

# Corvairization

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

VOLUME 15

NUMBER 6

SEPTEMBER 1989



DOUBLE ISSUE





## TUCSON CORVAIR ASSOCIATION

**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. The Tucson Corvair association is a chartered member of the CORVAIR SOCIETY OF AMERICA (COSA).

**MONTHLY MEETINGS** are held on the fourth Wednesday of each month except December. One technical/social event is planned for every month except July and August.

**MEMBERSHIP DUES** are \$10 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairman.

**COSA MEMBERSHIP DUES** are \$25 per year and include a subscription to the COSA Communique, a monthly publication. See a TCA Officer for a membership application.

**CLASSIFIED ADS** are FREE to TCA Members and \$1.00 per line to all others. The deadline for materials submitted for publication is the 10th of the month for that month's issue. Mail or deliver all materials to the Corvairsation Editor. Articles are welcome for publication.

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#### NON-MEMBERS:

We would like to invite you to join the Tucson Corvair Association. We will send you three complimentary issues of the Corvairsation and welcome you to attend all of our activities. This is a great chance to get to know us. No matter what your Corvair interests are, you'll find lots of good folks with similar interests in the Tucson Corvair Association. If you decide to join us, the dues are only \$10 per year.

From the President

Well, by the time you read this, the September Mid-Month activity at the Baker's house will have come and gone. So, I'll report on it now. We had a marvelous time pulling out dents, grinding, filling, smoothing, priming and painting, using all the latest equipment and materials. It was well attended and everyone said, Let's do it again.

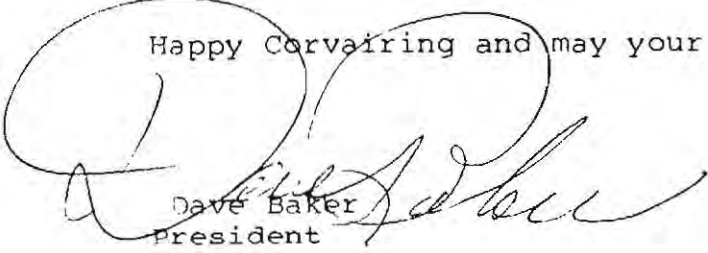
Glory be, we actually got a volunteer from the stodgy group of Corvair Club old timers. Steven Estabrook, an old timer, alright, but a new member again, volunteered to Chair the Casas de los Ninos event. He already has a good lineup of cars and everybody else, please give him all the support you can in providing cars and otherwise helping to make the Tucson Corvair Association look good. He is Steven Estabrook, 5510 N. Shannon Rd. #42. Phone 292-9280.

Oh, the affair in Palm Springs, the annual November Inland Empire Corvair Club Fan Belt Toss and Swap Meet. Beverly and I plan to go and then on up the Colorado to Laughlin, Nevada, where a few rolls of the dice should pay for Palm Springs. I have a five page brochure on the event and will be glad to mail copies to anyone who requests.

The August meeting was a huge success with a record turnout and many guests and new members. This Car Club is looking up. We had two programs. Dave Davis gave a presentation on the Casas de los Ninos organization and Barry Cunningham presented a talk and slide show on the National Convention in Kansas City. Both were great, in fact, we ran a little overtime.

In this issue, you will find our library inventory and the order form for the Christmas party. Get those forms filled out and off to Vic and be thinking about your same sex gift to bring.

Happy Corvairing and may your brakes be breakless.



Dave Baker  
President

FROM THE VICE PRESIDENT

It may seem a little early to be thinking about Christmas but the good places are already being booked up for Christmas Parties.

SO MARK THIS DATE ON YOUR CALENDAR

WEDNESDAY DECEMBER 13, 1989

The party will be at the O K Corral, 7710 E. Wrightstown Rd.

