

# Corvairation

MARCH 1979

Vol 3, No.12



TUCSON  
*Corvair*  
ASSOCIATION



CORVAIRSATION is the monthly newsletter of the TUCSON CORVAIR ASSOCIATION. Copies are free to members of the Association. Members may also submit Want Ads or For Sale items, which will be published as space allows. Prospective members may receive two issues of CORVAIRSATION. Information concerning advertisements, ads, articles for publication or extra copies may be obtained by contacting the editor: GORDON CAUBLE.

TUCSON CORVAIR ASSOCIATION is a chartered chapter of CORSA, Corvair Society of America, and members of TCA are required to join and maintain membership in CORSA.

TCA holds regular monthly meetings on the 4th Wednesday of each month, and has additional social or technical activities related to the Corvair automobile each month.

Annual dues of TCA are \$9.00, and on initial joining, there is an additional fee of \$2.50. For family membership, add \$1.00.

CORSA membership is \$12 per year, and is accomplished directly between individuals and CORSA, INC., P.O. Box 2488, Pensacola, FL, 32503.

Further information about meetings, rallies and applications for membership may be obtained by contacting any of the following officers:

President:

PATRICK BENDER  
1025 E Windsor  
Tucson, AZ 85719      888-2224

Vice-President:

BRYAN LYNCH  
7602 Placita de los  
Amigos  
Tucson, AZ 85704      297-0987

Secretary-Treasurer:

DONALD E. BORTLE  
9202 E Roberto St  
Tucson, Az 85710      298-4166

Recording Secretary:

GEORGIA LEWIS  
6567 E 17th Street  
Tucson, AZ 85710

747-1692

Committee Chairman:

Parts: FRANK MCKENNA  
1858 S Regina Cleri  
Tucson, AZ 85710      885-8571

Technical: DARREL (Pat) HAYHURST  
1881 N Sabino Canyon Rd  
Tucson, AZ 85715      298-6328

Librarian: JOHN NORTH  
3002 E 20th  
Tucson, AZ 85716      326-2086

CORVAIRSATION

Editors: GORDON & VERNE CAUBLE  
5950 N Camino Arizpe  
Tucson, AZ 85718      299-1122

Contributing &  
Technical Ed. JOHN NORTH  
Address above

Circulation Mgr. ALAN ATWOOD 795-6095  
3636 N Campbell #F24  
Tucson, AZ 85719

(Material for publication in CORVAIRSATION such as articles of a technical nature, tech tips or news of general interest to Corvair owners is welcome. Submit copy and pictures (black & white positive) to either GORDON CAUBLE or JOHN NORTH by 2nd Tuesday of each month. ED.)

LOOKING AHEAD

Circle your calendar now....these are events coming up that you won't want to miss:

SUN., Apr. 22 -- Picnic and Rally at Picacho Peak. Leave Valley Bank Parking Lot, Grant & Miracle Mile, 11:30 a.m.

WED., Apr 25 -- Regular Meeting

SAT., May 19 -- To Chiricahua Nat'l. Monument, 45 mi. past Wilcox. All day trip and economy run. Bring picnic lunch, a finely tuned Corvair, and win a prize!

WED., May 23 -- Regular Meeting

SAT., June 16 -- Rose Canyon.

# A Few Words from Pat, the Prez...

To see is to believe....but what was seen at Pantano on March 18th was hard to believe.. The scene was the 3rd semi-annual TCA safety and tuneup clinic, swap meet and picnic. The morning started out cool, cloudy and wet. By early afternoon, it warmed up enough to bring out 37 VAIRious sizes, shapes and colors of the local members' cars.

All had a good time...but from a reliable source, the serious sellers at the swap meet bought as much, or more, than they sold.

Pat Hayhurst and his crew put between 15 and 20 cars through the clinic with the precision of an Indianapolis pit crew--not as fast, but with the same professionalism.

Participation at this event and at others during the last six months has been outstanding. The reason for the success of these events has been due to the hard work of the active members and more of the members becoming active.

