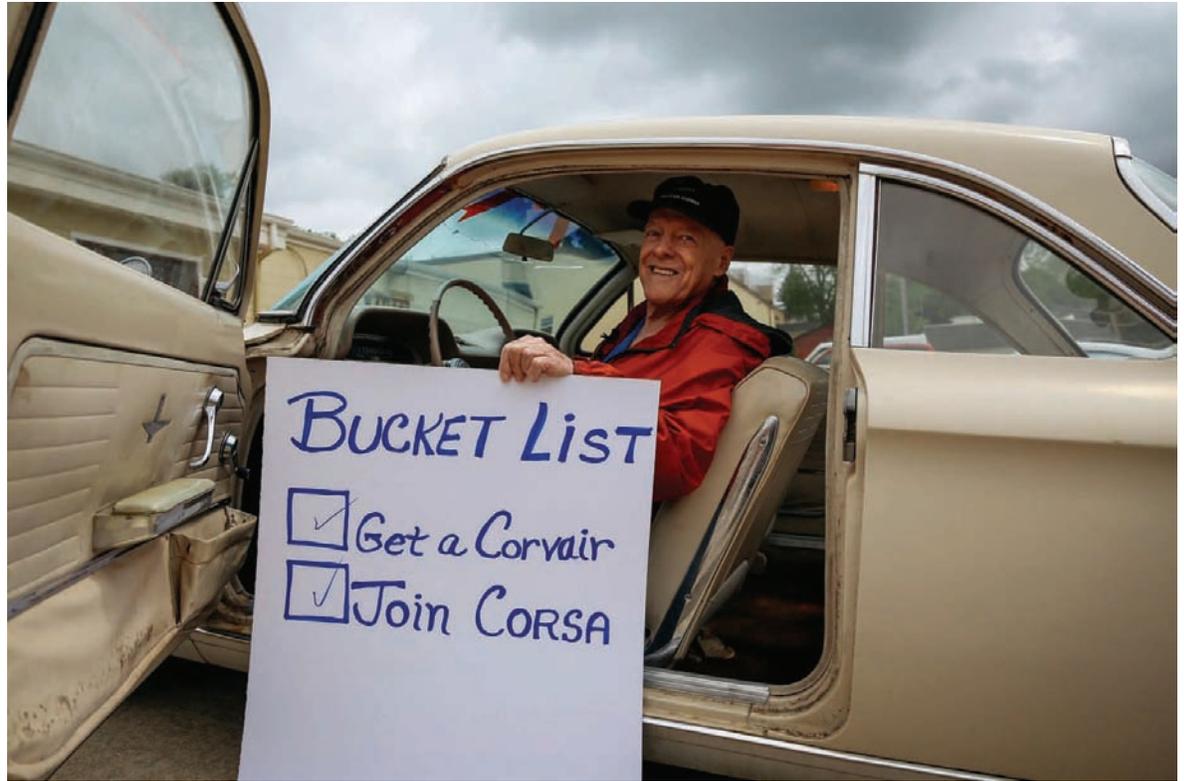
An anonymous donor messaged McGuire after seeing Shingler's story and agreed to donate a 1964 Corvair.

When John Tucker of the Ypsilanti Automotive Heritage Museum pulled up to Shingler in his gifted Corvair, he was speechless.

It wasn't long before Shingler began to planning road trips in his "new" Corvair.

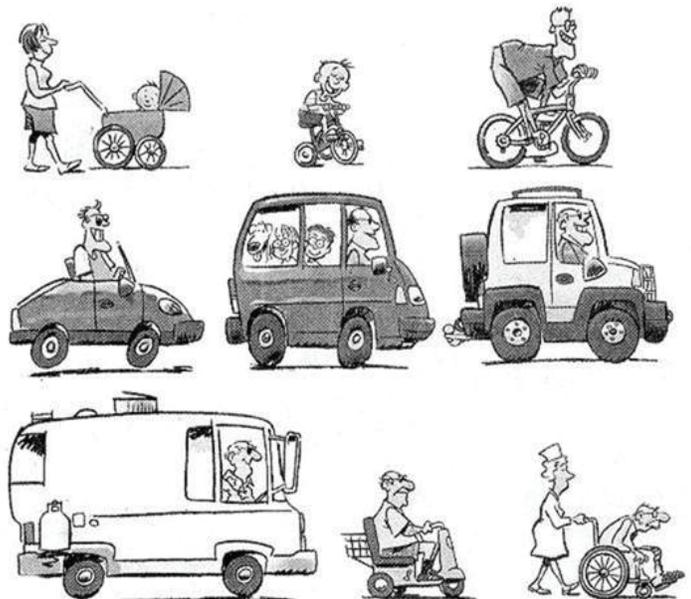
Shingler said he's looking forward to finally being able to participate in cruises with the local Corvair club after a couple of tune-ups.

When asked what his message is to the Corvair club and the donor, Shingler exclaimed: "I love you all!"

