

Collector Car Show at Tubac

Only two Corvair were at this years Collector Car Show held January 25, 2014 at the Tubac Golf Resort. Ken Farr war there with his '67 Monza convertible. Interesting enough is the fact that the same car was at the show last year only it belonged to John Nichols. John Young enter his '66 turbo Corsa convertible in the competition and drove home with 2nd place in the '65 - '69 Original Class. An award well deserved!

John Young (right) strolls away from the awards stand with his 2nd place trophy in hand.



The two red Corvairs made a nice display at the show. Ken's '67 is on the left with John's '66 turbo Corsa with Amy enjoying the shade inside the car.

Photos by John Young and Ken Farr.



Cadillacs, Fords and Henry Js were all on hand for everyone to enjoy.

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 2014 Events at a Glance

Mar 22, Sat

Sonic Drive-In Cruise. 6:00pm at the Sonic at 2222 E Broadway, Between Campbell and Tucson Blvd on the south side of the street.

Mar 26, Wed

Regular Monthly Meeting. Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm. Kettle Restaurant, 748 W Starr Pass, I-10 & 22nd.

Apr 5, Sat

Picnic at Lost Dutchman Park. The Cactus Corvair Club has invited us at their picnic. For Details go to www.corvairs.org.

Apr 26, Sat

29th Annual Chevy Showdown. Sponsored by the Classic Chevy Club of Tucson.

May 10, Sat

Mount Lemmon Picnic. Details to follow.

Sep 2014

Madera Canyon Picnic. Details to follow.

Personalized TCA Business Cards Available



These cards are great for TCA members to show their Corvair pride. If you'd like some cards with your name and information plus a photo of your car (or a car that you wish you could have), just send your information along with the photo of the car to tucsoncorvairs@yahoo.com. Cost is \$1.25 per 10 cards. If you don't have a photo we can find one for you.

February Meeting Minutes

Minutes from the monthly meeting held February 26, 2014 at Kettle Restaurant, 748 W. Starr Pass Blvd, Tucson, Arizona.

The meeting was called to order by President Mike Lake at 7:04pm. In attendance were Frank Trejo, FJ Trejo, Javier Trejo, Van Pershing, Jan Lake, Lynn Bloom, Ron Bloom, Mike Lake, Sam Pernu, Dave Lynch, Ken Farr, Don Robinson, Allen Elvick, and Mike Strong.

The trip to Benson for breakfast was discussed and deemed to be a very successful outing. Seventeen people attended with a total for 6 Corvairs.

The Chevy Showdown: the 4 judging and 4 parking volunteer slots have been filled.

Air Nation Guard Car Show to be held on Sunday, April 6. So far Ken Farr and Frank Trejo will be taking cars to the show.

The Cactus Corvair Club has invited us to attend a picnic at Lost Dutchman Park in north Mesa on Saturday, April 5.

There will be car show at the Shangri La Ranch Nudist Resort on Sunday, March 16. Clothing optional.

An Activity for March was discussed. An evening at the Gaslight Theater for the *Belle of Tombstone* on March 22 was the choice. Details to follow.

President Lake wants to get an early start on selecting a location for this year's Christmas party. Ideas were discussed.

President Lake suggested printing up some windshield fliers to place on Corvairs that we see parked around. A sample of what a club in California is doing was passed around and everyone liked the idea. He will work on getting some fliers made up.

Allen Elvick presented the treasurer's report. Starting balance on January 1 was \$2,250.02 with a month-end balance of \$2,154.46.

The 2014 slate of officers was presented by Allen Elvick. Mike Lake as President, Sam Pernu as Vice President, Van Pershing as Recording Secretary, Allen Elvick as Treasurer, Rudy Cole as Board Member-At-Large, Ron Bloom as Membership Chairman, and Van Pershing as *Corvairsation* editor. The officers were voted in unanimously and sworn in and will take office on March 1, 2014. A secretary's kit was presented to Van which included a mini skirt, bra, lipstick and makeup.

Van Pershing presented several possible designs for a new club T-shirt. The Board of Directors will decide on preliminary designs.

Dave Lynch suggested that we have a tune up clinic at his house sometime in the near future.

The next Board Meeting will be on March 26 at 6:00pm immediately before the regular monthly meeting. All are invited to attend.

After the break the raffle was held. Jan Lake and Javier Trejo were this month's big winners. Prized for next month's raffle will be provided by Allen Elvick, Dave Lynch, Don Robinson and Ken Farr (if they remember).

Tech: Dave Lynch did a show-and-tell of the broken ball joint stud he experienced recently. Van Pershing recently purchased a set of 185-80R13 Maxxis tires for the station wagon he's building and said they appeared to be good quality.

Meeting adjourned at 8:25pm.

President's Message

The Cactus Corvair club outing at Lost Dutchman state park is a bit of a ride, but it would be nice to have a good size turnout of Tucson cars there. So saddle up them there Corvairs and head North. Perhaps we can invite them to our Madera Canyon outing in September. I believe that we need to foster a good relationship with our Corvair brothers up North and this is one way to get it started.

At our next meeting we will need to decide if we want to eat at a restaurant on top of Mt. Lemmon or have a cook out and hang out for a few hours. So give it some thought.

We are going to reschedule the Gaslight Theater event so stay tuned. That should be a fun outing.

Don't forget the Saturday night Sonic event. See ya there or at the club meeting, or both.

Until then, stay safe.



Mike

T-Shirt says it all!

Here's a T-shirt that's available on Ebay from a shirt guy in Great Britain.



It pretty much states the obvious! For £11 plus shipping you too could be the proud owner of one of these fine shirts.

IS YOUR CORVAIR A MOVIE STAR?