Thanks to all those responsible for these successes. Also, I want to invite any member who feels that he or she has something to give the club, in any capacity, to come forward and let one of the officers know.



The nominating committee appointed by President Pat Bender has recommended the following slate of officers for TCA for the next 12 months:

PRESIDENT: Bryan Lynch

V. PRES: Darrel (Pat) Hayhurst

SEC-TREAS: Donald Bortle

REC. SECY: Georgia Lewis

Nominations may be made from the floor, but consent must first be received from the nominee.

The above nominees have been contacted, and have agreed to serve if elected.

VILLAGE INN PIZZA  
**22nd Street**

5133 E. 22nd Street  
790-6732

- \* TIME: MARCH 28th, 6:30 p.m. SUPPER SERVED AT 7:00 p.m.
- \* PLACE: VILLAGE INN PIZZA, 5133 East 22nd Street
- \* MENU: BUFFET STYLE: Spaghetti, Pizza & Ravioli, Soup, Salad, Garlic Toast
- \* PRICE: Adults, \$2.40, all you can eat; Children under 12, \$1.89.

NEW MEETING PLACE!

COME EARLY!

SHOW YOUR CORVAIR!

TUCSON CORVAIR ASSOCIATION KEEPS GROWING.....

Seven new members have been added to our membership, and the club has reached an all-time high of 69 current members:

BOB AND JAN THOMPSON  
619 South Mountvale Drive  
Tucson, Arizona 85710  
296-1991

ARNOLD AND RUTH OGGIER, Jr.  
4640 North Iroquois  
Tucson, Arizona 85705

GLENN AND DORCAS URSCHEL  
9480 N. Rancho Verde Drive  
Tucson, Arizona 85704  
297-7581

DON AND MINTA SCHNUR  
Sasabe Star Route Box 495  
Tucson, Arizona 85736  
1-822-1027

KEN FADAL  
2549 Washington Avenue  
Tucson, Arizona 85708  
745-5735

CHRIS CROWFOOT  
6337 East Fordham  
Tucson, Arizona 85710  
790-1155

CLARENCE L. ELKINS  
237 E. University Blvd  
Tucson, Arizona 85705  
622-6393

W E L C O M E !

.....and if your name is here, YOUR DUES ARE DUE!

JANUARY

Joel Gemberling  
Kenneth Allen  
Ace Royer

FEBRUARY

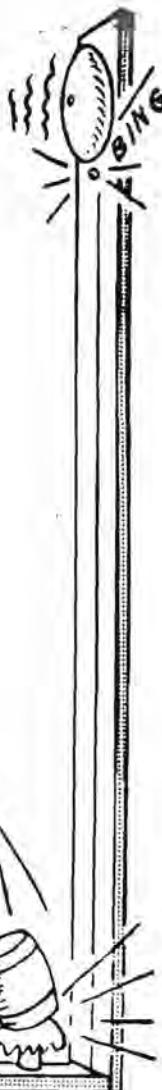
William Sears  
John Downing  
Don Notter  
Chris Cunningham  
Knud Swenson

MARCH

Lee Vader  
Chuck Pettis  
Tom Moore

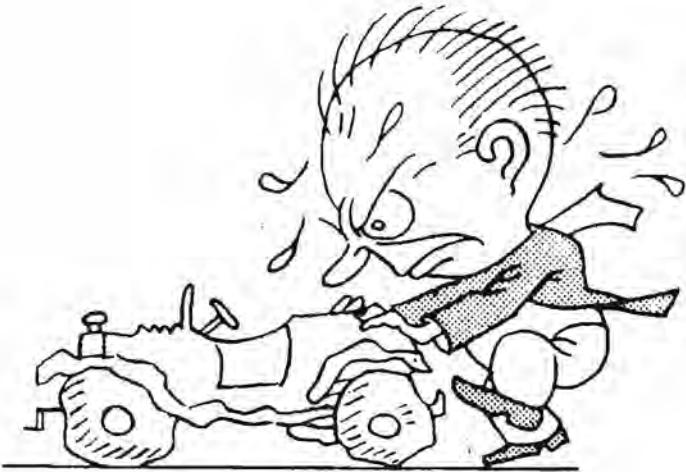
APRIL

Mack Post                  Don Hillman  
Jerry Bishop                Evelyn Thatcher  
Russ Crossman              Robert Kilpatrick  
Rubin Crossman             Chester Bockstedt



