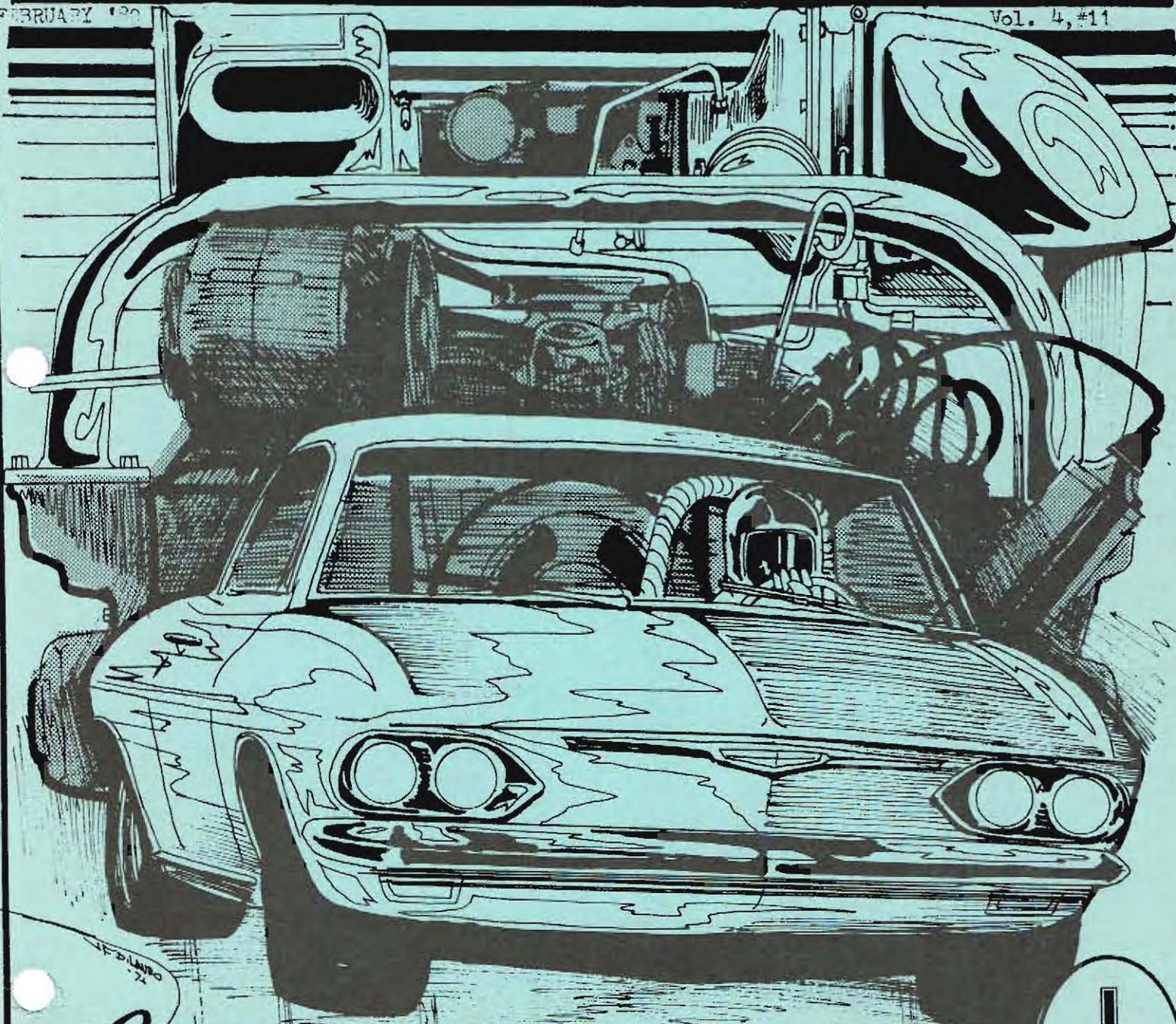


# Conversations

FEBRUARY 1992

Vol. 4, #11



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 upon 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:

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7602 Placita de los Amigos  
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Pat Bender, Gordon Cauble, Bill Fournier,  
Frank McKenna, and current officers.

