

Tombstone will never be the same!

On the morning of May 12, 2012, a group of Corvair pioneers left Tucson and headed for Tombstone, Arizona: the town too tough to die. The event was attended by Lynn Marrs, Ron and Lynn Bloom, Jim Mills, Ken and Heidi Farr, Charlie Evans and friends Ruthie Carper, Bob Rainwater, Chelsey Buchanan and Chad Ritter.

The group cruised down to Tombstone early Saturday morning, in mostly Corvairs, for a day of good food, good company and good times.



Ken Farr and Jim Mills (above right) doing what they do best! Charlie Evans (above middle) enjoying lunch. Ken, Lydia and Heidi (lower right) chowing down in Tombstone. Ron and Lynn Bloom, Lynn Marrs, Ruthie Carper, Bob Rainwater, Chelsey Buchanan and Chad Ritter pose in front of Ron's Greenbrier (Above right).

Not Stock Photography Visits Tucson

John Jackson of Houston, Texas is living the dream.

John travels extensively around the United States photographing automobiles. Not just taking pictures of cars, but spending hours choosing settings and setting up each photo with professional accuracy. Many of his photos have appeared in leading automotive magazines, sometimes on the front cover. You can see some of his work buy going to www.notstockphotography.com.

The dream? He travels the country in his Corvan, putting thousands and thousands of miles on it each year.

He recently visited his friend Bill Leslie here in Tucson. He has commissioned Bill to build a new engine for the van. Not having decided exactly what performance level he wanted for his

new powerplant, Bill asked if he could have a ride in Van Pershing's Stinger to give him a benchmark. Expecting a "ride", Van handed him the keys and made him drive. Needless to say he finished his ride with a smile on his face.

The Corvan looks like it would wear out a set of tires in about a week with the extreme negative camber

it displayed when parked. It turns out that it is equipped with air bags both front and

rear and, when on the road, is raised to the corrected height so suspension geometry is perfect. An added bonus is that it rides like a Cadillac.



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) for members of CORSA. Add \$3 per person for non-CORSA members. Make checks payable to the Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communique, 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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TCA 2012 Events at a Glance

Sat, Jun 16

Breakfast at Ryan Field. We'll meet at the El Rio Golf Course parking lot and cruise as a group to Todd's for breakfast.

Wed, Jun 27

Regular Monthly Meeting. Parking Lot Bull Session at 6:30 pm. Meeting starts at 7:00pm. Golden Corral, 6865 N Thornydale Road (just south of Ina).

Sat, Jul 14

Picnic at Madera Canyon. Details soon.

Jul 25 - 28

CORSA International Convention. Sturbridge, Massachusetts

Jul & Aug

Cruise Nights to Sonic Drive-In. We'll pick a couple of nights and cruise for a refreshing beverage and show off our Corvairs.

Aug 2012

Kitt Peak Adventure. A cool day with an insiders tour!

Sat, Sep 15

BBQ at the Elvicks. We'll spend an afternoon with good food and good people.

Sat, Oct 13

Tucson Classics Car Show. St. Gregory College Preparatory School, 3231 N. Craycroft, Tucson

Sat, Oct 13

Cars in the Park Car Show. Presented by the Sierra Vista Car Club, Sierra Vista, Arizona.

Oct 26 - 28

Great Western Fan Belt Toss & Swap Meet. Palm Springs, California

Sat, Nov 3

Cops and Rodders Car Show, Hi Corbett Field, 8:00AM to 4:00 PM

Nov 2012

Tech Session

Dec 2012

Annual TCA Christmas Dinner.

Jan 2013

Tubac Car Show.

Feb 2013

Tech Session

May Meeting Minutes

Minutes from the monthly meeting held May 23, 2012 at the Golden Corral Restaurant, 6865 N. Thornydale, Tucson Arizona.

The meeting opened at 7:00 P.M. by our president Lynn Marrs.

In attendance were Lynn Marrs, Charlie Evans, Ron and Lynn Bloom, Ken Farr, Jim and Terry Mills, Fred Nuñez, Bill Maynard, Mike Strong, Van Pershing and Mike Lake.

Lynn opened the meeting by asking Ron Bloom about the Ryan field outing. We also talked about the July 14th picnic to Madera Canyon. The club will furnish the meat and those who will be attending will bring the side dishes. We also talked about our trip to Tombstone it was a great success and we all had a great time. Lynn Bloom, Heidi Farr, and Lydia road the covered wagon and Lynn Marrs took us to a new restaurant that was fantastic. If you missed it, you really missed great fellowship and fun.

We talked about anyone attending the convention to Massachusetts. It looks like no one in attendance will be going.

The club will sponsor the Nam Jam car show for \$50.00. This show will take place October 6, 2012.

Lynn talked about the plaque that John and Amy Young received at the Chevy Showdown for their first place win.

Ron Bloom, Jim Mills took merit awards and Van Pershing third place on his beautiful '65 C20 pickup truck.