---DON BORTLE, Treasurer

# Tune-up Time in Tucson



Once again we gathered at Pantano Park for our annual spring gala. It seems each time we have a tune-up clinic, the crowds are larger and the Corvairs look better. I don't know what the actual count was, but I heard numbers like 37 cars. Outstanding! Once again, Gordon furnished the weather which was just about perfect if you are working over a hot engine. He must receive better vibes living up there in the higher altitudes.

Another group had established squatter's rights to our ramada the night before, as Chris Crowfoot arrived at 10:30 and found it already occupied; thus we were relegated to the motocross track. The only problem with the location was the distance to the restrooms and the absence of sufficient bushes in the immediate area.

The results of the running gear inspections conducted by Don Chastain, Chris Crowfoot, Arnold Oggier and Floyd McKiearnan were overall "pretty good". Some of the discrepancies noted were leaking differential seals, a few bad universal joints, worn stabilizer bushings, and one car that had three bad shock absorbers.

Pat Hayhurst and yours truly once again looked at engines. At the outset, we appreciate the improvement noted in the cleanliness of the engine compartments. Makes it so much easier to work on them. We did find a few with the timing way out of specs, and had to balance quite a few carburetors. We still have problems with balance tube hoses being loose and leaking. I know they are a bear to change, but they contribute directly to performance and are worth the effort and expense to replace. With summer approaching, and the high temperatures our Corvairs will be subjected to, induction system problems will be magnified by small vacuum leaks. So it behooves each of us to check these few but important hoses and connections.

Lou Lage performed the safety inspection with the help of Eric Bender. I was surprised when they reported that all the stop lights and directional signals were operational. Congratulations. I can remember our first tuneup clinic where many cars were deficient in this area.

Summing up, I think we have made great strides in improving the appearance, operation and safety of our Corvairs through participation in these tune-up clinics. Mostly because of you, the members, are interested and take pride in your automobiles. I am looking for a replacement at the next tune-up clinic so I can spend more time just talking about my favorite subject--Corvairs. Any volunteers??? See you at the meeting.

---FRANK McKENNA

**Editor's Note:** Many thanks to all the workers at the Clinic. The donation can contained \$26.00, which has been passed to the Treasurer.

## A LITTLE OF THIS AND THAT.....

Fred Zimmerman has added a very nice '67 Monza Coupe to his 'stable' of late model Corvairs. Patti insisted on air conditioning in her Corvair, and they located just what they wanted in a recent Corsa Communiqué ad.

Fred and Patti contacted the owner in Sun City, closed the deal, and now Fred is driving the new acquisition to work rather than his truck.

\* \* \*

Jack and Jan Harris finally showed their newly repainted '64 Monza coupe at the Tune-up Clinic. The car is real sharp. It's a shame it had to go to Phoenix for the paint job.

\* \* \*

When Ed Dryden and his wife drove into Pantano Park with his '64 coupe, the paint job he had done himself looked good. Ed owns several Corvairs, and is a hot prospect to join TCA....BUT would you believe it....no one had an application blank for Ed to fill out.

\* \* \*

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SUNDAY 9 A.M. - 6 P.M.  
MOST HOLIDAYS 10 A.M. TO 2 P.M.