FINANCIAL STATEMENT

BALANCE 31 Dec.....\$636.21  
INCOME Jan..... 186.85  
EXPENSES, Jan..... 318.18

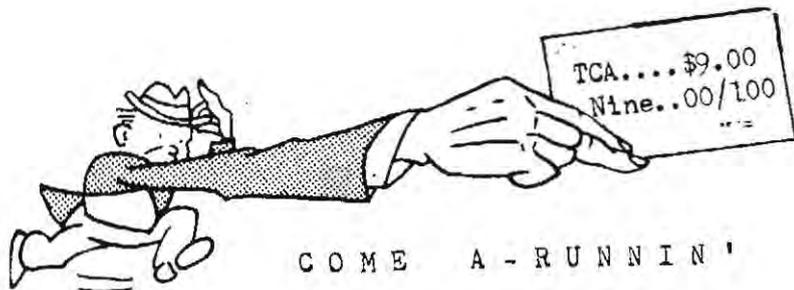
Balance, 31 Jan.....\$504.88

-- Don Bortle, Treas.

NEW MEMBER

Don McCracken 889-7149  
1409 E. Illinois  
Tucson, AZ 85714

# The Prez Sez...



COME A - RUNNIN '

Well, back into the Soyder again. This was bailout time. I guess I broke everything possible-- the snout in the transaxle that the throwout bearing rides on, and a large piece broke off the transaxle case. Good thing was Frank McKenna's Vega clutch disc tech tip. (Dec. CORVAIRSACTION). I never believed anything could be so smooth.

I called John North, and he arrived at work Friday morning. Up on the lift went the Soyder. Everything was disconnected but three nuts holding the engine and drive train in place. Now, what to set the engine on when lowered out....well, six boxes and a 4-wheel cart did the trick. John chased down the parts and on Saturday morning, back in went the engine and drive train. Two o'clock in the afternoon everything was in place and ready to test. Was it great! Prez is happy again...and so ends the tale of the Soyder.

The Park Mall Show was a standout. Many thanks to Joel Gemberling. Watch for upcoming events...we'll all want to get going after the rain stops...

Just a footnote: Gas in LA is \$1.49 a gallon for premium. Tucson perhaps will soon follow with an increase. What happens when the valve is turned off in Arizona from Texas and California? The U of A has the know-how to produce alcohol and we are paying farmers throughout the country not to grow grain..What about oil products from cotton? If we in Arizona want to work to get something started ourselves, we could win the battle at the pumps. Tourism will come to a screeching halt if gas supplies dry up.

Living in Arizona, I feel I receive an additional \$5,000 in pay in sunshine over 300 days of the year. It may fade my paint, dry out my seats, ruin my hoses, crack my tires, kill my plants and dry out my roof..but it's worth it! And where is solar?

What's happened to good old USA, who rises to all occasions? As Pres. Roosevelt said in '41 after Pearl Harbor: "We will win the inevitable victory, so help us God!"

--Bryan Lynch

## DUES ARE DUE!

NOVEMBER: Barry Cunningham, Bobbi Riggs-Henderson

JANUARY: W. D. Berkey, Phil McGill, John Thomas, Jack Harris

FEBRUARY: Bill Sears, Don Notter, Gordon Cauble, Ron Carey, Pat Hayhurst, Don Chastain, Chris Cunningham, Alan Atwood, Knud Swenson

MARCH: Henry Lanoo, Chris Crowfoot, Ken Fadal, Arnold Oggier, Chuck Pettis, Don Schnur, Bob Thomson, Glenn Urschel, Tom Moore

--Don Bortle, Treas.



MAKE A FUN DATE FOR THE WHOLE FAMILY! Our monthly get-together will be at Reid Park, Ramada #3, just south of the two small lakes.

Bring your picnic lunch and your Corvair....remember, our concours judging team needs Corvairs to practise on. Don't forget March 9--10 a.m. till dark.

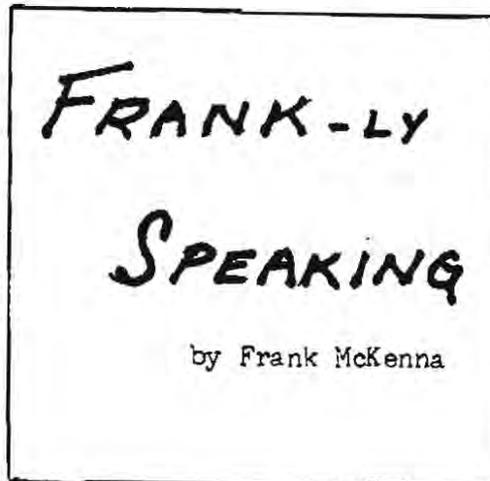
--Pat Bender  
Activities Ch.

