

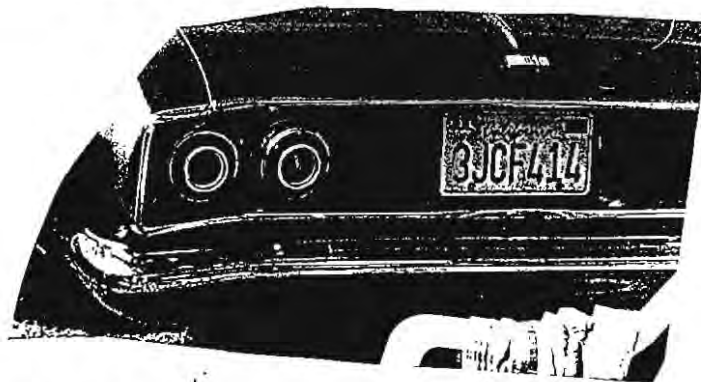
Corvairisation

TUCSON CORVAIR ASSOCIATION

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TUCSON CORVAIR ASSOCIATION

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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 (COSA\857).

MONTHLY MEETINGS are held on the fourth Wednesday of each month except December. One technical/social event is planned for each month with the exception of July and August.

MEMBERSHIP DUES: Initial dues are \$ 15.00 (includes name tag), renewable for \$ 12.00 per year and payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairperson.

CHANGE OF ADDRESS: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Editor.

COSA MEMBERSHIP DUES are \$25 per year and include a subscription to the COSA Communique, a monthly publication. COSA membership is not require for membership in TCA but is highly recommended. See any TCA officer For information.

CLASSIFIED ADS are free to members and \$2.50 per 4-line ad to all others.

DEADLINE for all materials submitted for publication in the Corvairsation is the 10th for that month's issue. Mail or deliver all materials to the Editor.

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FROM THE PRESIDENT

Off to Palm Springs. We left at 5:00 a.m. after we met with Ron & Lynn Bloom and their son R.D. at 22nd st. and I-10. We drove to the Iron skillet for breakfast then done some long traveling. We made a pit stop in Indio then our car wouldn't start so R.D. had to get under it and jump across the solenoid to get it started. We then arrived at Palm Springs around 1:45 p.m. (their time) so after leaving the girls at the motel to rest we went to the park and got an early look at some of the swap meet buys. So we got up early on Sat. as we wanted to be sure not to miss anything. Spent most of the day at the swap meet and fan belt toss. Lynn and R.D. were going to compete in the fan belt toss, but because of her injury to her foot she couldn't hold out, so they had to drop out.

Was good to see the Wilson's there. They will be coming to visit us in Tucson later in Jan..

The Corvairs in the show were really pretty and some very interesting conversations. R.D. really liked the V-8 engine. also there was a Rampside that had eliminated the ramp door and shorten the whole bed, that was kinda of interesting.

The banquet was real nice and a group from portland, Or. won the long distance award. They are having a mini convention in Sept. of next year and would like everyone to go. Ruthie and I would like to go.

The oldest person award went to a San Diego club member a 82 year old so if our own Cecil had been able to attend he would have won.

They also had a name that tune type game 40's & 50's music with each club represented. We were glad to have our very own Herb represent T.C.A..

Our trip home was pretty much uneventful til we pulled off I-10 at 22nd and Ron's car battery was hot & smelling, don't know if he has a short or what caused the problem.

Hope to see you all at our Nov. meeting and then in Dec. our Christmas Party.

Your Corvairing President

Vernon

Vernon Griffith

TCA REGULAR MEETING
OCT. 26, 1994
PICADILLY CAFETERIA

MEMBERS : 32

CARS : 13

VISTORS : 1

The monthly meeting of the Tucson Corvair Assoc. was called to order at 7:28 p.m. by our president.

Vistors this month was Darlene Bloom Shepherd.

Treasure reported that this month balance was \$ 1053.38.

We welcome a new member this month, Bill Heindel, who recently purchased a 65 Monza Cpe. due to his Air Force work schedule he may not be able to attend many of our regular meetings but plans on being in attendance for mid- month activies.

This month is our sad duty to report the death of our recently appointed chaplain Ron Jones, who was killed in an accident on Sat. night, Oct. 22 1994. We offer our sincere regards to his widow Mabel.