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**DOING YOUR OWN BRAKE JOB?**

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## DOUBLE THE SOUND OUTPUT OF TURN FLASHERS

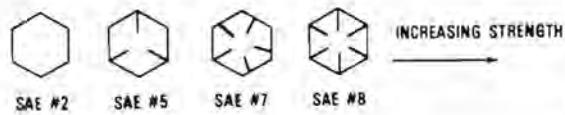
When traveling the freeways and changing lanes, your steering wheel may not turn far enough to cancel your turn indicators, and you may drive for miles with the signals flashing. To double the noise output, use a 3" aluminum pie pan that little pies or tarts come in. Smear a little glue on the top of the relay under the dash (turn on your indicators and you can hear it clicking) and press the bottom of the pie pan firmly against the relay. Too much glue will insulate the sound. Hold for thirty seconds or so until the glue sets up. The pie pan will magnify the sound so it can be easily heard and you'll know to shut the turn signals off.

--P.W. Donaldson  
San Diego Corvair Club

## TIGHTENING TORQUES, LB.-FT. (DRY):

THREAD SIZE	GRADE			
	SAE #2	SAE #5	SAE #7	SAE #8
5/16	15	20	25	30
3/8	25	35	45	50
7/16	35	50	65	75
1/2	55	80	100	115

## BOLT STRENGTH GRADE



--Contributed by Frank, TCA.

# What's Doin' on Cars... by John North

The past month has been a time of frustration, surprises, disappointment, expectations and great satisfaction for a number of our active mechanics and wrenchers. Engine rebuilds, new interiors, paint jobs, tune-ups and much of the same is in the crystal ball of the future of a lot of doers.

Floyd McKiearnan, a new member, faces a reworking of the body and paint on his '62 convert. This car will soon be the residence of an early turbo when the work is complete. The convert has a recently rebuilt engine which will go into a '61 coupe which came with the turbo engine.

It's not possible to leave the story of Floyd's turbo engine without getting into it, as he had to....#6 was dead, even though it 'ran smoothly'? Investigation found a 'holed' piston. A deeper look found that a turbo rod had been replaced with an early, lightweight rod. Also a number of late model, notched skirt cylinders were installed when the engine was cobbled together. Among the other problems which can and did happen when a turbo blows a piston is turbine damage. Some blades were bent when bits and pieces of piston rings came flying through the exhaust system. The engine is back together again and running. Final checkout was done with the help of DonJonCo, using a setup pioneered in the club by JonCo. Sure saves a lot of problems doing it before the engine is installed.

Ernie Alloy painted and was not satisfied with his '63 convert and has started all over again. The car now sports a '66 110 engine, and faces a brake job and undercarriage running gear massage. By the way, Ernie got a hand-tailored top and interior done. Check with him for details.

Club recording secretary Georgia Lewis, a very determined lady, after an engine reseal job on her '61 last month by DonJonCo, decided to do something about poor operation, stalling and general disgust and frustration. Her local service station touted a couple of "skilled" Corvair types and she did want to have rapport with someone near home. So she went to them with the problems. Her report to the author

that evening indicated a 'dead' #6. No details. A plea from JonCo to bring the car back to DonJonCo since they had done the reseal job met with assent. What follows is another learning experience to pass on regarding diagnostic problems on vintage Corvairs.

True, #6 was putting out nothing. An ignition check pointed to a bad plug. While the plug was being changed, a compression check was pulled. DonCo normally does this without opening the throttle butterflies. Relying on other valves being open and the balance tube furnishing enough air to build compression...50 pounds. indeed a dead cylinder. All the plugs were pulled and another check proved that #6 was the only "bad" one...but hold it a minute..."let's check with wide open throttle "according to the book..#6 jumped to a respectable 120 pounds.." "Hey, what's going on?" A new plug was put in #6 and the others cleaned and gapped. Voila..the pistons went up and down, the sparks flashed at the plugs, and pockety..pockety came the emissions from the exhaust pipe.

Carb sync, mixture fiddling, timing and point dwell would not get rid of a slight hesitation and an unsatisfactory carb sync. A normal DonCo carb balance trick is to make it run by blocking the air horn, one at a time. It was just not possible with equal throttle opening. Sloppy linkage? Eyeball it again..yup, the throttle lever on the left carb is loose on the shaft. Off came the carb to tighten the swage on the end of the shaft..prick punch and a hammer, and pein it over. Looks like that balance tube hose is rotten and hard. Examination showed that it was completely blocked. Suspected cause was a non-fuel-resistant hose, age, and the wrong size...5/16" fuel hose can be used, but 3/8" is better with clamps to avoid future vacuum leaks, if you like.

