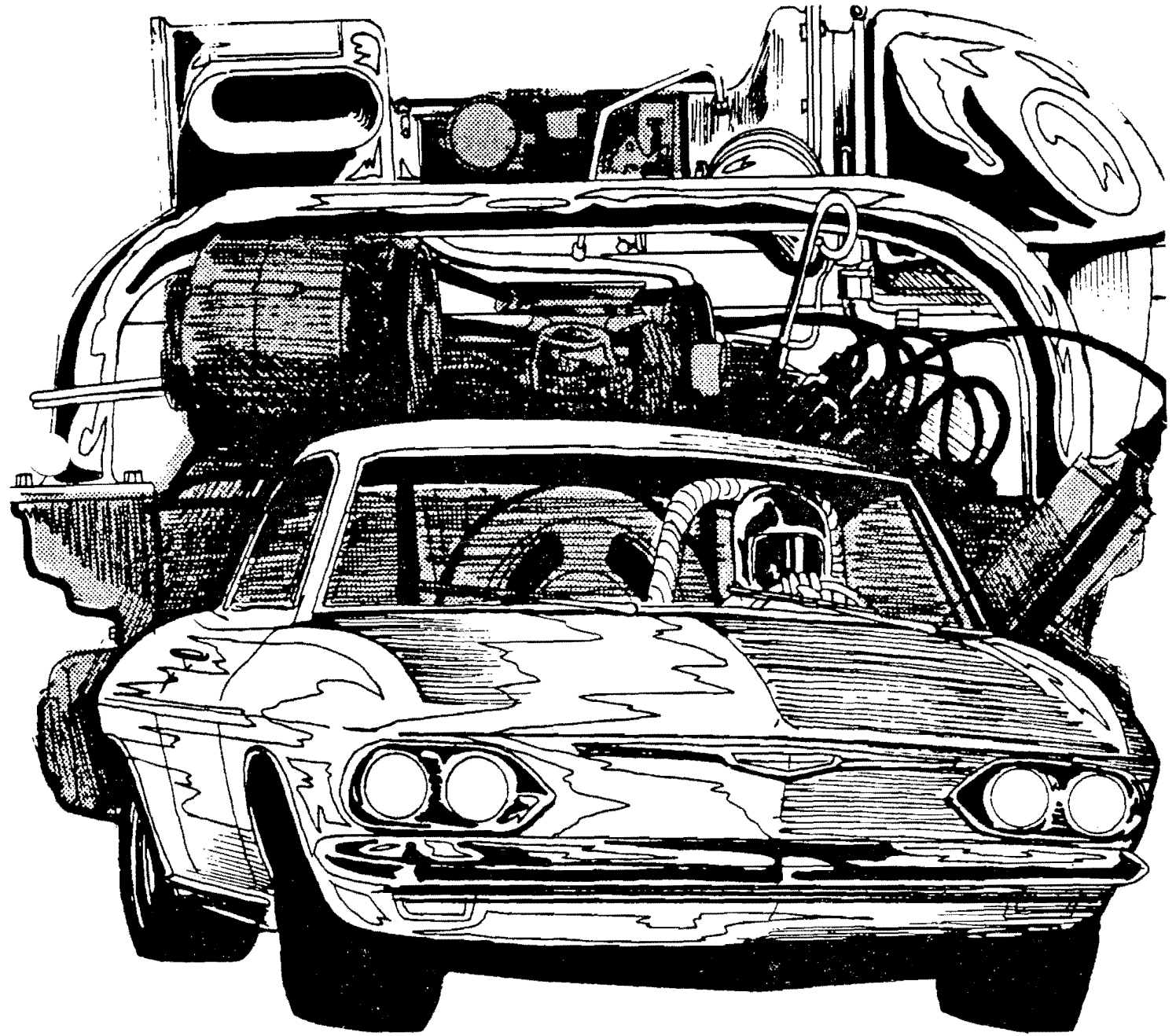


Corvair

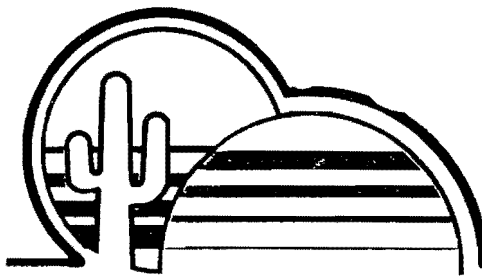
TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA



VOLUME 9, NUMBER 7

OCTOBER, 1983



TUCSON CORVAIR ASSOCIATION

CORVAIRSATION IS A MONTHLY NEWSLETTER FOR THE MEMBERS OF THE TUCSON CORVAIR ASSOCIATION AND OTHERS INTERESTED IN THE PRESERVATION AND RESTORATION OF THE CORVAIR AUTOMOBILE. THE TUCSON CORVAIR ASSOCIATION IS A CHARTERED CHAPTER OF CORSA (CORVAIR SOCIETY OF AMERICA)

MONTHLY MEETINGS ARE HELD ON THE 4th WEDNESDAY OF EACH MONTH. ONE ADDITIONAL SOCIAL AND/OR TECHNICAL EVENT IS PLANNED AND SCHEDULED EACH MONTH. DETAILS ARE PUBLISHED IN THE NEWSLETTER.

DUES FOR TUCSON CORVAIR ASSOCIATION MEMBERSHIP ARE \$10.00 PER YEAR, PAYABLE TO THE MEMBERSHIP CHAIRMAN. ANY TCA MEMBER WHO IS A MEMBER OF CORSA RECEIVES A \$1.00 DISCOUNT ON THEIR TCA DUES. CORVAIR SOCIETY OF AMERICA (CORSA) MEMBERSHIP IS \$14.00 PER YEAR AND IS HANDLED DIRECTLY BETWEEN INDIVIDUALS AND CORSA AT, 2506 GROSS POINT ROAD, EVANSTON, IL. 60201.

DEADLINE FOR ALL MATERIAL FOR PUBLICATION IS THE 5th OF EACH MONTH. MATERIAL FOR PUBLICATION IS SOLICITED AND SHOULD BE TYPED IF AT ALL POSSIBLE. SEND ALL MATERIAL FOR PUBLICATION TO THE CORVAIRSATION EDITOR AT, 4471 E. 7th ST, TUCSON, AZ. 85711. PH. (602) 795-2639.

CLASSIFIED ADVERTISING IS FREE TO ALL TCA MEMBERS AND A \$ 2.00 PER/4-LINE AD TO NON-MEMBERS. COPY SHOULD BE MAILED TO THE CORVAIRSATION EDITOR AT THE ADDRESS LISTED ABOVE. COMMERCIAL ADVERTISING IS ARRANGED THROUGH, GORDON CAUBLE, 5950 N. CAMINO ARIZPE, TUCSON, AZ. 85718 PH: (602) 299-1122.

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PRESIDENT'S PAGE

Hello again! Another month has passed and some interesting things are happening. At the monthly board meeting it was announced by Ed Sanford that the November Pistol Shoot would not come to pass due to the fact that there is no way possible to get to the range, save by helicopter, due to vast amounts of water that flowed during the past storm. Not to worry however - there will be a super activity in its place! We'll have more on that at the next meeting.

An election committee, or at least part of it, was appointed and I am somewhat reluctant to mention the names of the persons on that committee for fear that you might try to avoid them for the next few months!!

Another thing that happened is that Big Ed has volunteered to arrange an extracircular activity for us on a regular basis in the way of dinner theater outings. He will set them up on a regular basis and will see that we have the opportunity to attend the various establishment within Corvair-range of Tucson. It sound like a great idea and a good chance to get out of the house once in a while for for a little entertainment.

Last but not least for this time: due to the many things that are presently happening in his life, Dave Thompson will have to retire as Corvairsation editor as of this issue. I'd personally like to thank Dave for the good work he has done not only with the Corvairsation but the many other things has has helped out with over the last few months. This of course means that the Editor's slot is available to the person who always wanted to be in the Big Time but was afraid to ask! Contact Dave or any board member for futher information.

So, we'll see you at the next meeting - we are planning a special program, so be there!



TCA REGULAR MEETING

Wednesday, September 28, 1983

The meeting was called to order by the President, Van Pershing, at 7:30 p.m., at the Filling Station Restaurant, 6934 E. Tanque Verde Rd.

PRESENT: 45

CORVAIRS: 22

Visitors and new members were introduced.