## PARK MALL HAD IT ALL!

Just like the commercial, we had a beautiful collection of Corvairs on display. Local Tucsonans must have wondered what was going on when 15+ Corvairs were converging from all directions on Park Mall during the wee hours of the morning. We had a few problems with the management concerning the number of stanchions at our disposal. Once again Murphy's Law prevailed. Joel Gemberling had coordinated every aspect of the display with the Park Mall manager prior to Saturday, and he was assured that everything was in order. What they, the management, didn't consider was the additional events that were taking place in the Mall-- i.e., the free dental clinic, the T.P.D. Van. Well, we thus the confusion. Joel entire length of the section an other-than-parking-lot Not so...not enough stanchions, had.

The cars looked great, their car should be proud! As usual, the comments were mixed, with a few Nader supporters. One person was adamant about the Corvair being banned from the public highways by Federal decree. No amount of explaining could change her mind. Oh, well!

I think the high point was the practice concours judging session. The results are published elsewhere in this issue. We have talked about judging for quite some time...however, doing it is another matter. It takes time, objectivity and consistency. Overall, I think we did a good job, but remember....the cars that were judged were not for the most part concours cars. Phoenix will be a new ball game. So write down your thoughts on how to improve the judging and mention them to your section leader at your next session. Remember.. we have to expend some of our personal time in perfecting our evaluation procedure to properly reward the Phoenix mini-convention concours entrants.



a singular Volvo, and were the last to arrive, had planned to use the assigned to us to permit appearance to our displ so we made do with what we and everyone that displayed

OF CORSA.....

## Valley Corsa..(that is)

Belonging to Corsa has always been worthwhile in my opinion; and what happened to me in San Jose, Cal, just reinforces my feeling for the value of both Corsa as a national association, and strong local clubs. When the clutch on the '62 convertible, which I had just delivered to my daughter in Salinas, California started to squeel, I was 800 miles from Tucson and really in need of help. Valley Corsa of San Jose came to my rescue in a way that was far beyond the call of duty!

I had taken along my copy of the Corsa Roster, and contacted Red Jackson, a member of Valley Corsa, and explained my problem. Before the day was over Hal Ruwert, club president, had called me back and outlined how my problems were to be solved. Their club was making a "Tech Session" of the '62's problems.

On Saturday morning, my son-in-law, Mark Merrill, and several members of Valley Corsa gathered at the garage of Ron Myers, the club's immediate past president, to eliminate the problems with the clutch.

After removing the power train completely and diagnosing the causes of the problem, we determined that the throw-out bearing and the pressure plate were both suspect. Both had been installed new less than 2,000 miles earlier in my restoration project. Vair-Mart, a Corvair supplier was called by phone, and upon delivery of the parts, they were installed and the power train re-installed. We were able to test drive the car, find everything OK, and make the 70 miles back to Salinas before dark.

While Ron Myers and Red Jackson were the principal "surgeons" in the operation, many Valley Corsa members contributed to the tech session--some by second opinions on the cause, some by actual help in lowering and raising the power train, others by observing the procedure and commenting on "a real nice '62 convertible." Praise was high for the clean engine, courtesy John North, and the interior built and installed by Scott's Upholstery.

You really can't put a price on the kind of service Valley Corsa rendered in the situation described above. They accepted my thanks but nothing more for their efforts.

Prepare for the unexpected before you leave Tucson. Obtain names and addresses of Corsa.

members in the locale you'll be passing through. Take along a recent issue of the COMMUNIQUE which lists both Corsa local clubs as well as Corvair Repair Specialists in each issue.

Even if you don't have occasion to need help, you might just find it interesting to contact a member of Corsa at your destination. Two years ago, while visiting Hawaii, I made a random call from a name in the Corsa roster which resulted in John Thomas spending a day with me and giving me a guided tour of the Corvairs in Honolulu, and his joining Tucson Corvair Assn.

As you might conclude--I'm a firm believer in maintaining membership in Corsa and promoting strong and active local clubs. I'm looking forward to the time when a fellow Corsa member visiting in Tucson may give me an opportunity to return the assistance given me in San Jose.