Allen Elvick and Don Robinson was not in attendance. If you would like to purchase anything from Don please contact him. If you would like to ask Allen any questions about the financial questions please contact him. Lynn had copies of the financial report for anyone interested. Their phone numbers are on the website.

Charlie Evens, our Vice President, wants feed back on our outings. He also talked about on our trip to Tombstone and how our President got lost. She decided that we tricked her and hide so she couldn't find us. Over all we found her on the side of the rode about three miles away. She said, "I'm lost." Ron said, "Now you are now found." She was so thankful that Ron Bloom had called. We continued our trip and all was fine. It was fun having fun with harassing and teasing Lynn. She is so fun.

We took a break at 7:24

The raffle took in twenty-six dollars and the winners were: Mike Lake, Mike Strong, Lynn Bloom, Charlie Evens, Fred Nuñez and Jim Mills.

We have again forgot to ask anyone to bring anything for raffle for June meeting so, if you feel inspired to bring something for the June meeting, please do so. THANKS.

Bill Maynard spoke about finally getting his Corvair wagon running after a long time.

Tech talk was given by Van Pershing. He talked the horrible noise coming from the engine compartment when he started his car to come to the meeting. It turned out to be the idler pulley. The bearing shaft had slipped in the casting causing the pulley to stick out about a half an inch too far which caused the fan belt to roll over in the grooves. He talked about the wrench he used to try to fix the belt. It is an interesting story.

President's Message

GREETINGS:

We had such a good time in Tombstone; wish you had been there.

Do not miss the next event June 16, 2012 which will be Breakfast at Ryan Field. We will meet at the El Rio Golf Course south parking lot on Speedway between the Free-way and Silverbell at 8:30 A.M.

We are so lucky. John and Amy Young will show us their hanger after breakfast.

Not only will we see their airplane but also their current Corvair project.

So don't miss it. As always I am honored to be your President.

Lynn



June Meeting minutes (continued)

Van ask if anyone if anyone would like to see some pictures of Mike Lake's car he posted a link.

Lynn Marrs ask if anyone would like to adjourn. Jim Mills made a motion to adjourn, and Ron Bloom second it.

Meeting adjourned at 7:50 P.M.



from the North Texas Corvair Association website

The Corvair helped shape the History of America

by Van Pershing

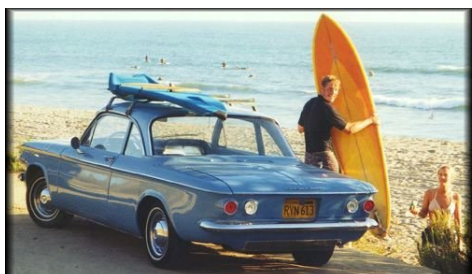
In May a book entitled *Engines of Change: A History of the American Dream in Fifteen Cars* was released. In it, author Paul Ingrassia sited 15 automobiles that he believes have helped shape the history of America. Of course, one of them was the Corvair.

He started with the Model T Ford which was the best selling automobile of its time and provided affordable transportation for the working man. The LaSalle was next on his list. It was the first mass marketed "designer car." The Corvette made his list being America's sports car. The 1959 Cadillac El Dorado brought the country into a New Era. The VW Beetle was a car that gave a big win to the ad guys. The VW Micro Bus had a great cultural impact on our society.

The Corvair was next on his list. It helped George Bush become president. How? Ralph Nader gained national prominence arguing that the Corvair was unsafe at any speed. Three decades later he ran for the White House siphoning off enough Democrat votes to hand the Republicans the election.

The Ford Mustang brought in a new era of youth, while the Pontiac GTO introduced muscle to our driving. The Honda Accord was the first foreign car that out sold the American models. The Chrysler mini van introduced society to the soccer mom and a whole different way to haul our families around. The Series 3 BMW ushered in the era of the young urban professional: the yuppie.. The Jeep Wrangler started the SUV craze and the Ford F-series pickup trucks have been the best selling vehicles since 1978. The field is rounded out by the Toyota Prius being the first practical mass marketed hybrid vehicle.

And you thought the Corvair was just another way to get from Point A to Point B!



My First Car

by Mike Lake

As a young kid who modified his HO race cars to go faster, built car models of the current muscle cars, and customized his bicycle so it would look "kool," my sixteenth birthday could not come fast enough. Armed with a fistful of dollars earned mowing grass, shoveling snow, and any other legal means of earning money, I set out to buy my first car. My criteria: must be fast, must be GM, preferably Chevy, and cool.

My search first led me to a red '67 GTO with a white vinyl roof and interior, and a 'His and Hers' Hurst shifter for \$1000. I was going to buy it, then the kid who owned it blew up the differential, so I passed.

Then an older guy in my neighborhood put his '66 Chevelle SS 396 375 HP 4-speed blue/ black interior, Ansen aluminum slot wheels up for sale for \$900. I drove it, I was in love, it was destined to be mine. Not so fast thou: he wrecked it the next day. I was heart broken. So back to the streets I went looking for my next love!

