

GWFBT&SM - 2017

The annual Great Western Fan Belt Toss & Swap Meet was not without it's problems this year, but still a great time was had by all. From the TCA, Mike Lake, Doug Scott, Frank Trejo, and Ron Bloom made their way to Palm Springs for the festivities.

TCA members sold a fair share of parts they took with them and came home with "stuff" they didn't bring with them when they came.



THEY REALLY TOSS FANBELTS!

Here Frank Trejo tries his luck at tossing the fan



THE '67 COPO
MONZA TWINS



~~~ A DIFFERENT WAY TO TURBOCHARGE - INJECT? ~~~

A special thanks to Harry Ransom for providing the photos.



# TCA 2017-18 Events at a Glance

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 one name tag). Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

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

**CORSA membership dues** are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, 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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**Dec 6, Wed** TCA Christmas Party. Golden Corral, 4380 E 22nd, 6pm to 9pm

**Jan 24, Wed** Regular Monthly Meeting. Parking Meeting starts at 7:00pm. Come a little early if you're going to have dinner. Golden Corral, 4380 E 22nd St, Tucson, Arizona (near Columbus).

**Jan 28, Sat** Collector's Car Show. Tubac Golf Resort. Tubac, Arizona. [carnuts.org/assets/RegistrationForm.pdf](http://carnuts.org/assets/RegistrationForm.pdf)

**Feb 17, Sat** Caliente Clowns Car Show, 9am-1pm. Caliente Casa de Sol, 3502 N Pinal Parkway Florence, Arizona

**Apr 7, Sat** Cactus Corvair Club Spring Picnic. Scottsdale, Arizona

**Apr 28, Sat** Chevy Showdown. Desert Diamond Casino.



# November Meeting Minutes

Minutes from the monthly meeting of the Tucson Corvair Association held November 18, 2017 at Golden Corral, 4380 E 22nd Street, Tucson, Arizona.

The meeting was called to order by President Dave Lynch at 7:02pm. In attendance were Ron Bloom, Doug Scott, Mike Lake, Dave Lynch, Allen Elvick, Van Pershing, and John Young. Jim and Lacey Pierson were visiting from Oro Valley.

Allen Elvick reported that our bank balance on October 1 was \$2,550.96 with a closing balance on October 31 of \$2,582.96.

Membership chairman Ron Bloom reported that there are two potential new members in the offing and Dave join in with an addition two potential new members that he knows of.

Merchandise chairman Doug Scott said that he has several medium and small T-shirts available for purchase along with

club patches and oil filters. He also has a nice '64 magnesium fan with pulley that was donated available for the taking.

Vice president Mike Lake reported on the Cops and Rodders Show which was attended by 4 TCA members: John Young, Ron Bloom, Mike Lake and Frank Pella. John's red Corsa convertible took a third place in its class. Mike also mentioned the possibility of a big car show on Miracle Mile on January 8. There will be an open house and car display at Crown Concepts on December 2. They are located on Costco Drive across from Home Depot in Marana.

A reminder that there will be no regular meeting in December. The annual Christmas party will be on December 6.

Jim and Lacey introduced themselves and shared fond memories of the Corvairs that had in the past. John had a '65 Monza and Lacey drove a '63 convertible. They are currently on the look out for a "new" Corvair.