\*\*\*\*\*

HAPPY HOUR----6:30 PM Cash Bar

DINNER-----7:30 PM

\*\*\*\*\*

<u>MENU</u>		QTY	PRICE
PRIME RIB	REGULAR-----		\$13.10
PRIME RIB	PETITE -----		9.70
O K STEAK	16 OZ. -----		13.66
STEAK	PETITE -----		9.95
½ CHICKEN	-----		9.70
<u>DESERT</u>			
ICE CREAM	-----		\$ 1.84
CHEESE CAKE	-----		2.75
		TOTAL-----	\$

\*\*\*\*\*

ENTREES INCLUDE:

CHOICE OF SOUP OR SALAD, CHOICE OF DRESSING ( BLUE CHEESE, ITALIAN, RANCH, THOUSAND ISLAND, FRENCH ), BEANS OR BAKED POTATO, BREAD OR TOAST OR WHEAT ROLLS.

All prices include Tax and 15% Gratuity.

PRINT - NAMES 1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 \_\_\_\_\_

Circle your choice, Mark Qty, Price, Add total cost and send with check to the treasurer.

Vic Howard  
6270 N. Camino Arturo  
Tucson, AZ. 85718

ALL ORDERS MUST BE MAILED TO VIC BY DECEMBER 6, 1989

MAKE CHECKS PAYABLE TO T.C.A.



CORVAIR 9 PRESENT 38

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:50pm by President Dave Baker on August 24, 1989 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

The minutes of the previous meeting were approved as printed in the Corvairsation.

Guests introduced: Steve Esterbrook, '65 Corsa; Ken Kuluski; Nina Sanchez, '61 Greenbrier; Chris Cunningham, '64 Corvair; Rus Dragoo, '64 Monza - for sale; John Heisch, '65 Monza; Barry Cunningham and friend, Lori Santa Cruz; Ted Christianson, 4-'66 Corvairs, 1-'68 Corvair and 1-'63 van; Mary Ann Chapman.

New Members: Steve Esterbrook, Dave Davis and son, John and Manny Sanchez.

Christmas Party: OK Corral, December 13, 1989.

Guest Speaker: Dave Davis with Casa de los Niños. Get our Corvairs ready for the car show, October 7th at Reid Park. Our committee chairman for the event is Steve Esterbrook. He can answer any questions you have about the car show. Thanks to Steve for his help!

Barry Cunningham showed slides of the National Convention. To-be-continued at the next meeting. Thanks Barry, great slides.

After the break, the drawing was held. Barry Cunningham - 881J license plate prize. Door prizes: Manny Sanchez, John Heisch, Jack Blankenship and club gift to Don Williamson. Prizes donated by members of our Corvair Club. Thanks again to everyone.

The meeting adjourned at 8:55 PM.

Respectfully submitted,

*Marie Williamson*

# HORSEPOWER

*Chevrolet popularity as a collector car came into its own after World War II. Early postwar examples are popular today restored to stock condition. A good candidate for such treatment would be this 1950 Bel Air two-door hardtop.*



## HEARTBEAT OF CHEVROLET

In its 75-year history, Chevrolet has built some popular cars. Few remain as popular as the postwar Chevys.

"Listen to the heartbeat...of America," go the Chevrolet commercials over the airwaves these days. Well, after a couple of new products come on stream in the coming weeks, that heartbeat is gonna be a bit faster. Chevrolet is going to be selling convertible versions of all 1987 Camaros and getting a jump start on the next model year with the 1988 Corsica and Beretta compacts.

The new Camaro ragtops, converted from hardtops by Automobile Specialty Company, are headed for instant collector car status, seeing that only 4,000 are being planned for the rest of the model year.

The Corsica is a family-oriented four-door sedan, albeit a sleek one, and seems unlikely to ever find favor with future car buffs in any large numbers. But the Beretta is another matter. The smooth coupe has the potential to do well now and in future years.

It may seem a bit strange to try and evaluate cars that have barely hit the

*by Phil Hall*

showrooms (both are due January '87) as to their collector potential, but these are not ordinary cars — these are Chevrolets.

