

The Gordon Cauble Award

The Bryan Lynch Award was established by the Tucson Corvair Association in the early '80s to give honor and thanks to the member who had contributed significantly to the advancement of the club during the year. Bryan was a member of the club who had achieved national status within the Corvair community and had passed away. Now, after more than 25 years, the officers of the Tucson Corvair Association decided it was time to rename the award to honor a person who has contributed more to the club than perhaps any other individual: The Gordon Cauble Award. Gordon was one of the founding fathers of the club back in 1976 and has provided parts and expertise to hundreds of Corvair owners over the years. He has served as a club officer on more than one occasion since those first days and continues to be a good friend to all.

On December 16, 2008 the first Gordon Cauble Award was presented to Marcy Tucker, a long-time member of the club. A little over a year ago Marcy had a brain hemorrhage that left her near death and severely incapacitated, so much so that we feared that she would never recover. But, recover she did. Some might give credit to the marvels of modern medicine. Some might call it luck. Some might call it a miracle. Marcy is a fighter and she literally came back from the dead, not just to sit up and smile and let us all know she was still alive, but in full force. She was back by her husband's side defying all odds to grace us all with her full presence again. She had served as Recording Secretary for several terms over the years and during this last year was active in participating in club activities and was a great help in shuttling Corvairs to and from various car shows around town. It is something special to her because it came from her friends. She remarked later that in her life she has only gotten four awards, the first was for scoring the highest on a early graduation



exam in high school in the state, she was in 9th grade at the time! The second award came because of her 7-year affiliation with Racing Associates. Marcy was responsible for a third of the car maintenance and preparation pit-side at each event for their Midget and Sprint Car operations both here in Arizona and nationwide with their involvement in USAC racing. The third was rehab patient of the year from HealthSouth. We thank Marcy and congratulate her on being the very first recipient of the Gordon Cauble Award.

Just a few short days later on December 22nd, Marcy and Bill were running an errand when they were involved in serious automobile accident. The van rolled and Marcy sustained severe head injuries. By

4:00 A.M. the next morning she was gone.

Marcy has one of the rarer blood types and she is an organ donor. Because of her small physical stature she will be able to help many children as well as adults. When all is said and done she will have helped people from the Mississippi to the shores of the Pacific with the gift of life. Marcy lives on.

Bill sent an email a few days ago entitled "Final Thoughts" in which he shared some feelings. We say to Bill, there are no *final* thoughts of Marcy. She'll be in our hearts for a long, long time..... vp

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 2009 Events at a Glance

Wed, Jan 28 Regular Monthly Meeting. Parking Lot Bull Session at 6:00pm. Optional Dinner at 6:20pm. Meeting starts at 7:00pm. Home-town Buffet, 5101 N Oracle Road (corner of Oracle and River).

Election of 2009 Officers at the February Meeting.

Editor's Note: The fuel pump article by Richard Finch which appeared in last month's Corvairsation was taken from the Corvairs of New Mexico newsletter



DUES ARE DUE! Don't forget to pay your dues soon.

December Meeting Minutes

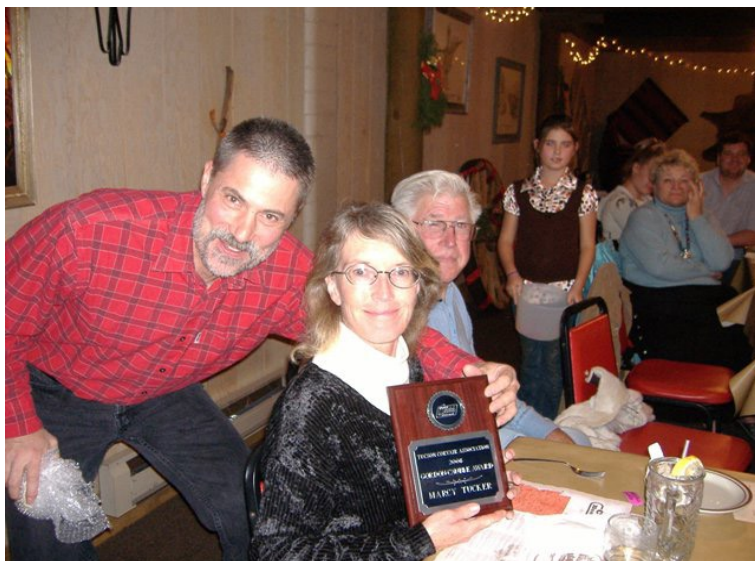
Fifteen and a half members were there for the annual Gala. The meeting was called to order promptly at 7:02 PM by President Bill. A motion was made to suspend the meeting and was countered by another to enjoy the season and each others' good company and adjourn for the year. That motion was seconded in a second and carried by a majority, The gavel fell and the meeting was culminated in less than a minute; certainly a record in group decision making!