With all this done and carb flange cleaned and faced, everything came into place and the whole tuneup completed with (con't...)

(con't. from previous page)

a snappy performance the result. A flushout of the engine compartment and a washdown of the deck lid so surprised Georgia that she had to look at her tattered headliner to see if it really was her car.

Frank McKenna has just reported that a Greenbriar he purchased has some (3) dead cylinders. So..."Happy wrenching, Frank." Very likely broken rings or what you find....

(Author's note: From earlier Chevy engineering re Greenbriars and vans):

Experience indicated that these vehicles were subjected to heavy loadings and much wide open throttle running. Burned valves, pounded seats, warped valve stems, pounded valve faces, worn stems were and still are problems with such usage. Their solutions was a rotary type valve keeper which constantly turned the exhaust valve on the seat, cleaning carbon deposits from seats and valve faces and at the same time, giving the hot spots on the valves a chance to transfer heat to the cooler spots on the seats. Remember, most valve head heat is transferred to the seat when the valve is closed. Excess heat travels down the stem and can cause burn-off of lube and high guide and stem wear.

The author completed assembly of a 145 high compression engine with a late 95 h.p. cam (part #38399889). Due to a wrenched back, Don Co and Floyd McK. came along to help relieve the hot, heavy panting to get the thing running. Those who attended the recent tuneup safety clinic saw the engine running. (Yup, it's for sale).

Gordon Cauble is about to begin the transplant of parts from a cancerous convertible to a solid body. Since that must wait his literary efforts with the CORVAIRSATION, "What's Doin' on Cars", this column, has some fodder waiting for next month. Gordon also has a '62 "102" coupe in the body shop and ready for interior repairs.

Chris Crowfoot showed off his late-turbo at the tuneup clinic, sporting some impressive aircraft-type oil and fuel lines.

Jack Martin has his Corv-Eight running pretty good now. His latest improvements include a cable-type of throttle linkage which uses pulleys from Corvair brake and clutch cable linkage. He laid a patch of black rubber, on request, at the clinic.

New member Arnold Oggier who hails from Indianapolis has taken on a Greenbriar and is learning the intricacies of this unique beast. (Really can't say that a rear air-cooled-engine-truck is unique.) White truck company built and marketed a number..thousands..of White Horse milk delivery trucks back in the late '30's. I guess the name "White Horse" was a play on words to tempt the expected buyer that this was indeed an ideal replacement for dobbin on the milk route. Franklin built the 4 cylinder flat cast iron power plant for this job which had a transaxle which they boasted could be removed completely by screwing out 4 bolts. As we all know, it takes just a bit more than that on a Greenbriar or any other Corvair related vehicle.. I cannot personally vouch for the promotional ease of service on the White Horse truck. By the way, Arnold Oggier is looking for 110 heads with pounded seats. He wants to make the repair at his Terre Haute shop. Contact him at 888-0231 until May 1.

The past month has been the most mind boggling time for the author since he has gotten into Corvairs. A jangle of thoughts, facts, figures on cams, air flow, displacement, torque (gross and net) valve lifts, rocker arm alignment, push rod guide plate wear, enlargement of valves, relocation of valve seats, overhead cam designs, types of cam drives, etc, etc, ad infinitum..

The first tangled design efforts began on Corvair in '55'56, probably out of a long series of bull sessions among engineers at Chevy led by Ed Cole. In subsequent years, each of the design problems were turned over to individual teams of engineers to be worked out and finalized in a completed, compatible, marketable car. True, changes and improvements poured forth as the cost accountants permitted. Yet today we, and I do mean WE CORVAIR NUTS must be conversant and skilled at all the things that hundreds of engineers worked on individually. WHEW! Adios...