That may seem a bit of a strange statement, as Chevrolet is easily this country's most popular car and therefore most numerous. However, the number of Chevrolet fans among the collectors and restorers of older cars, especially of the high performance variety, is even greater in proportion to the rest than Chevrolet's lion's share of the new car market.

When this columnist first got into the old car field many years ago, it was quite shocking at the number of Chevy lovers that were there. Logic said that the rarer and more unusual cars should have the greater following, but not so. When it comes to post World War II cars, Chevy is number one, period.

For anyone who has a doubt, go to an all-make car meet and note the number of Chevrolets. Talk to the

participants, the parts and literature sellers. Chevy was, is and probably will be for a long time, the king.

Not only does the Blue Bow Tie contingent have the numbers, but also the variety of classes and types of cars that are popular. Restored cars, street rods, street machines, race cars, sports cars and even trucks all have very strong Chevy representation.

Like other makes, Chevrolet started offering a wide variety of sizes and types of vehicles in the postwar years and many have picked up loyal followings.

The basic full-sized Chevrolet passenger cars were all that were offered after the war. Complete restyling came with the 1949 models and a major facelift came with the 1953s. That year, the Corvette sports car represented the first offshoot. After a slow start, it stayed on course and never stopped being a sports car. Of course, today Corvette has one of the most loyal followings of any nameplate anywhere.





*Most popular of the standard sized Chevrolets are the 1955-57 models. Examples like the 1955 Bel Air two-door hardtop have a large following and bring top prices.*

*Chevrolet tried to get into the basic compact market with the 1962 Chevy II. It hoped to go after Ford Falcon customers with this 300 four-door sedan. However its sporty Nova 400 models caught on with the collector.*



The standard Chevrolet really got the all-new treatment for 1955 and its first modern V-8, the legendary 265 cubic inch small block. The 1955s and the 1956 and 1957 facelift went on to become postwar classics and today they are highly prized (and priced) examples of the Chevy era of the 1950s.

Full-sized Chevrolets continue to this day. Several more desirable examples came our way in the 1960s, especially convertibles and two-door hardtops, and can easily be found in the shows and in publications that cater to recent vintage tin.

In the late 1950s, the combination of a recession and national rethink on car bulk resulted in the spiraling popularity of compact and subcompact cars. Led by Rambler and the imports, the ever-growing piece of the pie was too much

for Detroit's Big Three to ignore.

For the 1960 model year, General Motors, Ford Motor Company and Chrysler Corporation all brought out compact models. While the Ford Falcon had totally conventional engineering and styling, and Chrysler's Valiant was a bit radical in both, Chevrolet seemingly went off the deep end and brought out the Corvair. It had an air-cooled rear engine, fully independent suspension and different styling.

At first, the Corvair bowed in four-door sedan form, but a coupe was added mid-year that just didn't look right. The greenhouse was too small and rear deck too long.

To make matters worse, Ford was handily beating Chevy in the compact sales race as rumors spread of troubles

with the Corvair, especially its snake-like fanbelt.

Had Chevy finally messed up? No more so than with the Corvette. Not long after the 500 and 700 coupes bowed, a sports model was added, the Monza 900. It had bucket-type front seats, chrome window overlays and unadorned sides.

When combined with the four-speed floor shift and power pack added to the option list, the Monza caught on and started the sporty compact class. Maybe the Corvair didn't score as a basic compact, but it set the pace in an adjacent field. Many copies from competitors followed, even Falcon with its Futura.