Originally planned to include Mr. Bakers annual rendition of "T'was the night before..." and a presentation by Mr. Cauble, but last minute changes were made to accommodate their individual absences. Barry Cunningham acted as master of ceremonies for the evening and did his usual superb job of keeping it moving, poignant and entertaining. The first recipient of the GORDON CAUBLE AWARD was completely in the dark. Marcy Tucker was too shocked to stand or cry when the award was placed in her unsuspecting hand. It is something special to her because it came from her friends. There were no carols sung this season, seasonal flowers were purchased by the club for the event however and the room was trimmed by Cody's Beef and Beens for the occasion in wonderful fashion. They have served our club well the last 3 or 4 years! Presents were picked at random by lottery with Barry's beautiful daughter drawing the tickets. We will have contributed over two dozen cans of food for the community food banks shelves from this years party. Lots of "Corvairing" was discussed, a few ribs were tickled and a good evening of fellowship was enjoyed by everyone. Special note MUST be made of the appearance by our newest addition to the rolls AND the youngest, perhaps to date! Ryan Green and his lovely wife attended along with their newborn son, who was so captivated the whole evening that he never uttered a sound in defiance or boredom, which is more than can be said of our current and outgoing president's first meeting. The gathering broke up at 9:10 PM and we all scurried home to brace against the expected storm overnight.

President Bill

Photos from the Party

by Bill Leslie



Corvair's Second Case

September 10, 1965

General Motors has won a significant decision in the case of the controversial Corvairs. Some 85 suits have been brought against G.M. by victims and dependents of victims-injured in accidents involving Corvairs built in the 1960-63 model years. Almost all claim that the car's rear axle (since redesigned) gave the Corvair an inherent instability and a tendency to oversteer, resulting sometimes in fatal accidents. G.M. won the first suit last month by convincing a California jury that a fatal accident involving a 1960 Corvair was caused by driver inexperience; but the jury's decision was not so much a vindication of the car as a condemnation of the driver. A second case at Clearwater, Fla., however, has resulted in a more meaningful victory for the giant automaker.

Suits & More Suits. The Florida accident occurred in 1963, as State Legislators James T. Russell and David C. Anderson were driving home to St. Petersburg from a session of the legis-

lature in Tallahassee. On U.S. Highway 19, Russell's 1962 Corvair Monza went out of control and overturned, hurling Anderson out the door. He died six days later.

Anderson's widow sued Russell-eventually he settled out of court for \$15,000 - and then both she and Russell sued G.M. They also brought suit against the local Corvair dealer and the U.S. Rubber Corp., which had manufactured the car's tires. Against G.M., they made two charges: that the Corvair's doors and door handles were too weak to withstand the pressure of a rollover, and that because of a poorly designed rear axle, the rear wheels tended to tuck in and lose all traction in a swerve.

G.M. put up a thoroughgoing defense. It hired St. Petersburg Attorney Robert Nunez and another local lawyer, dispatched two G.M. general counsels from Detroit, also sent down G.M. Engineer Horatio Shakespeare. To counter the claim that the Corvair's doors were weak, the company brought in a metallurgist from the University of Illinois and an accident specialist from U.C.L.A. G.M. reconstructed aspects of the accident by crashing three cars,

took motion pictures of the crashes in both color and black and white.

Unanimous Acquittal. The trial in Clearwater's state circuit court lasted six weeks. Judge Victor O. Wehle directed acquittal verdicts for both U.S. Rubber and the local Corvair dealer, thus leaving G.M. the sole defendant. He instructed the jurors to hold the company up to a standard of strict liability - meaning that G.M. would be held responsible if the car had any inherent defect. After deliberating for 13 hours, the Clearwater jurors unanimously acquitted G.M.

Though the decision is only one jury's opinion and does not set a binding legal precedent, it will probably discourage future suits against Corvair. It has already influenced Lawyer Nunez's life in several ways. While gathering evidence for the trial, he searched long and hard for the death car. Tracing it to a used-car lot 213 miles from the scene of the accident, he bought it with G.M.'s money, had the company put it through a series of tests that proved useful in preparing the defense. Nunez still has the Corvair. "I drive it all the time," says he. "It drives wonderfully. I don't drive it over 80, though."