J. N.

IS THIS YOUR LICENSE NUMBER?  
R R C - 8 7 7

If so, you're the winner of  
the picnic drawing. Call Pat.



TUCSON CORVAIR ASSOCIATION  
Regular Meeting- February 28, 1979



Meeting was called to order by the President Pat Bender, Wednesday night, February 28, 1979 at The Spaghetti Company, 1816 South Alvernon. **Present:** 71. (At the suggestion of Joal Gemberling, meeting commenced before dinner was served and intermission held when dinner was served.)

The Minutes of the January 24, 1979 Regular Meeting were approved as they appeared in the February Corvairsation.

Dave Albani of the Cactus Corvair Club introduced himself. Also introducing themselves were the new members and guests.

Don Chastain, Can Chairman, reported a collection of \$35.49 for the last month, making a total of \$156.35 since the project's inception 11 months ago. Barney Goodwin reported that he had three barrels of cans at his garage which he would be glad to donate if someone would dispose of them. Volunteering to do so were Gordon Cauble, Pat Bender and Don Chastain.

Don Bortle, Treasurer, reported \$392.65 in the Treasury as of the end of the month. To be deducted from this amount is approximately \$70, the cost of February's Corvairsation. He urged those whose memberships have, or are about to, expire renew same as funds were needed to replenish supplies of T-shirts and name tags. Those who would not renew, would be dropped from Corvairsation's mailing list. Applications available at meeting.

Mrs. Carey suggested that we duplicate the Studebaker Club's most successful Auction of donated items. Mrs. **Carey** was asked to initiate preparations for same.

Pat Bender reported that he was advised that there were 30 Corvairs in The Spaghetti Company's parking lot.

Dave Albani announced that the first All Chevy Day (an annual all Chevrolet model show) will be held in Phoenix in March. Fliers giving details were distributed.

Pat Hayhurst's Technical Tip was the advise of using the Alphagrams Shop Manual.

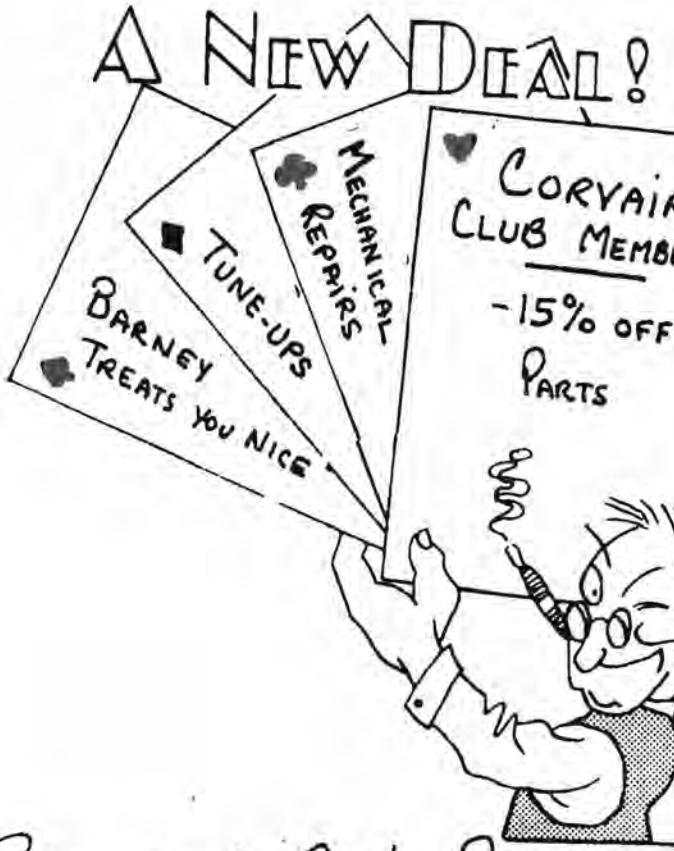
Dave Albani reported that the Phoenix club has two major ways of raising funds: 1) Have slaloms at \$5 per head and 2) They receive \$5 per car per day when they have car shows. Suggestion: Negotiate with other car clubs to do same.