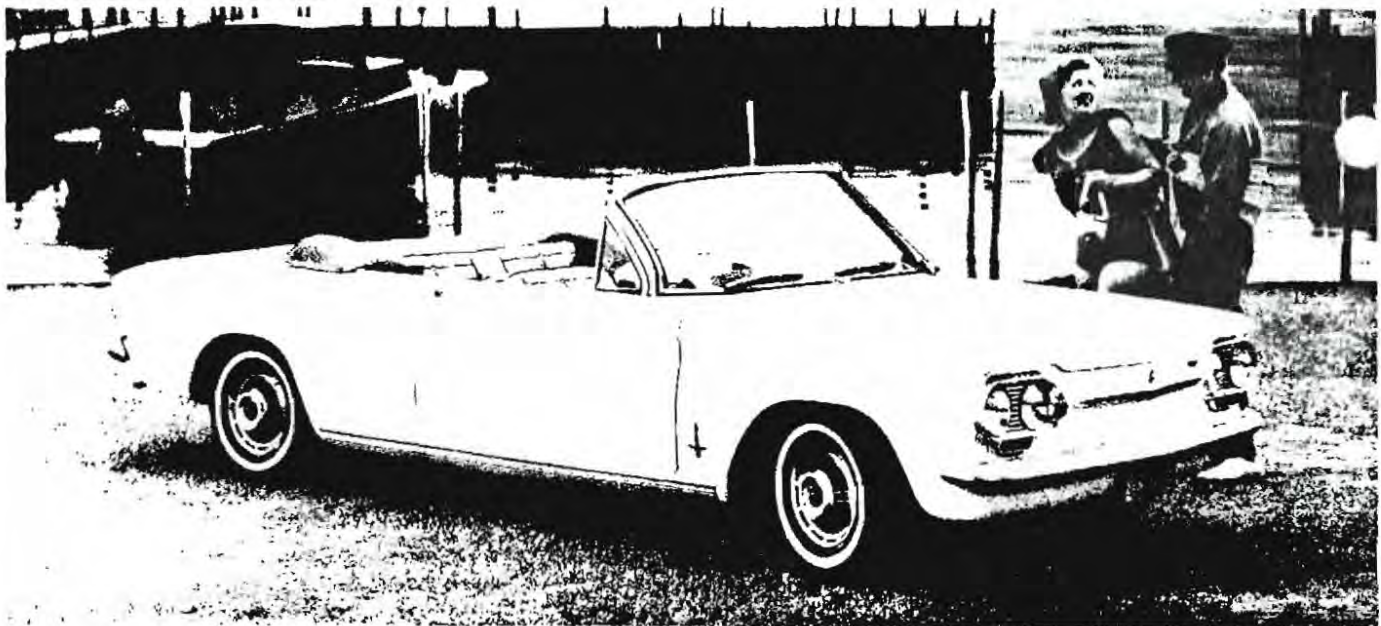
Other Corvair models were added, but the addition of the convertible and Spyder option in mid-1962 made for





Initially Chevrolet's Corvair compact had a rough time reaching its sales goals, but things got better when the Monza 900 was added to the line. This is the 1962 coupe.

Generating interest among car enthusiasts then and now is the Corvair Monza convertible, here in 1963 form. Chevrolet offered Corvair convertibles from mid-1962 until the end of the line in 1969.



interesting machinery, both of the 1960s and today in the collections of Corvair fans.

Corvair was restyled for 1965, but was having an increasingly hard time competing against more muscular stuff being built at the time, not the least of which was Ford's Mustang.

A questionable report from Ralph Nader only hastened the demise, which came near the end of the 1969 model run. However, it didn't take long for Corvair enthusiasts to get it together and today the Corvair contingent is yet another branch of the Chevy family collector car tree.

The failure of the Corvair to catch

on with the basic compact buyer resulted in a crash program which brought the 1962 Chevy II, which mirrored the Falcon in respectable conventional engineering. A single-leaf rear suspension was as trick as it got.

The initial 1962 Chevy II came with four or six cylinder power but it took about two seconds to realize that a small-block V-8 could be bolted in under the hood with room to spare.

Even the 1962 Chevy II had a couple of cars with collector potential, a Nova 400 two-door hardtop and nifty convertible. Both returned for 1963 and were available in Super Sport trim.

For 1964, a V-8 option (283) came

from the factory, but the hardtop and convertible went away, probably due to the new Chevelle launched that year. However, due to dealer demand, the hardtop in the Nova and Super Sport versions returned to the line-up mid-year.