Tech information included a section of an oil cooler that had been cut open for display from Mike Lake. He also told about gasoline leaking out of the muffler on his '65. It seems that it had been parked on the slope of his drive and the right-hand carburetor float was allowing fuel to seek the level that gravity dictated. Dave Lynch told all about his ball joint woes and told of a new resource for chrome plating: Capital Metal Finishing on 508 E 25th St here in Tucson.

The meeting adjourned at 8:08pm.

*Submitted by Van Pershing*

## Cops and Rodders 2017

The Cops and Rodders annual car show held on November 4 was attended by John Young, Mike Lake, Ron Bloom and Frank Pella. Beautiful weather; a great show; and John won 3rd place in his class.



*John and Ron basking in the ambiance.*



*John's prizing-winning convertible.*

# A Glance Back at 2017



Cactus Club Picnic—April 22



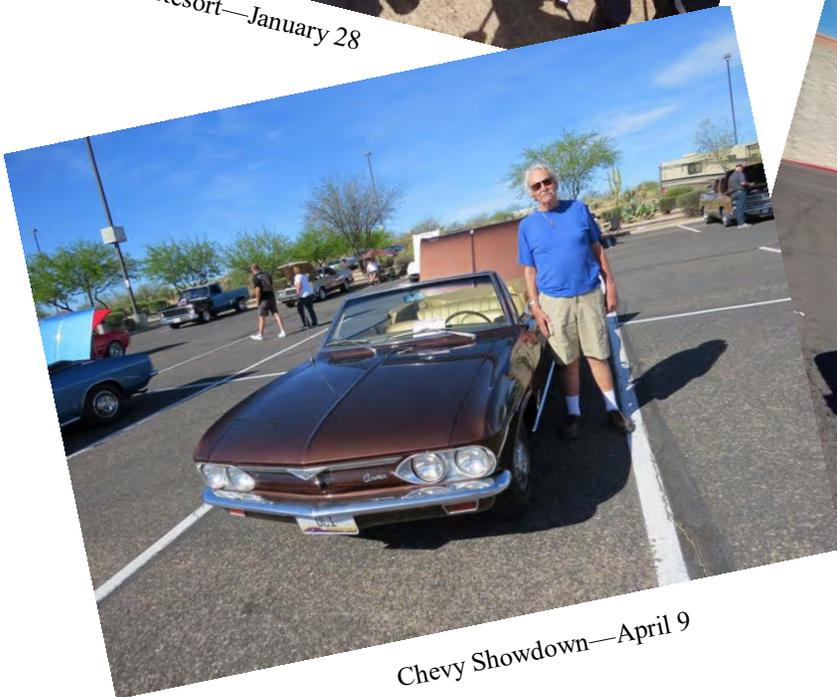
Freddy's—September 29



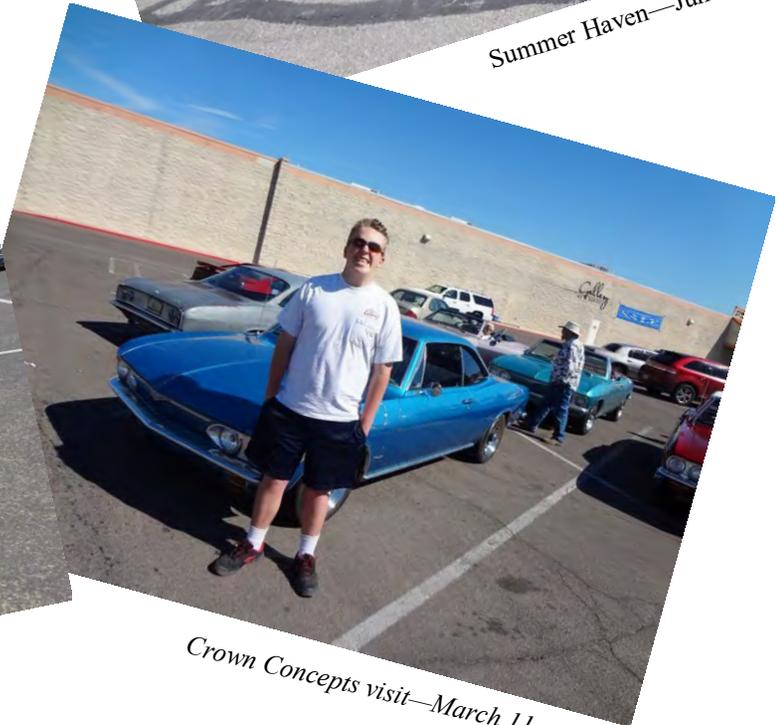
Tubac Golf Resort—January 28



Summer Haven—June 10



Chevy Showdown—April 9



Crown Concepts visit—March 11

# 25 Things You Didn't Know About Corvairs

Depending on how you look at it, July 7, 1959, witnessed one of the most creative, or foolhardy, steps in by the U.S. auto industry: Production began on the Chevrolet Corvair. A response to the VW Beetle, which had sold more than 100,000 copies in four years to 1958, Corvair remains America's only successful effort to build a rear-engine, 6-cylinder, air-cooled sedan, the most competitive compact segment, from scratch.

To mark this occasion, Corvair Preservation Foundation historian Dave Newell and technical adviser Larry Claypool came up with these "25 Things You Didn't Know About Corvairs" -- or

**1.** The secret of the Corvair was leaked 18 months early, on April 11, 1958, when United Auto Workers official Dave Mann told the press that General Motors would build a small car at the Willow Run plant in Ypsilanti, Mich.

**2.** Motor Trend magazine's Car of the Year for 1960, Corvair had GM's first all-independent suspension. To use an existing manual transmission, the engine rotation had to be reversed so as not to have one low forward gear and four reverse.

**3.** Unibody construction with welded front fenders, a first for GM, meant that Fisher Body employees aligned the whole car.

**4.** Some 8,000 Corvairs were stockpiled at the GM's Milford, Mich., Proving Grounds in preparation for the October 1959 launch; 250 were "swimmers" (caught in a flood) but cleaned up, reupholstered and sold.

**5.** Oct. 2 was the official launch day and will be national Drive Your Corvair To Work Day this fall.

**6.** Initial Corvair models were 500 and 700 four-door sedans. The most basic 500 is known as the Caveman for its simplicity. Coupes followed in January 1960, then the Monza coupe with 4-speed on the floor in the spring.

**7.** Surviving early Corvairs are Nos. 375 and 428, both sporting original front fenders, which lasted only 500 cars into the production run.

**8.** Chevrolet dealers were dismayed by the initial price, which could climb to \$2,500 with Powerglide, heater and radio, only \$200 less than a full-size Biscayne.

**9.** Gas mileage could be as high at 26 m.p.g. highway, until the VW-style gasoline-powered heater was fired up at a loss of 6 to 8 m.p.g.

**10.** A boatload of 1960 Corvairs was sent to Cuba before the revolution. At last count, three survive; two reportedly running with front-mounted Russian motors.

**11.