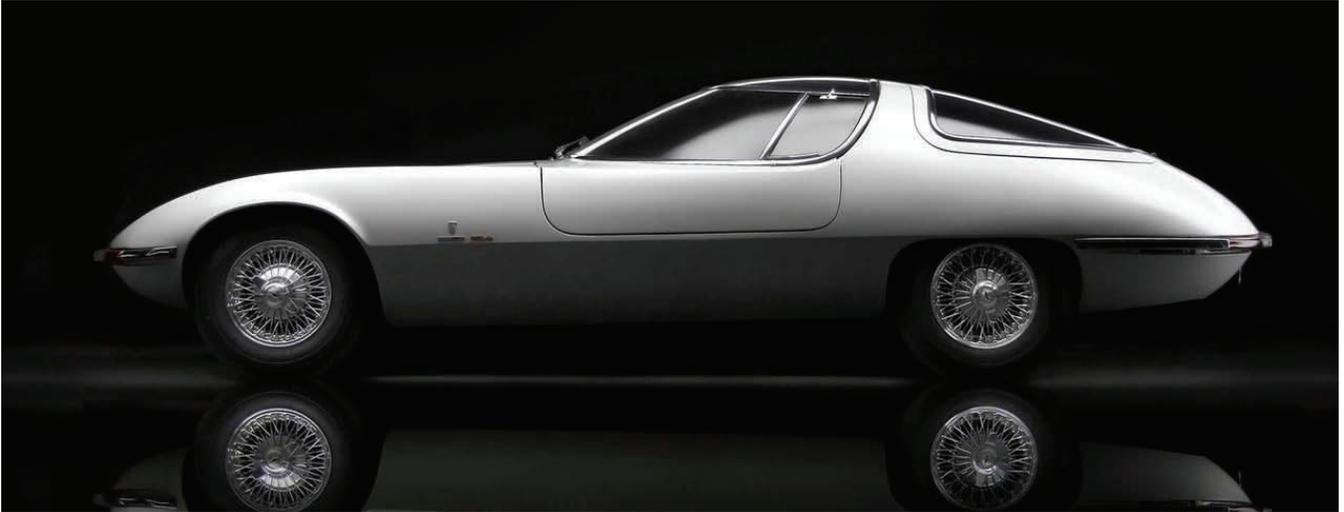


Merle Shingler's 1964 Chevy Corvair is driven to him at the Ypsilanti Automotive Heritage Museum on Friday, May 26, 2017. Shingler worked at the Willow Run Assembly Plant for 26 years and has wanted a Corvair since he began working on assembling them.

The Wheels of Life



An Italian take on an American car, the Testudo was one of Giorgetto Giugiaro's most influential designs.



Name: Chevrolet Corvair Testudo (Latin root for the word turtle)

Debuted: 1963 Geneva Motor Show

Specs: Based on the Corvair Monza, flat-six air-cooled 2.3-litre rear-mounted engine with 81 horsepower, four-speed manual gearbox, rear-wheel drive

Why We Remember It Now

Serving as a source of design inspiration for the timeless Lamborghini Miura and other important production cars, the Testudo was one of the most influential concepts from that era.

A lot of things can be said about the Corvair — like the fact that it was the only American-designed, mass-produced passenger car to feature a rear-mounted air-cooled engine. It was GM's first car to have a unibody construction and its engine was initially tested in a Porsche 356. Astronauts from the Apollo mission trained on a Corvair-based lunar rover in New Mexico and the car served as a foundation for a great deal of other concepts, like the 1961 Pininfarina Speciale and 1963 Monza GT, just to name a few.

Let's not forget the Corvair (portmanteau of Corvette and Bel Air) was riddled with technical issues, ranging from oil leaks to the infamous handling thoroughly detailed in Ralph Nader's book "Unsafe at Any Speed."

But today we're here to talk about the Testudo, a one-off that started life as a Corvair Monza and was transformed by a young and very talented

Giorgetto Giugiaro working at Bertone into a uniquely styled showcar. He was actually the one to drive it to Geneva back in March 1963, and is the first concept he was given complete freedom to design.

The Corvair's chassis was shortened, and the curvaceous body redesigned from the ground up was initially painted in metallic silver before getting a pearlescent white finish. With pop-up headlights, a wraparound windshield, glass roof, and the first-ever polycarbonate taillights integrated into the rear bumper, this was no ordinary Corvair. It had a spectacular forward-hinged canopy like the aforementioned Monza GT and looked somewhat like a turtle's shell, hence the rather ironic name considering this was envisaged as a sports car.

It only had B-pillars incorporating the hinging mechanism for the canopy as well as the vents to cool down the engine mounted at the back. Opening that massive canopy granted access to an equally interesting interior with a rectangular steering wheel, a pair of body-hugging seats, and the dials and buttons mounted on a one-piece, boomerang-shaped piece.

While the Testudo never made it to production despite some talks of a European-spec Corvair with a different design, its styling had an influence on the Lamborghini

Miura and the Porsche 928. Other Bertone-pinned cars such as the Ferrari Daytona and the Alfa Romeo Montreal also took a leaf out of the Testudo's book.

The concept's history is just as intriguing as its design. Several years after its Geneva appearance, the Testudo was involved in an accident while shooting a promo film for Shell with another one of Bertone's creations, the one-off Alfa Romeo Canguro. It was brought back to life in the early 1990s when it went through a full restoration and was later on showcased at the 1996 Pebble Beach Concours d'Elegance. Fast forward to 2011, when RM Auction's sold it for €336,000 (approx. \$500,000 CAD).

In an interview from the 1980s, the man behind the concept said: "There's something special and affectionate about what I feel for the Testudo. It was the first prototype with which I had been given a free hand, without restraints, and the end result captured the attention of the entire automobile world." Nearly five decades on, the impact this truly seminal dream car had on car design is still apparent."



Standing Guard



This nation will remain the land of the free only so long as it is the home of the brave.
Elmer Davis



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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, Arizona

Read this newsletter on line at www.corvairs.org