When Chevy had nothing directly comparable to the Ford Mustang, the option list for the Chevy II was beefed up by adding such power as the 300-hr 327 L74 for 1965 and the L79 for 1966 advertised at 350 horses from the 327 cube V-8.

Chevy II got a mild facelift for 1966 and a complete restyling for 1968 (the last year for the Chevy II nameplate),





*For the intermediate new car buyer and later car buff, Chevy had the Chevelle, starting off on the right foot with this 1964 Malibu SS two-door hardtop.*

*After getting its hardtops and convertibles axed after the 1963 model run, Chevy II at least got the hardtops back mid-year in 1964 and kept them through the 1967 model year. This is the 1965 Chevy II Nova SS hardtop, which could be ordered with up to 300 horses of small block V-8, a fact not lost on today's street rodder and performance collector.*



which resulted in only sedans being made, but it continued to be available in performance versions well into the 1970s.

Again after a slow start, the Chevy II and Nova came on strong and built up a loyal following. It is especially strong among the street machine set, where its compact size and large engine compartment (especially in the 1968 and later models) make it an ideal base on which to build a fast car.

Not starting slow was Chevy's entrance into the intermediate field of the 1960s. With the demise of the 1957 Chevrolet, Chevy really never had an intermediate sized car. That all changed for the 1964 model year when it brought out the Chevelle.

It had the right stuff from the start with Malibu convertibles and two-door hardtops in their place from day one, as were the Super Sport versions. Power started calmly enough with a 220-horse 283 V-8 as the top option, but competition from Pontiac's GTO egged Chevy into first the L30 250-hp 327 and later the L74, rated at 300 horsepower.

Big blocks found their way into the Chevelle late in 1965 with a limited run of Z16-optional Super Sports. For 1966, the SS 396 joined the slightly restyled line-up and from then on, Chevelle and performance were often mentioned in the same sentence.

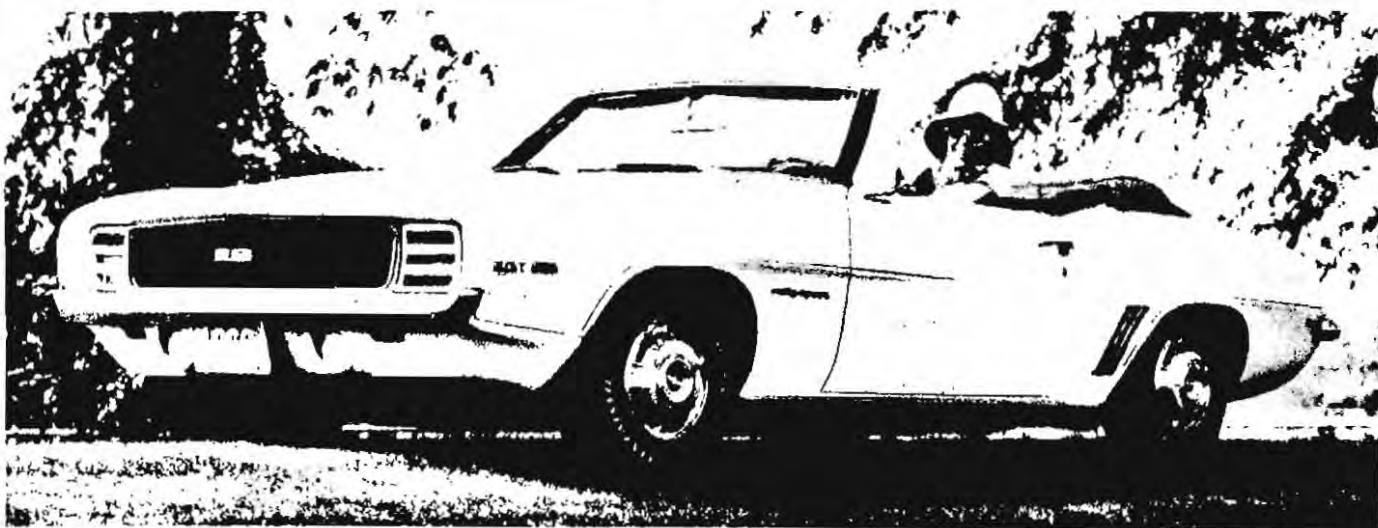
For the connoisseur of the hot intermediate, Chevelle became one of

the most popular ways to go. Convertibles and hardtops were available through the 1972 models. Sedans carried on from 1973 through the end of production in 1966.