The Discovery Channel Wants To Know

By G. Harry Ransom

Back in October of 2010 a movie studio in Quebec, Canada sent out an e-mail to numerous car clubs in North America. I received it since I was an officer in our local Chapter #891 of CORSA, the Vegas Vairs. They were looking for a family style car from the 50s or 60s to be used in a documentary about Howard Hughes.

I responded. They wrote back asking "What's a Vair?" I told them I had a 1967 Chevrolet Monza four door Sport Sedan. They replied with "send us some pictures." Their response to the photos was "Perfect." Well, how 'bout that? I asked regarding how many other clubs had responded to their inquiry. "You were it, but, not by default." They stated that they were unfamiliar with the car, but they really liked the looks of my "Cora Vair." I was going to be working with some folks with excellent taste, eh?

It was explained to me that the Discovery Investigation Channel, a division of the regular Discovery Channel was producing a series of programs dealing with contested wills of famous people. This particular episode would examine how the Howard Hughes Corporation denied any and all claims (through the courts) to one Mr. Melvin Dummar who had been named a beneficiary (to the tune of \$156,000,000) in a hand written will supposedly penned by Hughes.

I had some back-and-forth correspondence with the director (let's just call him "Attila") about schedules and locations, etc. The first sticky wicket that arose was that he wanted to film the scenario of where Dummar supposedly rescued Mr. Hughes in Lido Junction near Tonopah, Nevada in December of 1967. I replied that that was an eight hour round trip drive from my home in Las Vegas. He says "Okay, so?" NO, no, no, you don't understand. This senior citizen can't drive that far without cruise control and I wouldn't make such an attempt anyhow in a 43 year old and mostly original car. I emphasized that there just ain't no auto parts stores or same day towing service between here and there; it's a true desert!

He asks what I might suggest instead? Well, I guess I overwhelmed him with logic

since he agreed to meet up near Boulder City which is east of Vegas. We would then head south where the mountain ranges are very similar to those in the Tonopah area. Fine.

By the day of the shoot I had learned a bit more about the history of what we were about to film. Dummar was an out of work miner and ex Air Force mechanic who was traveling to California from Gabbs, Nevada in hopes of resurrecting his marriage and to secure employment. He had previously applied to Hughes Aviation. See the irony building? I relayed to Attila that an out of

slowly advanced to the motionless figure. Attila was very pleased. He said that my awkward, cautious gate oozed trepidation in a manner like John Wayne's walking style. Sorry, he was confusing Wayne with pain; I was stiff and hurting.

Anyway, it was now getting very dark and it was time to relocate to downtown Las Vegas for the finale of the shoot. Dummar claimed that Hughes asked to be taken to his Sands Hotel. Wow, this was a Friday night on the Strip. How do you keep the pan handlers, hookers, and tourists who were gawking at the Corvair out



work guy in 1967 wouldn't be driving a brand new car like my Corvair. He would probably be coaxing along some 40s or 50s vintage vehicle. Says Attila - "Don't worry about it. Nobody's gonna' notice." Well, how about the contemporary and personalized license plates reading "67Monza"? Yeah, same response - "Nobody's gonna' notice." Okay, if you say so.

I guided them to a typical Nevada desert location across from the El Dorado Dry Lake region. They had me drive past them. They had me follow their open hatch van with only a ten foot gap. They filmed me driving from the vantage point of the rear seat. And then, at dusk, we replicated Melvin's claim that he had pulled off the road to answer nature's call when he saw the billionaire's body on the cold ground.

As directed, I exited the car and

of the picture? And then too, we had all the modern cars and busses whizzing by?

We finished by shooting a tight though blurry close-up of the right rear of Cora while one of the camera crew played the figure of Hughes exiting my Monza. Then, I simply drove off into the sunset. That ended a seven hour day for both car and driver. We drove a total of 165 miles and burned well over three quarters of a tank of high-test.

When I received the check for our cinematic endeavors I immediately re-invested the money back into my blue and white "metal mistress." You know how that goes, eh? Hey, if you wanna' be in pictures, better read those e-mails. And, let 'em know that air cooled is cool! Corvairs are movie glamorous at any speed!!!

Great Tool for Removing Drive Train

Fellow Corvair enthusiast, Bob Palmer, fabricated this engine cradle that sits on his floor jack.

He used 1-1/2" square T-slot aluminum extrusion as the framework bolting it to a square piece of 1/4" steel plate with a piece of round steel welded in the center of it to fit the hole in his floor jack when the lifting pad removed.

Any materials could be used to make the cradle. This is just what Bob has laying around. What a great concept that save lots of jacking the car up and down to remove the drive train.

Bob is also working on a cool rear motor mount for late model cars that uses an inexpensive modern GM mount as its cartridge. But, that's a story for another time. We'll keep you posted.



Left: The finished cradle on the floor jack. Below: The cradle in place ready to support the Corvair drive train.



Left: A bottom view of the cradle showing the round steel bar welded in the center of the plate. The diameter of the bar needs to be able to fit into the hole in the floor jack.

Jonni has a New Ride



Long-time TCA member Jonni Berkman recently acquired this beautiful '65 Corsa convertible. The Berkman's lived in Tucson for several years and then moved to Colorado. Jonni presently lives in Brighton, Colorado and is also a member of Rocky Mountain CORSA and active in the Corvair Society of America.





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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 generally held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

MEETING PLACE:

Kettle Restaurant, 748 W Starr Pass (I-10 and 22nd), Tucson, Arizona.

Board of Director meetings are held at 5:30pm before the regular monthly meeting at the same location in the months of January, April, July and October . All members are welcome to attend.

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



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Welcome New Members

Frank Trejo and his family are the newest members of TCA. Frank's son, FJ, is getting a Corvair ready for his driving pleasure and Frank will soon be picking up his new Corvair in California.