** Dick Doane Chevrolet in East Dundee and Chicago Tribune writers made two attempts to drive to Rio de Janeiro in three Corvairs, with a support truck and fuel truck. They got as far as Colombia in 1961, where one car remains in the jungle, according to a British Army photograph from 1972.

**12.** In 1961, the Corvan panel van, Greenbrier passenger van and Lakewood station wagon and Rampside pickup were introduced. Air conditioning was not optional.

**13.** GM built several front-wheel-drive prototypes in 1961, based on Alfa Romeo 1900 and Renault Caravelle platforms; a four-wheel-drive Corvan was tested.

**14.** One of the rarest Corvairs is the 1962 Loadside pickup. Only 369 were made, with a well in the center of the floor that could not be swept out.

**15.** The Corvair was an enormously popular base for show cars: the 1961 Sebring Spyder and Pininfarina Speciale, 1962 Super Spyder and Bertone Testudo, 1963 Monza GT and SS, 1966 Fitch Phoenix, 1967 Astro I survive.

**16.** A radical 1965 redesign with Fisher Z body saw the rear suspension resemble Corvette's to address safety issues (see "Unsafe at Any Speed"). And the heater and A/C were improved. But without the pop of the V-8 Ford Mustang, sales dwindled and opened the door to the Panther (Camaro).

**17.** Don Yenko extracted up to 240 h.p. from Yenko Stinger Corvairs, which were competitive Sports Car Club of America

racers. He built 100 in one month in 1965, with a total of 185 from 1965-67.

**18.** In 1968, XP-892 was shown as a full-size model for the 3rd-generation Corvair, planned for 1970, but scrapped. However, the 1974 Holden Monaro HJ coupe borrowed some styling cues.

**19.** Corvair was down to two coupes and a convertible for 1968-69. A/C was discontinued because of the engine load added by an emissions air pump.

**20.** Modular Corvair engines were built to bolt together in 4-, 8- and 10-cylinder configurations. One, a 10-cylinder front-wheel-drive configuration, was used in the development of the Olds Toronado.

**21.** The rarest Corvair is the amphibious Corphibian Loadside pickup. One was built. The GM plant in Oshawa, Ontario, built 100 amphibious Corvair Dynatrack articulated vehicles for the U.S. and Canadian Armies. The Australian Army ordered 500 but didn't have the money upfront.

**22.** Apollo astronauts trained on a Corvair-based lunar rover in New Mexico.

**23.** The last Corvair was VIN: 105379W106000, an Olympic Gold 1969 coupe with black interior. It's reported to have been destroyed, but ...

**24.** In the 1970s, Viton finally made a rubber seal that resisted the heat around Corvair pushrods and cured the oil leaks that had plagued the cars since they were new.

**25.** By 1971, the National Highway Safety Transportation Board declared the Corvair no less safe than anything else on the road in the early 1960s. Take that, Ralph Nader (the consumer crusader who made his name in 1965 with "Unsafe at Any Speed," the book that targeted Corvair).

*Tucson Corvair Association*  
**Christmas Party**

**Wednesday, Dec 6<sup>th</sup>**

Golden Corral  
4380 E. 22nd Ave, Tucson, AZ

**6 to 9 pm**

**Silent Auction**

**White Elephant Max \$20**

**Come Celebrate the Holidays in  
Corvair Style**



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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 and the meeting starting at 7pm.

The November meeting is traditionally 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  
4380 E 22nd Street, Tucson



Read this newsletter on line at [www.corvairs.org](http://www.corvairs.org)