The minutes of the August 24, 1983 regular meeting were approved as published in the Corvairsation.

Bob Eggers spoke about the Colossal Cave picnic. 16 people were present in 5 corvairs, 2 motorcycles and 1 VW.

The Christmas Party for December 15, 1983 was discussed. Further details to follow in the October and November Corvairsations.

It has been decided that the Tucson Club will gracefully decline from judging the Phoenix Mini Convention. We have offered other assistance.

Dave Thompson will be the Chairman for the Park Mall Show in February 1984.

The Mid Month Activity for October was discussed. The Casa De Los Ninos Car Show will be October 9th at High Corbett Field.

New Merchandise was introduced.

Following the break, grab bag and license plate prizes were won by: Van Pershing, Sheri Wilcox, Heather Wright, Carol Sanford, Dave Baker, Ed Sanford, and Jan Thompson.

The tech session was skipped for a special speaker. Dottie Gerhart from Tucson Realty spoke about specialized insurance for classic cars.

Sales items followed.

The meeting was adjourned at 9:05.

Respectfully submitted

Cathy McKenna
Cathy McKenna

***** XMAS PARTY *****

Too early ? ? ? No! No! I don't want anyone to miss this festive occasion, therefore, I will be talking about the party in October and November so when December the 15th rolls around, we will all be ready. The place will be " Panama Pete's " (the former Redwood Gay Nineties). We have a room reserved, open bar and a great menu. As you know, planning these parties is so much easier if you have everyones cooperation. So reserve the date now. In next months Corvairsation, I will have the menu and the prices, additionally, Ed Sanford will have your Aluminum can " credits ". Since we will not be ordering from the menu, I will ask you to make your food selection from the entrees in November's Corvairsation, subtract your Can Credits and send me a check for the balance.

Frank McKenna

MASSIVE CAN REPORT!!

My reports on aluminum can redemptions have been sketchy, to say the least. To review the program (for those of you who may not be aware of it), this is a fund-raising activity of the TCA whereby members save up their used-up aluminum cans, clobbered cylinder heads, beat-up ladders, trashed engine blocks, etc., and turn them in to our esteemed can chairman (c'est moi!) for redemption at the recycling center. There are two major benefits in this program.

First, and obviously, the club treasury is enhanced. But there is more! Those club members who attend the annual Christmas party receive a rebate of one-half of the total dollar amount of cans they have turned in that year. That can be a significant amount of money (see Mack Post's entry below)! Of course, if you don't attend the Xmas party, no rebate, no fun with the gang, etc., but the club treasury appreciates it! Bring me all those cans or other scrap aluminum at the next meeting. As long as you get your cans to me before the party, your donation will be eligible for inclusion for your Xmas rebate. In any case, the treasury can always use the dollars.

_ SO FAR THIS YEAR _

Name	\$ amount		
Allain	1.84	Post	33.30
Angus	5.29	Robinson	4.88
Bortle	2.50	Sanford	6.51
Chastain	1.20	Thompson, B	5.29
Coons	5.75	Thompson, D	6.80
De Woolf	.23	Willcox	6.55
Dryden	1.15		
Eggers	2.30		
McKenna, F.	14.62	Total	\$ 98.21

Even if dark, rainy, and cold, consider having people and pets out of the car while it is jacked up.

If using a jack that lifts from the frame of the car, keep in mind that the wheel on the opposite side of the car will be subject to slipping away as you raise the close wheel of the car.

Jacks that lift from the frame, such as small hydraulic 'bottle jacks' meet the requirements of being small, light, cheap, handy. They also have small bases that make them prone to digging into other than paved surfaces and tipping and dropping the whole load, and are light and easily subject to hydraulic rupture and failure when overloaded, and have small lifting surfaces likely to slip on the frame or wherever placed as the weight they bear is increased.

These foregoing considerations are for the roadside flat tire or snow chain emergency.

Working on the car while it is on a jack or jacks is Danger ! Danger ! Danger ! Don't do it !

If you feel you must use poor judgment and work on a car while it is on jacks, explain to onlookers that it is dangerous and that they must stay away from the car, because it is unstable and likely to shift and collapse and kill anyone underneath it. Having someone watch or check while you are under a car on jacks may not help you as a victim if the car does collapse on you because few people can lift a car by themselves; the jack may be unusable; you may be further crushed if they try to drive the car off; and the time may be very critical. A crushed body has a very much limited time of survival. Explain to onlookers that if you are squashed under the car they should dial 911 and ask that a paramedic unit come, even though you may appear to be already dead.