--Gordon Cauble

### NEW OFFICERS TO BE ELECTED

#### NEXT MONTH

New officers for Tucson Corvair Association will be elected at the March meeting.

President Bryan Lynch has appointed a nominating committee to study our membership rolls and submit a slate of candidates to be voted on by the members present at the March meeting.

Four elective offices are to be filled--and they are listed inside the front cover.

Any member desiring to become a candidate or wishing to recommend a candidate (please get their approval first) should contact one of the three members of the nominating committee--Pat Bender, Frank McKenna, or Gordon Cauble.

Report of the nominating committee will be published in the next issue of CORVAIRSA TION.

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

It seems very often the action goes on right under our noses--and we fail to pass the word. That is possibly interpreted as discrimination, but in the case of Mark McKenna and his '62 Spyder coupe, it is not true.....The author's excuse is simply that Mark is so quiet about his activities (even father Frank is a whisper in a hurricane) that no real progress reports were taken note of until the car was ready for the Park Mall show.

Well, let me tell you. The altered interior in a saddle..tan...beige..(take your choice, ladies) included a Scott's upholstery padded dash (yes, they did the whole thing) and it looks great. The exterior paint, a beige under which Jack Lafave massaged the body and Winters on south Plummer coated the enamel, is a real eye-catcher. Mark, we know you did the innards the right way, and congrats on a job well done.

DonCo--Don Chastain--skipped into a real buy when he followed up a lead garnered at the Park Mall show. The guy said, "Get it out of here." DonCo did that in about five minutes, and the face fell a mile on the seller. It's a '69 500 that started life in the Calle Del Prado corral with the appellation of "Lemon Tree". Within a few days it became the "Green Hornet". Not original for the name of a car--and in the viewer's eyes opens to question whether or not Betty Chastain is color blind. The loud mufflers and lack of red light showing at the rear (which garnered some tickets for the former owner) were soon put right by DonCo. The no-pedal, slow brakes, can't stop syndrome, turned out to be a ground out drum on one side and the other rear binders were paper-thin. A drum from another salvage job and a set of shoes from a previous El Camino brake job, put stoppers back in the picture.

Frank McKenna is still praying for sunshine to finish the paint job on his Spyder. Pat Hayhurst, the painter's hat on this time, has been pulling the trigger and

would just as soon see it finished too. "What's Doin'" has got to admit that Frank and B have been putting into practice everything they have learned about what it takes to get a great paint job. Minute surface imperfections have been given almost inordinate attention. Just part of the intense desire to make the most of a long, tedious, expensive restoration job. Frank, tell them to look out at the Phoenix mini-convention.

Speaking of the V.P., jack of all trades and master of many...Pat Hayhurst as you saw got the Black Widow back into action for the Park Mall show. As near as he can make out, the main reason he dropped a valve seat on the left head was a casting imperfection back of the seat recess. An old timer in the foundry would have called it a sand fall in the mold. But, as you may know, the heads are low-pressure, permanent-mold die casting, and it might well be a gaseous blow hole. Well, anyway, the loss of contact with head material and consequent loss of heat transfer led to the demise of the seat, a weld-up, machine back, seat installation and a few anxious moments when the job was fired up and put to the test on the road--gingerly at first, but look out!

Ernie Alloy put a new, blue coat on a late model he acquired recently. Looks pretty good. Ernie, you're getting better. Now put enough paint with the thinner, and you'll become the pro on E. 5th St. On to the '63 convertible, Ernie; you've advertised it enough by showing it off in the front drive.

Perhaps elsewhere in this issue is a recounting of the tribulations of Prez Lynch with the clutch matter on his '64 Spyder. But a brief admonition must fall on live ears at this point. Please do not try to remove engine only on a stick shift car unless you have a method of absolute control over its movement. In other words, a floor jack won't cut it.

WHAT'S DOIN' continued--

You run the risk of breaking the snout with subsequent clutch failure.

Jerry Bishop has gotten the CORSA bug. He acquired a butted-in-the-rear model and is looking for a good CORSA shell to transfer the goodies into. Anybody know of a good solid CORSA?

Fred Zimmerman (Zimmie) has a rare bird now. A '67 convert that came out of Tombstone. Not that it was in a graveyard with the Clantons, but he has put his whole being behind the real reason we care for our Corvairs. We are saving them for someone else far in the future, as well as enjoying them for ourselves.

