

Gordon Cauble Honored by TCA

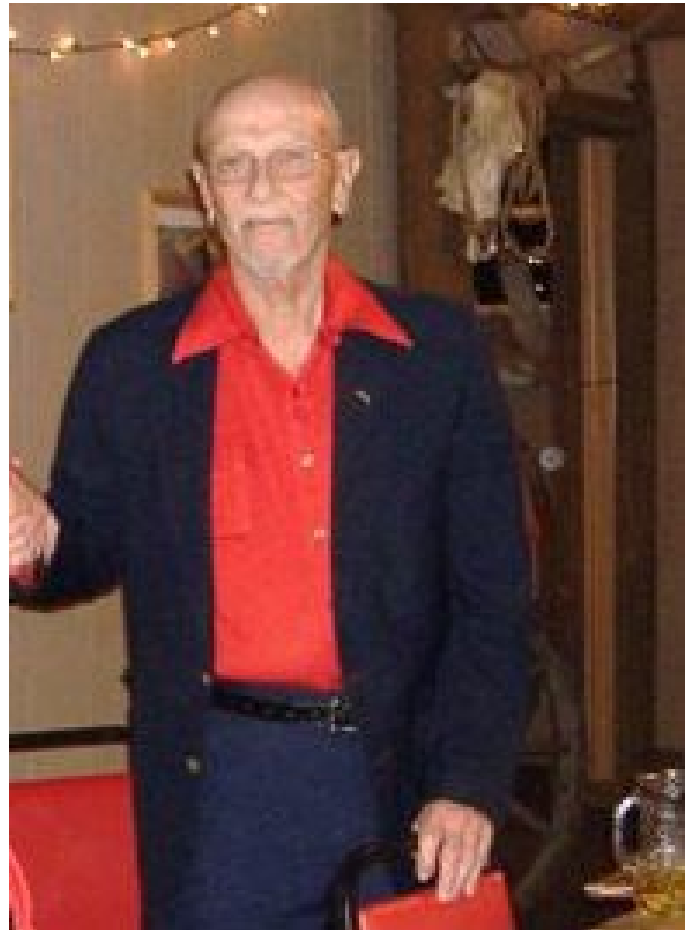


Gordon Cauble was honored last month with a special plaque presented to him by the Tucson Corvair Association. Bill Leslie presented the award to Gordon at his home. A video of the presentation can be viewed on the club's website at www.corvairs.org.

At the April 2009 regular meeting of the Tucson Corvair Association, it was voted that Gordon should be given a token of appreciation for the service he has rendered to the club over the past 30 years. It all started when Frank McKenna and Gordon conceived the idea of a local Corvair club in the parking lot of an auto parts store in the mid 1970s. Gordon served as the second president of the club and has been an active member since the very beginning. He was a vital parts supplier to everyone in southern Arizona who needed Corvair parts and would even find you a whole car if you wanted one. Several years ago he decided to retire from the "business" and donated his entire parts inventory to the club which was subsequently sold at the Great Western Fan Belt Toss and Swap Meeting in California. The coffers of the club were greatly increased thanks to his generosity.

We love and appreciate Gordon and thank him for all he has done.

Dave Baker Passes Away



As long as I can remember, Dave Baker has been at club meetings telling bad jokes. And who could resist his annual Christmas party antics? He has been an active member of the club for at least 25 years that I know of. He served as president of the club for 3 terms and served in other capacities as well.

Dave passed away Sunday, April 26, 2009 after a long battle with cancer.

He will be missed by all. Good ride, cowboy. *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

- Sat, May 23** Breakfast Cruise to Ryan Field. Meet at the parking lot at the El Rio Golf Course on Speedway just west of Grande at 8:00am.
- Wed, May 27** Regular Monthly Meeting. Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm. Last Chance Garage, 3605 N Vine (east of the corner of Prince and Mountain).
- Wed, June 3** Meeting of the Board of Directors. 7:00pm at Bill Maynard's Last Chance Garage. Everyone welcome!
- Sat, June 20** Summerhaven Cruise. Come cruise with us to the top of cool Mount Lemmon with a fun day in Summerhaven. Meet at McDonald's, Tanque Verde and Catalina
- Wed, July 1** Meeting of the Board of Directors. 7:00pm at Bill Maynard's Last Chance Garage. Evreyone welcome!
- Sat, July 11** Evening at Little Anthony's. 5-7pm registration. 7-10pm show. Try to get there early so we can park together.
- Wed, July 22** Regular Monthly Meeting.
- Sat, Aug 22** Cruise Night at Sonic Drive-In. First Ave between Prince and Wetmore. 7pm.
- Fri, Oct 2** 50th Anniversary of the introduction of the Corvair. O'Reilly Chevrolet. TCA will provide a Corvair display. More details later.