Working on a car supported by good safety stands reduces the danger of collapse. Even so, the requirement for a clean, dry, stable pavement still exists, and immobilizing the car is still very important. Two safety stands may be satisfactory under certain conditions, but very seldom will four stands to lift the entire car be much better than suicidal.

Cheap safety stands, and substitutes, are readily available. Check your local auto store, super market, discount club. You can easily obtain almost flimsy tripods with only sharp angle iron or rolled steel sections to dig into any surface, even concrete; high rise center columns that require only a few degrees shift to alter the load on each leg of the tripod by hundreds of pounds and dig deeper into a soft surface and move the center of gravity even more until the whole load collapses; and 'floor jacks' with a levered lifting pad that can easily exceed the design limits and lead to hydraulic failure and collapse; and ramps that are made to appear to easily and safely support a car - believe me, some made of plastic.

And substitutes: concrete blocks that you know sometimes break when dropped six inches, and crumble under their own weight if old enough; bricks that small boys practicing karate can break with their bare hands; piles of two by fours that hardly balance on top of each other by themselves, but that a back-yard mechanic may trust to support a car; automobile rims - designed to roll - placed on end under the car to keep it up and supposedly immovable; the car driven one-side or one-end up on a curb, where any rolling could be fatal, if not injured by being run over by a passing car or truck; to mention only a few frequently seen substitutes.

How then to work under a car ?

In a properly constructed grease-pit.

On a lift with a safety lock designed to support the weight, such as at a professional garage.

With all four tires on a level surface, wheels chocked, brakes set, ignition locked and keys removed, and chances of the car being pushed or moved eliminated.

And as a not-preferred alternative: on solid honest-to-goodness safety stands only two wheels at a time raised the minimum distance necessary and with a qualified assistant present and prepared (perhaps better to be the qualified assistant, not under the car, helping someone else who is under the car).

Essentially, don't get under the car if you don't have to. If you feel you do have to get under the car, double-check the support systems and the emergency secondary systems. Move as little as possible the parts under the car; even tightening a nut may upset the equilibrium and lead to a collapse. Remain under the car as short a time as possible. Almost any dangerous situation takes some time to develop, so get out before development is complete.

A car on jacks is unsafe at zero speed.

Classified Ads

WANTED: Rampside Door for '61 pickup. Call Lee Miller 1-398-2050 Any day 6am til 10pm

FOR SALE: '66 Fitch Sprint Corsa coupe, 140hp, all original paperwork inc. Bill of Sale, Fitch conversion papers etc. Needs paint, Aztec Bronze, needs int. Runs good, has oil leaks. Needs total restoration, \$750 firm. Call Bob Gay at 298-1100.

FOR SALE: 3-prong spinner type, 14" wire wheel covers in mint condition. \$90.00 for the set. Gordon Cauble 299-1122.

FOR SALE: '67 Monza Cpe. A/C and cruise control. New tires and battery. \$1400.00. '66 Monza Cpe. New interior, needs engine seals. \$1000.00.

'64 Greenbrier tan with dark brown stripe, running, average condition. \$800.00.

'64 Spyder Cpe. with standard engine, includes original Turbo engine and rebuilt Turbo, plus extras. \$900.00.

'65 500 Cpe. auto., runs good, minor tears in seats, paint good, wire wheel covers, asking \$1600.00 but negotiable.

For further information on any of the above listed cars contact Gordon Cauble at 299-1122.

1966 Corsa Coupe. 140 hp, 4 speed, with new tires, newly rebuilt engine, clutch, & flywheel. Also has the following interesting Ieco accessories:

1. Fast steering arm, & sport steering wheel.
2. Quick shift linkage.
3. Oil radiator.
4. Large capacity finned aluminum oil pan.
5. Tuned extractors.
6. Mallory hi performance dual point distributor.
7. Ram induction system with Holley 4 bbl Carb.

Much more spent, but asking \$2500 or interesting trade. Call 296-9811

FOR SALE: 1969 Convertible. Rebuilt '66 motor. Good paint, top, and original interior. \$4500 contact Neil Clements at 298-9633.