Pat Bender reported that Election of Officers will take place next month and that following are on Nominating Committee: Bill Fournier, Gordon Cauble and Frank McKenna. Anyone wishing to suggest a nominee should contact one of the three. Motion was made and carried that the Constitution be changed to permit the Secretary-Treasurer and Recording Secretary to succeed themselves.

Door prize and grab bags followed. Donator was Barney Goodwin.

Pat Bender reported that the March meeting place will be disclosed in the March issue of Corvairsation. Meeting adjourned at 9:30 pm.

*Georgia Lewis* Recording Secretary



## Barney's Auto Service

3029 N. Alvernon Way  
881-1315

TCA MEMBERS KNOW.....IT'S THE PLACE TO GO!

WILL TRADE GOOD 66 AM push button radio for same, for 63'64 transistorized Corvair radio. A re-coned speaker for 66 radio available for sale in the near future. JOHN, 326-2086.

'64 Rr A-FRAME for 4 speed, and manual top for '64 convertible. Offer or trade. Gordon, 299-1122.

VITON "O" RINGS, GM oil and air filters, carb shaft seals. Many hard-to-find parts. Corvair Consultant Gordon, 299-1122.

3 SPEED GEAR BOXES, including one '65. Good performers and great for economy..fewer engine revs to get to speed. John North, 326-2086.

PAINTING, repairs, parts, '60 to '69. Sat. and Sunday, weekdays after 3. ACE, 622-4214.

## -Classified Ads-

145 CI engine, stock bore, new Badger pistons, Grant rings, standard size bearings (.002 clearance) 9 to 1 head. \$500 exch. Does not include carbs, gen, starter, clutch, flywheel. Engine was built for high torque at lower RPM. Late 95 hp cam. John North, 326-2086.

SET OF EICO QUICK STEERING ARMS for early model Corvair. Frank, 885-8571.

'64 MONZA 110 Auto, new tires, generator and tune-up. Needs little body work and is completely original. Chris, 623-0088.

EARLY MODEL HEAD with valve job and new guides. Like new. \$75 or trade. Gordon, 299-1122.

ENTIRE FRAMEWORK for convertible top. Early model. Good condition, but no weather strips. \$50. 326-2086.

HYDRAULIC TOP MOTOR, lines and actuator. \$40. Call Corvair Parts Locator Frank, 885-8571.

'65 CORSA Heads and carburetors with linkage. Call Barney, 881-1315.

FOR LOAN TO MEMBERS WITHOUT CHARGE-- Workshop Manuals, '61-'69. Temporary loan only--must be returned so others may use them. Call Librarian John, 326-2086.

**Jerry Bishop**  
is wreckin' 'em out --  
40 plus Corvairs!!

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March 1, 2013



#### REGULAR MONTHLY MEETING

Wed., Mar. 28, 6:30

at

22nd STREET VILLAGE INN PIZZA PARLOR, 5133 E. 22nd

(note new meeting place!!!!)

We'll have a room all to ourselves, with a buffet menu of Spaghetti, pizza, and ravioli, soup, salad, and garlic toast.

All you can eat for \$2.40 for adults, \$1.89 for children under 12. Bring the whole family and have a fun night out.

COME EARLY!

SHOW YOUR CORVAIR!

#### MID-MONTH ACTIVITY FOR APRIL

Sunday, April 22, 11 a.m.

ASSEMBLE AT THE VALLEY BANK PARKING LOT, GRANT RD. AND MIRACLE MILE

Depart: Promptly at 11:30 a.m.

Destination: Picacho Peak Picnic and Recreation Area  
(about 35 miles north on I-10)

Bring your Corvair.....your family.....your friends....  
your lunch....

Meet new friends and talk about our favorite cars! Cactus Corvair Club of Phoenix has been invited to join us. They bring a wealth of experience for good tech-talk.