The 1964-72 models are sought after today, but the later Chevelles and the Malibus that followed from 1978-83 still have yet to find their place in the sun.

Luxury intermediates replaced performance versions as the 1970s progressed, and of course Chevy was there too. The 1970 Monte Carlo two-door hardtops were available with the hot stuff and came as SS 454s for 1970 and 1971. And indeed, the 1970-72 Monte Carlo is now building its following.





*The last Chevrolet Camaro convertible offered was the 1969 model, shown with Rolly Sport (RS) equipment. Starting in January of 1987, the Camaro convertible is back at Chevy dealers.*

*Cars of the 1970s are now being sought by old car enthusiasts and one of the models on the comers' list is the 1970-72 Chevrolet Monte Carlo. This is a 1971 example of the 116-inch wheelbase car.*



The restyled 1973-77 model Monte Carlos were popular race cars, but still have a way to go to do the same among collectors. The downsized 1978 and up Monte Carlos even looked to be in for a worse fate, until the Super Sport returned, complete with NASCAR nose, mid-year in 1983. Today the Monte Carlo SS ranks as one of those Chevs that rate with the enthusiast right off the showroom floor.

Another instant success was Chevrolet's answer to the Mustang, the Camaro, which bowed in the fall of 1966 as a 1967 model. Sure, it was nearly two and one-half years behind the Mustang in getting to market, but

the Chevy loyalists soon felt it was worth the wait.

First, it came in notchback two-door hardtop and convertible bodystyles, with optional RS or SS trim. Power started out with the optional 350, rated at 295 horsepower, but a couple of 396s came along mid-year with the L78 churning out 375 advertised horses.

Also mid-year was the Z28 option to qualify the Camaro for SCCA Trans Am racing, with a high-winding 302 and other good stuff that made it a genuine street racer.

Camaro was the Indy 500 pace car in 1967 and again for 1969, the last year it was available as a convertible. Mid-year in 1970, a completely restyled

three window fastback coupe was introduced and continued in production with minor changes through the 1981 model year.

Like most of its competition, Camaro was in trouble in the mid-1970s, with a changing market and so-called "energy crisis" hurting the sales of almost anything sporting. Chevy dropped the Z28 option for 1975, but kept the Camaro production lines going and things brightened up considerably. The Z28 package returned mid-year in 1977 and hasn't left us since.

An all-new Camaro finally came down the pike for 1982 and it carried on and later enhanced the Camaro





*The first 1988 Chevrolets to be sold are the Beretta coupe and Corsica four-door. They are domestically built, feature four or V-6 power and at least the Beretta could be a future collectible by the throng of Chevy fans.*

*There is no question that the 4,000 1987 Chevrolet Camaro convertibles will find a home on the list of future collector cars. Especially with such options as IROC-Z trim and fuel injected 350 cube V-8 engines available.*



tradition performance. Today's IROC-Z version is at the forefront of the domestic performance wars.

With the new convertibles, which can be had in any version from a basic Camaro to an IROC-Z and the new for 1987 option of the 350 V-8, it looks like the intermediate future for Camaro is in good hands.

The gang of Chevy lovers that express themselves via the Camaro is a huge one and covers the spectrum of reasons we collect, restore and coddle our four-wheeled wonders.

But not all Chevrolets have been successes. When subcompacts were the rage in the early 1970s, Chevrolet brought out the Vega. It had an aluminum engine without steel liners and a body that rivaled Fiats in ability

to self-destruct. In northern climates, it became a race to see which would go away first, the Vega body or the engine.