Gordon Cauble got a '66 CORSA from the same stable. Don't know if they had the same sire or dam. Haven't seen it yet, but reports say it's got it.

Chet Bockstedt did an about face with a black '62 Monza. It's white now. Yes, the vehicle is well remembered. At the invitation of Gordon Cauble, the author

assisted in getting the waif back on the road. It took a new breaker plate and points, a couple of quarts of oil and gas, and a fresh battery to start it. It took a push out into the street. Reverse had no action due to a worn yoke and shift rod pin. If the situation can be recalled by G.C., the author led a merry chase back to Barney's. That little 102 responded to the touch and the 3.55 gears propelled the black beauty well out in front of the '63 Ford wagon. One other thing had to be done before the car could be driven safely. Carb cleaner, lacquer thinner and 000 grit steel wool had to be applied to the windows to get rid of the vinyl oils which had evaporated in the Arizona sun. Chet, it's got to beat the Greenbrier for hippity-hop-to-the-grocer-shop.

As for the author, the Orange Crate reported on last month has hit the road with much yet to be done. Being vociferous, the author is sure to keep you up to date on it. If the orange doesn't get painted over, it will be an obvious intrusion in an otherwise sharp but bland bunch of Chevy colors.

Hasta lavista.....

--John North

CONCOURS RESULTS

<u>NAME</u>	<u>Model</u>	<u>Points</u>
<u>Senior Div.</u>		
Bryan Lynch.....	'69 Monza Coupe.....	93.5
<u>Altered - Early</u>		
John North.....	'61 Lakewood.....	92.5
<u>Altered - Late</u>		
Phylliss Richmond.....	'65 Corsa.....	90.0
Gordon Cauble.....	'65 Monza 4 dr.....	87.0
Ed Carey.....	'66 Monza Coupe.....	80.5
Chester Bockstedt.....	'65 Monza Coupe.....	79.5
<u>Modified- Early</u>		
Mark McKenna.....	'62 Spyder Coupe.....	89.25
Frank McKenna.....	'64 Monza Conv.....	88.50
Don Bortle.....	'61 "700" Coupe.....	73.25
Jeff Eppley.....	'60 4 dr.....	66.50
<u>Modified - Late</u>		
Pat Hayhurst.....	'66 Corsa Turbo.....	91.75
Joel Gemberling.....	'65 Monza Cpe.....	85.75
Orval Little.....	'65 Corsa Coupe.....	77.75
Clarence Elkins.....	'65 Monza Cpe.....	76.0
<u>Trucks</u>		
Barney Goodwin.....	'62 Greenbrier.....	82.5

PRESSURIZE THE LUBRICATION SYSTEM  
BEFORE STARTING THAT REBUILT ENGINE

Receiving maximum durability from gasoline engine bearings is a practical goal which can be reached through application of sound maintenance principles. There is, however, one specific area that is most often overlooked after an engine overhaul or a long period of engine or vehicle storage. The area is the lubrication of engine bearings prior to initial engine startup after one of the two items just mentioned.

By lubrication, I don't mean pouring oil over the bearing shells or journals during engine build up; rather, I am referring to pressurizing the oil system before initial engine starting. Pressurizing or priming the system insures that all engine bearings will be supplied adequate oil prior to startup. This also purges the lubrication system of air, thus eliminating the time lag between startup and the normal pressurizing of the lubrication system.

It is this delay, particularly after an overhaul, that results in damage to crankshaft bearings by wiping out the babbitt overlay and burning the bearing shells. Even if the damage is such that the bearings do not require replacement, we may have taken many thousands of miles out of them.

There are several ways to pressurize the oil system, but the easiest and best was is the actual operating of the oil pump; now, here is the way to do it:

1. Remove the distributor from the engine, noting the location of the rotor for reinstallation
2. Using a discarded distributor assembly with the drive gear and advance removed, a long screwdriver, or the thing that Clark's parts sells, rotate the oil pump shaft by hand or (with one of the above items) a drill motor until your oil light goes off. Now you can start your engine without the lifter clatter, etc. waiting for the pressure to build up

It is also a good idea when you change

TECH  
TIPS-



engine oil to also fill the new oil filter with new oil, so the bearings don't have to wait while the filter is being filled first...altho I don't know how you would do this with A.I.R. or air conditioned cars. An excellent oil additive that should be used after an engine rebuild to help seat new parts, is GM's oil supplement in pint cans, part #1050004.