FOR SALE: '66 Monza 2 door automatic with 110 engine. 3 years ago rebuilt engine & transmission. Has new tires and battery. Body in good shape. Asking \$1,000 or best offer. Call Alfred Aguilar after 6 pm at 294-6590.

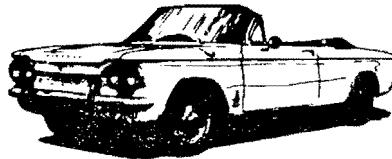
FOR SALE: Vinton "O" rings to seal the oil leaks in your engine, \$9.50/set. Air & oil filters. Weather strip for trunk & engine lid. Early & late shocks plus other hard to find parts for your Corvair. Gordon Cauble 299-1122

FOR SALE: I sold my Corsa and have spare parts. New carpet set for 1965 (ACP-RED) \$50.00. NOS Corsa script \$8.00 pair. Repro Corsa "C" (from Clarks) \$2.00 each. Door lock lifts and rings (red) \$5.00 set. Misc. decals for engine area including jack instructions/tire stowage-make offer. NOS rear shocks \$10.00 each. Repro weather strip (follows roof rail) enough for 1 car \$30.00. Call Dave Tait after 4pm at 578-0089.

FOR SALE: '63 Corvair van. Body in good shape. Transmission has problems. Not sure what price to ask. Best offer. Call Steve Johnson at 886-0485. Keep trying.

Jerry Bishop

is wreckin' em out -
100 plus Corvairs!!!



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TREASURER'S REPORT

BALANCE 9/1/83.....\$1641.02

INCOME.....\$187.84

EXPENSES.....\$520.97

BALANCE 10/1/83.....\$1307.89

EXPIRATIONS:

SEPT. Don Robinson
Will Ray
David Albani

OCT. Georgia Lewis
Alan Gray
Mark McKenna
Howard Boso
Orlin Wilsey

NOV. Edward Malden
Dave Baker
Barry Cunningham
Cecil Allain

UPDATE YOUR ROSTERS

CHANGE OF ADDRESS:

Dave & Maureen Thompson
3541 S. Elson Ave.
Tucson, AZ. 85730
748-7105

Larry Dandridge
1156 N. Alder Ave.
Tucson, AZ. 85705

DELETIONS:

Milton Stanfill
Linda Coon
Joseph DeWolf
Fred Johnson

WELCOME NEW MEMBER IN SEPT.

G. Harry Ransom
3518 N. Pellegrino Dr.
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749-5669



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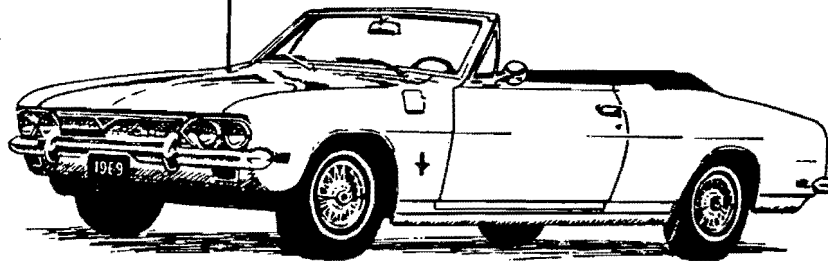


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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

- * THE TIME: Fourth Wednesday of each month, 6:30 pm
- * THE PLACE: The Filling Station, 6934 E. Tanque Verde Rd.
- * THE MENU: An All-You-Can-Eat Buffet, Including Salad Bar
- * THE COST (for the meal): \$3.99 plus drinks.

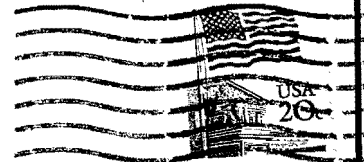
COMING
EVENTS

NOVEMBER 1983: A big surprise is planned; Stay tuned for more details.

OCTOBER 22-23: 6th Annual C.H.V.A. (Contemporary Historical Vehicle Ass.)
Swap Meet & Car Show at Pima Community College.

The Tucson Corvair Association is a chartered chapter of the Corvair Society of America (CORSA). Monthly meetings are held on the 4th Wednesday of each month.

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