



The pictures of this customized Greenbrier showed on the Corvairatics Facebook page. Not much information was give except that it appeared on a TV show called Lords of Extreme Car Hoarders.

Notice a couple of the unique touches. The air inlets for engine cooling are eliminated from their usual place and replaced by scoops just in back of the rear wheel wells. Also the license plates have been relocated to the bumpers which accommodates a space for the louvers in the engine access door. An additional set of stock tail lights have been added to the barn doors as well. The graphics painted on the sides really add a distinguishing touch.





TUCSON CORVAIR ASSOCIATION
Established 1975

TCA 2021 Events at a Glance

The **Corvairsation** is a quarterly 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 \$5 per year for individuals. 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 or email changes to tucsoncorvairs@yahoo.com

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 memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Business Mailing Address: 4842 W Paseo de las Colinas, Tucson, Arizona 85745

Website: www.corvairs.org. Email address: tucsoncorvairs@yahoo.com

WHEELS AND SPOKES

PRESIDENT

Mike Lake
520-979-0310
mls56@g.com

VICE PRESIDENT

Frank Pella
520-437-2481
corvair68@icloud.com

TREASURER

Allen Elvick
4210 S Preston
Tucson, AZ 85735
520-883-4437
amelvick@pcpeople.com

CORVARSAION EDITOR/ WEBMASTER

Van Pershing
520-780-7564
vpersh@yahoo.com

3rd Tues of each month

Monthly Meetings. 6:00pm. Regular meeting schedule varies because of the ever-changing sanctions placed on us by city, county and state governments. Currently meeting are at Crown Concepts, 3930 W Costco Drive near Orange Grove and Thornydale. TCA monthly meeting are held in conjunction with the Classic Chevy Club.

Apr 24, Sat

CHEVY SHOWDOWN. 9a-3p. Desert Diamond Casino, Pima Mine Rd and I19. Registration 7a-9a. Pre-registration form: [CLICK HERE](#)

CANCELLED

Jul 27-31

CORSA NATIONAL CONVENTION: Crown Plaza San Diego-Mission Valley, San Diego, CA

CANCELLED

Oct 15-17

"Route 66" TRI-STATE: Marriot Pyramid Hotel, Albuquerque, New Mexico

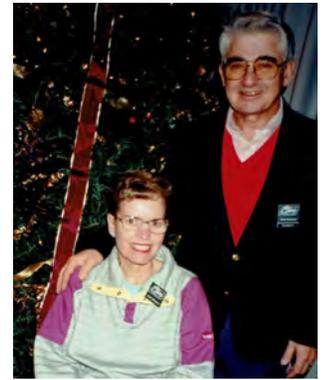


Harry Ransom has gone off the deep end and converted "Cora" to a monster sport sedan!

Jonni Berkman passes

We are saddened to report that Jonni Berkman, wife of Herb, passed away on February 16, 2021. She had been in a care facility in the Denver area and was suffering from Alzheimer's disease. The Berkmans were members of the Tucson Corvair Association for many years while they lived in Tucson. After Herb's death she remained active with Corvairs. We send our sincerest condolences to their family.

Jonni and Herb at the TCA Christmas party, 1999



Low Riders!

There's no end to what car guys are doing these days. Here's a few sample garnered from the internet of low rider Corvairs.



1954 Chevrolet Corvair concept car re-creation

The Classic Car Journal— Jan 2021 by Bob Golfen

Long before Chevrolet rolled out its rear-engine Corvair compact car, there was another Corvair, a stunning GM Motorama concept car unveiled in 1954 that restyled the existing Corvette roadster into an aircraft-inspired fastback coupe.

This was from a time when General Motors was trotting its Parade of Progress caravan around the country, showing off what was foreseen as our automotive future. Most spectacular were the displays of myriad concepts and show cars that were rolled out from GM's fertile design studio under the legendary Harley Earl.

Among them, the Chevrolet Corvair that debuted at the 1954 Motorama extravaganza in Manhattan. Its jet-fighter design was rendered in fiberglass, a celebrated new material used in the production Corvette. After its show days were done, the Corvair dropped out of sight, its fate unknown, possibly sent to the crusher.

This is a custom-built re-creation of the 1954 Chevrolet Corvair fastback coupe, one of two made using (mostly) period-correct components, according to the Tampa, Florida, dealer advertising the car on ClassicCars.com.

"This Corvair was built over a three-year period by the current owner and his friend who also built the 2nd one for legendary collector Ken Lingenfelter when he offered them to buy it," the seller says in the ad. "Every effort was taken to duplicate the legendary Motorama Corvair seen here."

The eye-catching replica is completely drivable, the seller notes, although it is currently housed in an unidentified museum.

"This car was built from a 1954 Corvette and is titled as such with the original VIN number," the seller notes. "The 2 front fenders are original to the car but all body panels were custom hand-made including all of the wind-dows.