--Bill Borland  
REAR VIEW, Valley  
Corsa

ON GASOLINE:

You might be interested in my experiment. I have a '65 110 with air conditioning. I use Exxon Extra and was beginning to wonder what would happen after they quit selling it. Then came the Shell booklet on gasolines, and they mentioned that their unleaded premium could be used in place of leaded premium gas (it has an octane rating of 92 and Exxon Extra is 93). So I gave it a try.

First, I put in five gallons in a nearly empty tank, and then when that was about gone, I put in 10 gallons. The car ran very well with no pinging...with one little exception: with the air on, and starting up from a dead stop (stop light) it pinged three times... "ping, ping, ping". Then it ran without pinging. So now maybe Exxon will replace their leaded premium, 93 octane, with an equal octane unleaded premium. But if no, the Shell unleaded premium would appear to be satisfactory.

--Paul Tucker  
CORVAIR HOUSTON

# Tech Tips, (cont.)

## HEATER BLOWER REPLACEMENT TIP NO. 11/6/78:

Is your windshield slow to defrost on a cold morning? A good remedy for this is to replace the original blower wheel and motor with a like unit from a 1970-71 General Motors car with factory air conditioning which puts out a lot more air.

J. H. Craig

(Reprinted from the November, 1978 Vairmail, published by the San Diego Corvair Club)

## SHOCK ABSORBERS:

Monroe has discontinued manufacture of shock absorbers for both early and late Corvairs, so I would advise you to lay in a set and replace your present set if they are at all worn.

Sears seems to be a likely source, even though it is doubtful if their Lifetime Guarantee assures that these shocks will be available for very long.

Their numbers are as follows; if you don't ask for them by number, the counter person probably won't even look!

YEAR	STEADY RIDER		HEAVY DUTY		BOOSTER	
	FRONT	REAR	FRONT	REAR	FRONT	REAR
60-64	NA	NA	79238	79269	NA	NA
65-69	NA	NA	79278	79279	NA	NA
TRUCKS	79802	79802	79223	79223	79515	79515

Apparently, y'all who don't own trucks are in for a rough ride!

--Bob Goodman  
CORVAIR HOUSTON

## REPLATING PLASTIC ARM REST TIP NO. 2-2-80

Restore those uncracked plastic bases by having them replated. Price \$18.00 per pair. Send parts and money order to:

Plastic Parts Duplicators  
7133 Newton Street #2  
Westminster, CO 80030

\*Jim Craig, S.D.C.C.

If you see a 1966 or later Saginaw Chevy 4-speed, usually used in Chevy II's, Novas, Camaros (low hp) and Chevelles for sale cheap--buy it. Not only are the synchros, bearings and other parts the same as a '66 and later Corvair transaxle but the gears, except for the input gear, are used in the "close ratio" box used in the fastest Stingers. Even the input gear can be used so don't throw it away.  
(Reprinted from the October, 1978 Transaxle Telegraph, published by the North Texas Corvair Association)

## THE BEST TURBO MUFFLER TIP NO. 2-3-80

We have always thought that GM Turbo mufflers #3869877 was the least restrictive of any. A recent article of Motor Magazine notes that several makes of mufflers of the turbo type design are less restrictive than the GM ones. There are: Maremount, Midas, Thrush, Cyclone, and Cassler. They list the best, as one made by Arvin Model "Supreme Super C", sold by Superior Muffler dealers. Might be worth a try.

\*Jim Craig, S. D.C.C.

## SPARK PLUGS NEW NUMBERS TIP NO. 2-4-80

Champion list the following new numbers for the Corvair:

OLD #	NEW #
L-15Y	L-95Y
L-12Y	L-92Y
L-12Y	L-87Y

\*Jim Craig, S. D.C.C.