April Meeting Minutes

Members Present: Chris Cunningham, Dave Lynch, Don Robinson, Mike Strong, Bill Maynard, Bill L, Lynn Marrs, Allen Elvick, Ken Farr, George Nichols, Van Pershing, Ryan Green, Barry Cunningham, Don Murray, Shannon Murray, Logan Murray and guest Storm.

President Lynn Marrs called the meeting to order at 7:06

Approval of the Minutes for February: Motion to approve the March minutes was made by Chris Cunningham, seconded by Bill Maynard and unanimously carried.

President's Report: President Lynn Marrs extended thanks for all who attended the trip to the Casa Grande ruins. Lynn then led the members present in a boisterous rendition of "Happy Birthday" celebrating Barry Cunningham's 7th 39th birthday.

Vice President's Report: Vice President Bill Maynard reported that April's mid-month activity, which consisted of a caravan to the Casa Grande Ruins and a pot luck style barbeque. Eight cars turned out to the event, the strongest turn out for a mid-month in some time. Highlights included the parking lot repair of Don Robinson's fuel line and the exchanging of lusty glances between Dave Lynch and the barbeque grill at the ruins. An invitation to the Cactus Corvair Club had been extended and one member, Jim Johnson, attended the event.

Treasurer's Report: Treasurer Barry Cunningham reported an opening balance of \$2,579.16 and an ending balance of \$2,594.62. Primary income was reported to come from sales of shirts, raffle tickets and dues. A motion was made by Don Robinson to purchase 5 raffle tickets for the raffling of the 1964 Corvair Monza Coupe presented by the Central Florida Corvairs chapter for the 2009 Corvair Corsa Convention to be held in Jacksonville, Florida. This was seconded by Mike Strong and carried unanimously. No determination was made for the use of the raffle car if and when it is won by TCA.

Raffle: In an unusual turn of events, this month's members meeting featured a raffle. Prizes were furnished by Don Robinson, Dave Lynch and Bill Maynard. Prizes were won by George Nichols, Ken Farr, Ryan Green, Allen Elvick, Van Pershing and Bill Maynard. An empty bag of fried chicken was also won by Mike Strong.

Tech Talk: Mike Strong raised the question of the number of keys for late models. It was the consensus that late models have two keys - one of the ignition + doors and one for the trunk + glove box - while early models have one key for everything.

Miscellany: Bill L. read the proposed dedication that is to appear on the plaque that is to be presented to Gordon Cauble for the recognition of his years of dedication to the TCA. Motion to finalize the verbiage to appear on the plaque and to approve the club's purchase of the award was made by Van Pershing and seconded by Allen Elvick. The motion was approved with none opposed. Bill L also mentioned that Gordon Cauble will be divesting his vast collection of Corvair parts on e-Bay in the coming months.

Van Pershing indicated he had been contacted by Joe Gamaria who is in possession of 2 Corvair engines that are available for purchase. Those interested should see Van for Mr. Gammorilla's contact information.

Dave Lynch again expressed himself to be smitten with the grill at the Casa Grande ruins and suggested that it be ensured the event becomes an annual tradition owing to the success of this year's outing and so that he will be able to be reunited with the apple of his eye. Dave also brought to the member's attention that the 50th anniversary of the introduction of the Corvair is this coming October 12th and suggested the club convene with a Chevrolet dealership to determine an appropriate event by which to commemorate the occasion.

Adjournment: Motion to adjourn was made by Bill L. at 8:24pm and seconded by Dave Lynch. Motion to adjourn was carried.

Respectfully Submitted,

Ryan Green

Recording Secretary

PRESIDENT'S MESSAGE

This is a great Car Club and I would like to thank everyone for helping me fill this position! I feel it is important for all club members to share their ideas and what activity they would enjoy.