Nothing new from our Librarian.

The noninating committee for officers for next year will be Gordon Cauble, Ray Britton and Don Robinson.

Larry Dandridge was appointed to finish this years duties of Membership Chairman.

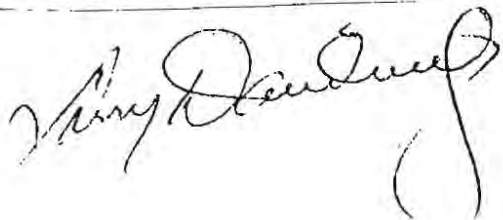
License Plate raffle was won by Dave Asher.

Regular Raffle Prizes were won by Barry Cunningham, Mack Post, Joe Abate. Raffle proceeds this month was \$35.00. Bringing prizes nex month will be: Dave Asher, Steve, Randy Griffith, Joe Abate, Bob Eggers and Lynn Bloom.

It was reported that Action Auto Welding has a 60 700 4dr. and a 66 500 2 dr. for sale. They hope someone can use them otherwise they will be crushed. The 60 is complete with engine and auto trans-axle and good glass. The 66 has good glass and a few usable items. reportedly they would like \$150.00 for both.

The Christmas Party will be held at the South Forty Restaurant, at Kenny and Bopp Rd., on Dec. 21 1994 at 7:00 p.m. please bring a same sex gift and a couple items of non perishables for Christmas basket.

Meeting was adjourned at 8:23 P.M.



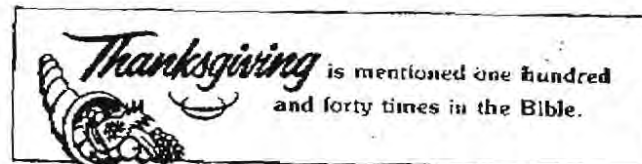
TCA'S
ANNUAL CHRISTMAS PARTY

Now is the time
For you to get your
Reservations In
For your choices for dinner
Contact our Vice President
Ron Bloom

When
December 21, 1994

Where
South Forty Restaurant
3864 S. Kenny RD.

Time
7:00 P.M.



Just a short note that the president overlooked, when we stopped for lunch on the way to the G.W.F.B.T. , Lynn said she wanted some chile so as the waitress took our order Lynn ordered some HORMONE chile, better ask her what that was !

When one buys a new battery don't assume it is full of water, check it to be sure and that will take care of the smell !

Ron Bloom

What was the Corvair's message?

From the Chicago Sun-Times, Wednesday, May 1, 1974

*Thank you!
on the air, Little Rock, Ark.
Dan Jedlicka*

Now that we need it, it is gone, long gone—the last one made on May 14, 1969.

It easily got 25 miles per gallon, was compact, light and agile, and it had the practical, uncluttered "European" styling that Detroit's auto makers promise their future cars will possess. Its body looked so good that even Europe's best exotic car stylists, including Bertone and Pininfarina, couldn't outdo the efforts of the General Motors styling staff which had worked on it. The 1969 model looks contemporary today.

It is, of course, the Chevrolet Corvair. GM built 1,710,018 Corvairs, starting in late 1959, before it closed the books on the car—still the most innovative, mass-produced auto from a Detroit car producer since World War II.

Contrary to myth, Ralph Nader didn't kill it; Ford's Mustang, introduced in 1964 with more power and more flamboyant styling, did that. The Corvair's sales fell as Mustang sales rose, and in 1965, even before Ralph Nader finished writing his book which blasted the Corvair, the orders were out at GM to do no more development work on the car, to just enable it to meet upcoming safety standards. The Chevy Camaro, GM reasoned, was the car to develop to compete with the Mustang.

And that was too bad, because the 1965 Corvair model, which wasn't changed much until the car was discontinued, was the best one ever built.

By the time the Transportation Department got around to stating that the Corvair was not an unsafe car, it was only a memory, three years in the grave. Nader, who'd repeatedly called the auto dangerous though he has never been an auto expert, screamed when the car was vindicated. The Corvair had helped build his reputation; he apparently didn't care about the fact that he was shouting about a ghost.