\*\*\*\*\*

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Attorney-at-Law  
Suite 1101 Home Federal Tower  
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Tucson, AZ 85701  
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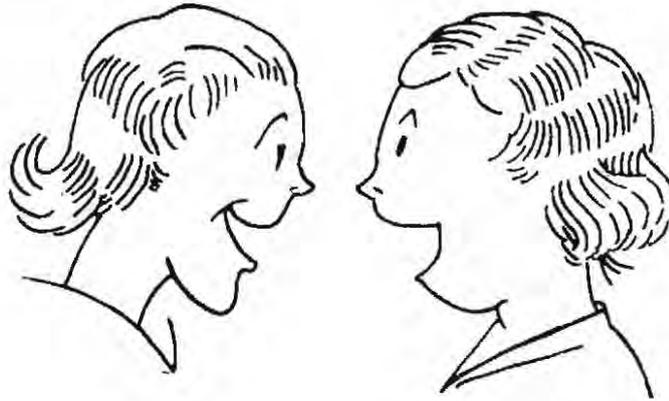
5724 E SPEEDWAY  
748-1414

1478 W. PRINCE  
887-8883

1618 S CHAYCROFT  
798-7881

4227 S. 6th AVENUE  
888-8771

# The Vair Sex



Georgia Lewis was asked to write a woman's report on the Park Mall Show. Here are some of her observations and reactions:

**MOST INTERESTING:** Observing the judges and apprentice judges.... hearing their comments.....and learning about the point system.

**BEST TECHNICAL LESSON:** How to change a fan belt, thanks to Don Chastain (this was great, for I won a fan belt and tool in grab bags! Eat your heart out, Gertrude King!)

**ONLY DERROGATORY REMARK I HEARD:** "Why did they show Corvairs?" My comment for his benefit, while talking to a lady was: "Now the one at the end is valued at \$15,000."

**ANSWERED MOST PROUDLY:** Lady: "When I had a Corvair I always had to carry an extra battery in the car because it was always dying." My answer: "You should have had the electrical system checked."

**ANSWERED LEAST PROUDLY:** Lady: "Where is the nearest restroom?" Answer: "Sears".

**ONE OF THE FUNNIER COMMENTS BY ONLOOKER:** Man, staring at Frank McKenna's convertible's engine says "Someone put a radiator in it."

**MOST COMPLIMENTARY REMARK TO ME:** Man: "Lady, do you own all these cars?"

**MOST EMBARRASSING QUESTION:** Man: "Why don't you park YOUR Corvair here?" Answer: "Because they'd throw me out of the club."

**MOST EXHILARATING EXPERIENCE:** At the close, I hitched a ride so I could participate in the caravan out of the Mall.

**MOST HUMILIATING MOMENT:** I then hopped into my car, left the Mall sandwiched between 4 beautiful Corvairs in front, and one beautiful Corvair behind me.

--GEORGIA LEWIS

MANY THANKS to Alice Carey for manning the information table so effectively both days!

A NEW DEAL!



Barney's Auto Service

3029 N. Alvernon Way  
881-1315

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

-Classified Ads-

BRAKE DRUMS for late model, front and rear. Turned and ready for installation. \$13 ea. Call Frank, 885-8571.

\$38 FLYWHEEL SPECIAL. If you take it out, we'll rebuild. Barney's Auto. 881-1315.

WANTED--Brokendown, early 4 sp with good mainshaft. 326-2086.

PAIR OF 140 HEADS. Recent valve job. Call Barney. 881-1315.

63-64 NEW REAR WHEEL BEARINGS on '61 rear axles, mounted and ready for installation. \$70 a pr. Less than cost of new bearings. Gordon. 299-1122.

'62-'63 TURBO HEAD - LEFT SIDE needs one new valve seat and all guides and valves. Will consider trade. Gordon. 299-1122

EARLY THREE SPEED BOXES for sale--OK for '65 too. Can we work a trade for an early 3.55 differential? Call John. 326-2086.

140 HP ENGINE for rebuilding. Good used jugs or new cyl assy's. No shrouds or carbs. Gordon. 299-1122

RIGHT SIDE GLASS AND BOTH QUARTER WINDOWS for sale for early convert. Also vent glass and frames. John. 216-2086.

PARTS FOR '60 4 dr: Front suspension and steering box, brake drums, right side doors, wiper motor, front and rear bench seats. For Std Trans car, instrument cluster. Jeff. 325-8289.

WANTED: Windshield, right front window, for late model coupe. Also will pay \$2 for your old harmonic balancer. Eric. 888-2224.

- T.C.A. MEMBERS -

10% discount



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4260 E Illinois 748-1444

Member: Tucson Corvair Assn.