The car run and the picnic at the Casa Grande Ruins was a real success and we had wonderful turn out, including a couple from the Cactus Club with their car. Facilities were shaded, the grill was brand new, food was delicious. Dave Lynch was an outstanding grill chef and all appreciated his cooking. The Car run to Casa Grande was Bill Maynard's idea and he put it together with great success. Thank you Bill!

The activity for May will be the 23 and we will go to Ryan Airport for Breakfast and it looks like we will get a tour of the tower. Check for time and meeting place in the newsletter.

We have some exciting up coming events planned and really hope you will be available to participate. Remember without YOU it isn't exciting or as much fun!

We have heard a lot of favorable comments about having our meetings at Bill's "LAST CHANCE GARAGE", we furnish refreshments, talk about anything and can pull out a part to look at or take apart to demonstrate a point.

I want to thank all of you for coming and participating!

Your President,

Lynn Marrs

We will all miss Dave Baker and his Corvair "The Night before Christmas"!

CORVAIR'S 50th BIRTHDAY PARTY

The Corvair was introduced to the public on October 2, 1959. If you happened to be around on that day and were even a little aware of what was going on in the automotive industry, you'll more than likely remember the mysterious newspaper ads and all the excitement at the dealerships around the country. The Corvair was something different than we were used to.

Well, we have the opportunity to recreate all the excitement. Dave Lynch has made arrangements with O'Rielly Chevrolet for a Corvair display in front of the dealership on October 2, 2009, exactly 50 years after the first Corvairs went on display at O'Rielly's. The details are sparse at this point, but we will be looking for some nice Corvairs for the display. We are hoping to have 8 or 10 nice cars and/or trucks.

Another thing that makes this such a special occasion is that this was the first time in the history of the company that a new line of automobiles was introduced. Until then the only car that Chevrolet had to offer, other than the Corvette, of course, was the full-sized Chevy. Now there were two different cars in the Chevrolet line up. So the Corvair ushered in a new era for Chevrolet. The Chevy II and the Chevelle would soon follow.

As the date draws closer more information will become available. Plans include possible press and television coverage. If you have any ideas or suggestions, please contact Dave Lynch or any of the TCA board members.

Run to the Ruins a Great Success!

A picnic at the Casa Grande Ruins on April 19, 2009



We had so much fun! What a great Trip. We had 7 cars that caravanned to the beautiful ramada's at the Ruins. Good Roads also. Dave Lynch and Patrick in the Blue Corvair, Don and Sue Robinson in their pretty White convertible, Ken and Heidi Farr in their beautiful brand newly restored yellow bird convertible, Barry and Cassidy in his shiney yellow late model convair, John Furgoli in his Wildlife African Z-bra stripe convair, Bill Maynard and Lynn Marrs in his beautiful pale blue Lakewood station wagon, Ed Segerstrom in his sparkling red convertible. And Mike Strong drove his clean white Corvair convertible. We had one delightful couple from the Phoenix Cactus Club in their Corvair. The facilities were new and fantastic, wonderful chrome gas grill. Everything was so clean. If anyone went home hungry, it wasn't because there wasn't enough food. Dave Lynch was the master chef and cooked everything just right. Everyone said it was the best time ever. Bill Maynard worked on putting this together for two years. Good Job Bill. *_Lynn Marrs*



TURBO Grill



Photos by Dave Lynch



Chef Dave's Approval of TURBO Grill!

Top 10 Reasons to Own a Corvair

Thanks to Vintage CORSA of Orange County

10. CORSA. The Corvair Society of America, established in 1969, with over 120 chapters, has 5300 members around the world. CORSA's monthly magazine, the CORSA Communique, is a perennial winner of the GOLDEN QUILL AWARD, and features historical articles, technical topics, stories about member vehicles, and ads for cars and parts. CORSA hosts a yearly convention that draws 1200 people. Virtual Vairs, the Corvair online group, hosts 750 active participants in lively and informative discussions on all things Corvair.

9. VARIETY. The Corvair, unlike any other single marque built in the U.S., provides a collectible vehicle to appeal to almost every taste, from coupes, convertibles, station wagons, and sedans to pickup trucks, passenger and panel vans. A total of almost two million Corvairs were produced, many of which survive today.

8. AFFORDABILITY. Have you always wanted a Classic Car, but didn't think you could afford it? Think again! Unlike many cars from the 1960s, the Corvair remains reasonably priced. Restored vehicles can often be purchased for less than \$10,000. Due to their rugged design, Corvairs do not require expensive maintenance and many are still driven daily. The Corvair is a value leader in restoration costs and one reason is the plentiful supply of high-quality, reproduced parts.