Corvair Underground to Call It Quits

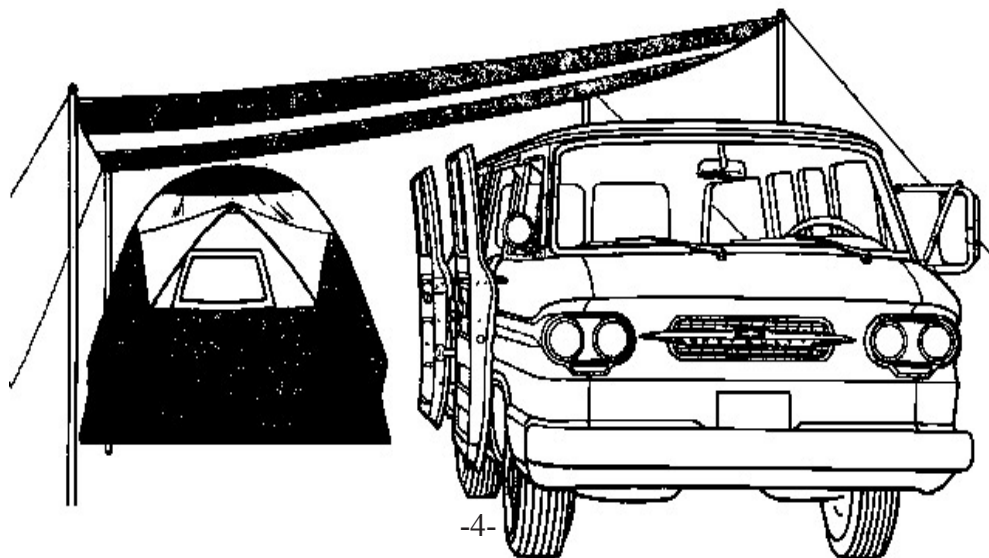
January 8, 2009, McMinnville, OR:

Lon Wall announced this week that he and Linda are going to liquidate the Corvair mail order parts business that they started in 1974. Health concerns, loss of key employ-

ees and a faltering economy are among the reasons. They hope to have things wrapped up by late spring and will be doing business as usual until then.

A couple attempts at selling the

business had failed. Lon says he will still be into Corvairs forever since it the only kind of car they've driven for almost four decades and, besides, he kind of likes 'em. Good luck to Lon in his new endeavors!



Corvair Production Figures

from corvairstat.com

Horsepower	80/95	80/95	80/84	80/84	95/110	95/110	95/110	95/110	95/110	95/110
		98	102/150	102/150	150	140/180	140/180	140	140	140
Style	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969
Rampside		10,787	4,102	2,046	851					
Loadside		2,475	369							
Corvan		15,806	13,491	11,161	8,147					
Greenbrier		18,489	18,007	13,761	6,201	1,528				
Total Truck		47,557	35,969	26,968	15,199	1,528				
500 4d sedan	47,683	18,752				17,560	8,779	2,959		
500 2d coupe	14,628	16,857	16,245	16,680	22,968	36,747	24,045	9,257	7,206	2,762
500 Wagon		5,591								
700 4d sedan	139,208	51,948	35,368	20,684	16,295					
700 2d coupe	36,562	24,786	18,474	12,378						
700 Wagon		20,451	3,716							
Monza 4d sedan		33,745	48,059	31,120	21,926	37,157	12,497	3,157		
Monza 2d coupe	11,926	109,945	144,844	117,917	88,440	88,954	37,605	9,771	6,807	2,717
Monza convt.			13,995	36,693	31,045	26,466	10,345	2,109	1,386	521
Monza Wagon			2,362							
Spyder 2d coupe			6,894	11,627	6,480					
Spyder convt.			2,574	7,472	4,761					
Corsa 2d coupe						20,291	7,330			
Corsa convt.						8,353	3,142			
Total Car	250,007	282,075	292,531	254,571	191,915	235,528	103,743	27,253	15,399	6,000
Total Production	250,007	329,632	328,500	281,539	207,114	237,056	103,743	27,253	15,399	6,000



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Regular Monthly Meetings are held on the Fourth Wednesday of every month with a parking lot bull session starting at 6:00pm, optional dinner 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.

Monthly Meeting Place:

Hometown Buffet, 5101 N Oracle Road (corner of Oracle and River).

Visit the TCA Forum

Ask tech questions, get to know other club members, chat and share your knowledge with others. Go to www.corvairs.org and click on TCA Forum.

DUES ARE DUE. Pay your dues soon!



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