I came across a '68 Camaro RS 327 3-speed, dark green metallic for \$1300. More than I wanted to spend but it was a Camaro. I was going to buy it. Went to work that night and while wet mopping the lobby of the restaurant where I worked, I glanced out the window just in time to see a '66 Nova SS white with Chevy rally wheels roll by with a for sale sign in the window. I was hooked, forget the Camaro; cupid struck again! I was going to find this car and buy it no matter how long it took. Well, as fate would have it, on my way to work the next day, on a road I had traveled thousands of times in my sixteen years without ever seeing this car, I see it pulling into a driveway right in front of me. I stopped and ran to the front door of the house and begged for a test drive. The owner gave me the keys and we got in the car. I backed out onto the main road,

revved it up and dumped the clutch. The car snapped sideways in a haze of tire smoke. I was sold! He was asking \$1000, so I gave him the \$15 I had in my pocket for a down payment and told him I would be back later that evening with the balance. I found a phone booth and called in sick. You can't really blame me, considering my past luck with potential car purchases. I hot-tailed it home for the dollars and got a ride back. Bought it and went down to the local gas station and filled it with \$10.

This car had been acid dipped to make it lighter. It had headers and traction



bars, with a blue interior. Of course I could not leave it alone, so I pulled the interior and painted it with black vinyl spray paint and installed a 10 inch Grant steering wheel. She was looking cool.

The guy who wrecked the Chevelle also wrecked his '70 LT1 Corvette about two months after I bought this car. I was lucky enough to buy the LT1 350 motor and put it in the Nova. I now had the fastest car in the high school. We had a lot of muscle cars at that school but I was king and it felt good.

It didn't last long thou. A buddy of mine and I decided to go to a beerfest one Friday night. We drank to much! He keep bugging me to drive my car, so like an idiot, I gave him the keys. The next thing I remember, he was hard on the throttle and I hear tires breaking loose. I woke up, staring at the rear floorboards, where the back seat once was. The car was upside down with the front half of the roof crushed down to the dashboard. After looking for my buddy, I kicked the back window out and crawled out of the car. I started to walk away, then decided to go back to the car to get the keys out of the ignition, when it blew up.

That made me the poster boy for "Scared Straight." I was sober instantly. Well, I had lost another love and was completely heart broken. So back to the streets I went in search of my next love.

Vintage Car Carriers

Here are some old photos found on the Internet of car carriers from years of yore.



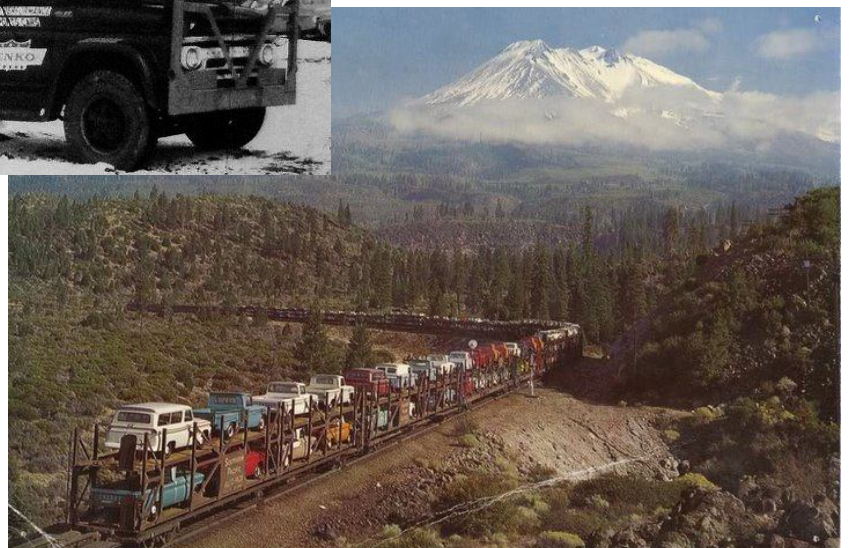
A load of '62 Chevis including two Monza coupes and a Rampside (above). A transporter loaded with 1964 Chevy and GMC pickup trucks (right).



Some 1960 Chevrolet cars on their way to a dealership.



A half dozen Yenko Camaros on a Yenko Chevrolet car carrier. A load like that would easily be worth a million dollars today (above). A Southern Pacific freight train carries hundreds of Chevy pickup trucks in the shadows of Mount Rainier in Washington. These trucks are either 1964, 1965 or 1966 models (right)





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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.

MEETING PLACE:

Golden Corral, 6865 N Thornydale Road (just south of Ina), Tucson, Arizona.

Board of Director meetings are held at 5:30pm before the regular monthly meeting at the same location. All members are welcome to attend.

This newsletter can also be accessed at www.corvairs.org



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