And what a ghost. It puts to shame all current U.S. small cars in the areas of engineering and styling.

Edward Nicholas Cole, who'll retire as GM's president in September, was behind the car all the way. It was Cole who'd convinced Harlow Curtice, the last of GM's one-man rulers who firmly believed in front-engined cars, to build the Corvair.

This was in 1957, when Curtice was invited by Cole to take a spin in a prototype Corvair. Harlow Curtice was impressed.

Cole, always the engineering genius, had a running prototype Corvair in 1956, long before the Volkswagen, which like the Corvair had an air-cooled engine in the rear, began posting impressive sales in the country. No, those who called the Corvair an "American VW" were wrong, as were those who thought that GM had requested that Porsche design the car in Europe because Porsche made rear-engined sports cars.

Cole had worked on an air-cooled tank engine for GM during World War II and was convinced that an air-cooled auto engine would work beautifully. Building a rear-engined car, let alone an air-cooled one, was a drastic move for GM, but Cole was confident. In 1946, he'd worked on an experimental Pontiac with a Cadillac V-8 placed where the rear seat was.

When Cole was named Chevy's chief engineer in 1952, the idea for the Corvair was firmly planted in his mind. By 1958, the car was pretty well along the road to production. Curtice, once sold on a project, was not a man to back out. GM broke ground in July, 1958, for a new plant at Willow Run, Mich., to produce the new "small Chevy."

Then Cole wanted to use a "flat-six" cylinder engine, another unusual approach. Only a few such engines had been expressly intended for cars. An experimental Mercedes engine of the mid-1930's had such a design, and the original Tucker auto had a flat-six. It wasn't until the 1960's that Porsche put a flat-six in its racy sports cars. The flat-six is more typically an airplane engine. Franklin, Continental and Lycoming flat-six engines were

common. Not incidentally, Cole had an air-cooled flat-six engine in his Bonanza airplane.

The very early Corvairs did have their problems; fan belts flew off some of them and people were disappointed that they only got 23 miles per gallon.

The first Corvair looked rather drab, but when the sporty "Monza" model with bucket seats and a floor shift came out in the early 1960's, interest in the car picked up. A very sophisticated Corvair, the "Monza Spider," then was built, and it required a car buff to truly appreciate it. Today, the Monza Spyder is a classic.

But in 1964 the Ford Mustang appeared, also with bucket seats and a floor shift, besides a powerful V-8 engine. It was new, it catered more to American tastes, and it got all the publicity in the world. Corvair sales, from then on, began sliding, despite the neat 1965 model, which even had a Corvette-type rear suspension.

It is said that many prospective Corvair buyers, long accustomed to front-engined V-8 autos, were put off by the economical, nimble little Corvair's rear engine. Still, GM sold almost two million Corvairs before the last one, an Olympic Gold two-door coupe, rolled off the line at the Willow Run plant. It had a \$2,868 price tag.

Something very peculiar happened before it left the plant. The Corvair ahead of it had backfired and stopped when a worker tried to drive it off to make way for the last one. It was pushed off the line.

Perhaps that reluctant Corvair was trying to tell us something, was trying to say: "Look, a small, economical, practical, imaginative car like me will be in great demand in 1974 and forever after."

But by then, nobody was listening to anything the Corvair had to say.





*Thou crownest the year
with thy bounty;
the tracks of thy chariot
drip with fatness.*

-Psalm 65:11



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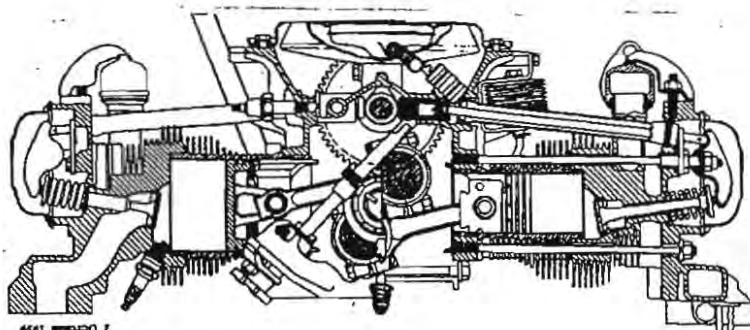
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The Apollo 13