7. UNIQUENESS. The Corvair is the only mass-produced American car featuring an air-cooled, rear-mounted engine, a fully-independent suspension, mounted on a unibody chassis. No other collectible vehicle from the 1960s says "different" as convincingly as the Corvair. Motor Trend voted the 1960 Corvair "Car of the Year" for all of its breakthroughs in design and styling.

6. SAFETY. Contrary to incorrect media accounts, the Corvair is the only vehicle ever proven safe by the National Highway Traffic Safety Administration. In its landmark July 1972 report, the NHTSA exonerated the 1960-1963 Corvairs, as well as the 1964 and the 1965-1969 models. Slip behind the wheel of a Corvair and you'll quickly discover its roadholding capability—it's truly a driver's car.

5. RESOURCES. If you're new to Corvairs, don't worry—there is an incredible array of information to help you purchase, maintain, restore, or customize: Chevy shop manuals, factory assembly manuals, detailed books on the Corvair's history, step-by-step restoration guides, and multi-volume technical guides containing all the info Chevy left out. And there are nearly 200 Internet sites devoted to the Corvair.

4. RACING. Few cars have as proud a racing heritage as the Corvair. The Corvair Yenko Stinger was the first specially-produced vehicle by the legendary Don Yenko. A Stinger won its SCCA road-racing class championship in 1967 and many Corvair owners continue today in both SCCA and vintage road racing events. Corvairs run many autocross events each weekend. Many racers feel the Corvair is the ultimate in low budget vintage racing.

3. PERFORMANCE. With more high-performance Corvair parts available now, it's easy to see why enthusiasts turn to the Corvair. Carburetor conversions, fuel injection, disk brakes, five-speed trans-

missions are available along with many other high performance parts. If that's not enough for you, there are V-8 engine conversions. Those who enjoy customizing Corvairs are as welcome as those who prefer leaving things just as they were manufactured.

2. FUN. Our hectic everyday lives don't allow for much leisure so it's important to spend time on things we really enjoy. Corvair owners are united in their conviction about how much fun they have. Whether it's

the Corvair's sporty looks, snappy handling, wide variety of models, racing pedigree, performance opportunities, uniqueness in history, or safety on the road, there's plenty to enjoy with this classic vehicle.

1. PEOPLE. As fun as Corvairs are, what really impresses newcomers in the Corvair hobby are the amazing people who are involved. CORSA and its chapters across the world are filled with energetic, friendly, helpful,

humorous, humble, and caring people who will take an interest in you, not just your vehicle. Attend a Corvair event and you'll quickly see how many people have made life-long friends.

Snappy Answers To Frequent Corvair Comments

Ralph Nader said they were unsafe: Yeah, Nader was right. I didn't even drive it here, just pushed it by hand and I feel very lucky to have gotten here alive.

Corvair motors fall out: Yeah, as a matter of fact it fell out on the way over here. Fortunately I keep some coat hangers in the trunk to wire it back up when that happens.

Corvairs oil leaks can't be stopped: I've developed a way to catch almost all of the leaking oil and direct it back to the engine. Sometimes I collect so much I have to stop by an Auto Zone and dump the extra in the re-claimer.

Corvairs catch on fire: Yes, it caught on fire twice on the way over. I've contracted with the Fire Department to follow me with a fully manned pumper truck whenever I drive it anywhere. Maybe you noticed the fire truck parked outside just in case it decides to self-combust right here.

Throw belts: I was able to solve that problem by converting it to use suspenders.

Corvairs roll over: That's true, I have to use steel cables to tie it down in the garage when I can't keep an eye on it.

Alternatively if you own a convertible: "Yep, I got sick of pounding out dents and buffing the scratches off of the roof so I just cut it off!"

The rear ends slide out on curves: Yep, I tried driving it backwards but then I found that the front end would slide out on curves too.

Nader made them illegal: Please don't tell the cops I still have one.

Corvairs were one of the worst cars every made: Sure enough, this one is the last one that's left and I'm not quite sure how much longer it's gonna last.



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Corvair Society of America Chapter 857



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.

Monthly Meeting Place:

Bill Maynard's Last Chance Garage, 3605 N Vine, Tucson, Arizona (north off of Prince Road just east of Mountain).

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.



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