"It has a custom-built 265 cid V8 prototype motor for the 1955 Corvette with a 700R transmission hooked up to a 1956 Corvette rear end so you can drive this Corvair down the road if you wish to."

Akin to such surviving '50s Motorama relics as the Oldsmobile F-88 and Pontiac Bonneville concept cars, as well as the remaining Futurliner tour buses, this Corvair re-creation conjures up a magical time of automotive design when just about anything seemed possible.

The Motorama Corvair had been proposed for production when it debuted, but it became a what-might-have-been footnote when the company brass decided it was a too-risky proposition given the lackluster sales of the new Corvette roadsters.

The asking price for this unusual piece is \$247,000.



Editor's Note: Okay, I know this isn't an article about a REAL Corvair, but it bares the name and since there's not very much new and exciting at this point about real Corvairs, I think you'll find this a good read.



After Market Radio for your Late Model

Van Pershing

Several years ago in an effort to find a radio that would be suitable for the '65 turbo Corsa that my daughter drives, I ended up with a unit that fit in the stock radio position without chopping the dash to make it fit. At the time there weren't many options.

Fast forward eight years. The radio never did produce a decent sound and as time passed many of the features stopped working including the volume control that would not adjust the volume. But, to be fair, it looked nice!!

In a quest for something better I discovered through a search on the Corvair Center forum a nice unit that had some nice reviews. It's a RetroSound Laguna model M1A. Nothing fancy but it plays AM/FM station and has an AUX connector for playing music from your device, push button with 30 presets, a clock, and it looks nice. Other models are available with more features.

Setting the radio up was a little tricky since it was not Corvair specific. The unit I ordered was meant for the '69 Camaro and '70-'72 Chevelle. But in the end it turned out nice.



This is the RetroSound LAC-M1A-120-03P-73P fit to a late model Corvair radio bezel ready for installation. The radio itself weighs only a few ounces instead of a few pounds like a stock unit!

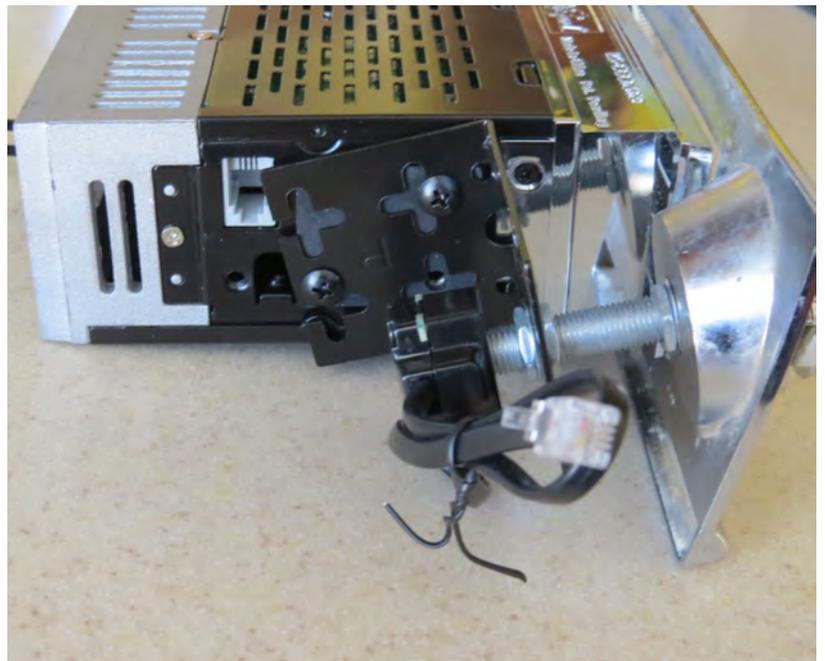


A relief had to be cut into both sides of the RetroSound face plate to be able to clear the knob recesses in the stock bezel. Also the stock bezel opening had to be filed ever so slightly for the face plate slide in all the way.



The radio knobs mount to brackets that attach to the sides of the radio allowing the knob spacing to be adjusted both left and right and up and down or slanted. For the Corvair the left side bracket had to be used on the right and the right on the left side to get the alignment to work with the stock bezel. That has to be done because of the way the stock bezel is slanted.

These radios are very cleverly designed so the one M1A base unit works in virtually all cars by using different face plates, knobs and brackets. The Camaro/Chevelle option can be very easily made to work on late model Corvairs. I suspect a set up could be found to work with early models, but that's a subject for another day.



Judson Corvair Supercharger Kit on Ebay

This beauty showed up on EBay recently and can be yours for a mere \$2700.



Judson Supercharger Kit For Corvair Refurbished. Condition is "Remanufactured".

Refurbishment includes all parts shown in photos. The kit was disassembled, cleaned and painted. The supercharger has new vanes, bearings and seals . Carburetor is a Holley 2 barrel and was refurbished and rebuild kit installed. Includes new V Belt and installation instructions.

The marvel mystery Oiler was completely refurbished. Includes gaskets and hoses. Installation hardware included too.