TUCSON CORVAIR ASSOCIATION  
January 23, 1980 Regular Meeting

The regular meeting of TCA was called to order by President Bryan Lynch at Village Inn Pizza Parlor, 5133 East 22nd, at 7:30 p.m. Present: 61.

Guests and new members introduced themselves, and were asked to sign the log sheet.

The president announced that a bulletin board was placed near the entrance and he encouraged those who had tech questions or suggestions to post them on the board for discussion later in the meeting.

Attention of the group was called to an article in the latest issue of MOTOR TREND entitled "Reinventing the Corvair".

Grab Bag and Door prizes were won by four of our attendees. Barney's Auto donated two of the prizes.

Treasurer Don Bortle reported an intake of \$8.10 from the Can Project. The president asked for support of this project, and added that the cans may be turned in to Frank McKenna, Don Bortle or Lou Lage.

The president asked Treasurer Bortle to pay Arizona Corporation Commission the amount of \$10.00.

Joel Gemberling read the list of models which are to be shown at Park Mall February 2-3, and their owners. He asked for volunteers to sign up for two hour periods at the show, and passed out a schedule for the signatures.

Pat Hayhurst asked for volunteers to help TCA handle the concours portion of the Phoenix Mini-Convention April 18-20. Sign-up sheets were passed around for those who desire to participate in this way.

INTERMISSION

Don Chastain reported that \$293.72 was collected by the club in the Can Project for the year 1979.

Technical Session: Frank McKenna exhibited a cracked Corvair coil and described the symptoms caused by the defective component. Pat Bender described a repair procedure for the Corvair 3 piece harmonic balancer.

The president reported that there will be an ALL CHEVY DAY in Phoenix at Fountain Hills on Sunday, March 9th. Cactus Corvair-Corvette Club is sponsoring this outing, which begins at 10: a.m. Owners of all Chevy or Chevy powered vehicles are invited. Admission, \$2.50 per car.

Joel Gemberling advised that TCA golf shirt prices would be raised from \$7 to \$10, and suggested that anyone interested in purchasing one should do so after the meeting.



Respectfully submitted,

*Georgia Lewis*

Georgia Lewis  
Recording Secretary

# CORVAIR PARTS: AS IMPORTANT TO US AS THEY ARE TO YOU

When you own a distinctive automobile like the Corvair, parts and accessories are important. You can't keep your car running without them.

And because they're important to you, they're important to us.

Matthews Chevrolet still maintains an extensive inventory of Corvair Parts and accessories, and our service department continues to service all models of Corvairs with tender loving care.

No matter what model Corvair you own, it's as important to us as it is to you. Honestly!

**MATTHEWS  
CHEVROLET**

22nd & Park  
792-3950



**VIP  
VERY  
IMPORTANT  
PARTS**

**HONORARY  
MEMBER:  
TUCSON  
CORVAIR  
ASSOCIATION**

**PARTS DEPT. OPEN  
7:30-5:30 Mon.-Fri.  
8:00-1:00 Sat.**

Gordon and Verne Gauthle  
5950 North Camino Arizona  
Tucson, Arizona 85718

FIRST CLASS MAIL



REGULAR MONTHLY MEETING - WEDNESDAY, FEBRUARY 27th, 6:30 p.m.

VILLAGE INN PIZZA PARLOR  
5133 East 22nd Street

The menu--ALL YOU CAN EAT--\$2.40 for adults, \$1.89 for children under 12. The kids are welcome. Make it a family night out!

Many interesting events are scheduled for 1980. Several will occur early in the year. Come on out and get involved!

Technical and information sessions are scheduled at each meeting, and are designed for you--the Corvair owner. If you have a problem with your car, need parts, or want to sell parts, you can probably get help or suggestions from other Corvair owners who regularly attend our meetings.

SHOW YOUR CORVAIR AT 6:30!

WE EAT PROMPTLY AT 7:00!

LOOKING DOWNSTREAM

- Wednesday, 27 February.....Regular Monthly Meeting
- Sunday, 9 March.....TCA Family Picnic and Car Clinic  
at Reid Park
- Sunday, 9 March.....All Chevy Day in Phoenix
- Wednesday, 26 March.....Regular Monthly Meeting and  
Election of new officers
- Fri, Sat, and Sun, April 18, 19, 20.....Corvair Mini-Convention in  
Phoenix