But even the Vega had its moments. Mid-year in 1975 the Cosworth Vega debuted after an extended development period. It had a Cosworth Engineering-designed twin overhead cam head and upgraded trim. Today the Cosworth Vega has a small but loyal band of followers who swear by it rather than at it.

In recent years, Chevrolet has brought other lines of cars to different segments of the market. Since most are in the smaller, more basic transportation area, their appreciation by the enthusiast will be slow to develop, if at all. The 1975-80 Monza

may someday make it. The 1976-87 Chevette looks doubtful, as does the 1980-85 Citation, 1982 to date Cavalier and 1982 to date Celebrity. However, some time is needed to get a better view of the situation.

Chevrolet says that by the time the 1988 model year ends in fall of 1988, it expects to have sold 600,000 Corsicas and Baretas. Stop and think about it. Well over a half million. Since the cars are primarily aimed at the younger buyers, many getting new cars for the first time, that is one big bunch of Chevy customers.

Since there is a good chance that at least some of them will get into the old/collector car hobby at some point, the future of the Chevy movement seems to be assured for years to come.

CE

Here is the latest price of Corvairs from Old Cars Price Guide. If you want to check to see what your Corvair is worth, you will have to know what grade your car is and go from there.

Grade 1 is Excellent: Restored to current maximum professional standards of quality in every area, or perfect original with components operating and appearing as new. A 95-plus point show car that is not driven.

Grade 2 is Fine: Well-restored, or a combination of superior restoration and excellent original. Also, an extremely well maintained original showing very minimal wear.

Grade 3 is Very Good: Completely operable or "older restoration" showing wear. Also, a good amateur restoration, all presentable and serviceable inside and out. Plus, combinations of well done restoration and good operable components or a partially restored car with all parts necessary to complete and/or valuable NOS parts.

Grade 4 is Good: A driveable vehicle needing no or only minor work to be functional. Also, a deteriorated restoration or a very poor amateur restoration. All components may need restoration to be "excellent," but the car is mostly useable "as is."

Grade 5 is Restorable: Needs complete restoration of body, chassis and interior. May or may not be running, but isn't weather, wrecked or stripped to the point of being useful only for parts.

#### Corvair Price Guide

October 1989

Year	Model	Production for year	Orig. Cost	1	2	3	4	5
1960	Coupe 500	14628	1984	4600	3200	1700	1050	450
1960	Sedan 500	47683	2038	4000	2800	1350	950	350
1960	Coupe 700	36562	2049	5000	3500	1900	1100	500
1960	Sedan 700	139208	2103	4100	2900	1450	950	350
1960	Coupe Monza	11926	2238	7000	4900	3300	1450	750
1961	Coupe 500	16857	1920	4500	3150	1650	1000	400
1961	Sedan 500	18752	1974	4000	2800	1350	950	350
1961	Coupe 700	24786	1985	4700	3250	1750	1050	450
1961	Lakewood SW 500	5591	2266	4400	3100	1600	1000	400
1961	Sedan 700	51948	2039	4300	3050	1550	1000	400
1961	Lakewood SW 700	20451	2331	4600	3200	1700	1050	450
1961	Coupe Monza	109945	2201	6500	4550	2800	1350	700
1961	Sedan Monza	33745	2201	4500	3150	1650	1000	400
1961	Greenbrier	18489	2651	6500	4550	2800	1350	700
1961	95 Corvan	15806	2289	6000	4200	2400	1250	650
1961	95 Rampside	10787	2133	6100	4300	2500	1300	675
1961	95 Loadside	2475	2079	5800	4100	2300	1200	650
1962	Coupe 500	16245	1992	4300	3050	1550	1000	400
1962	Coupe 700	18474	2057	4800	3300	1800	1050	450
1962	Sedan 700	35368	2111	4100	2900	1450	950	350
1962	SW 700	3716	2407	4600	3200	1700	1050	450
1962	Coupe Monza	151738	2273	6000	4200	2400	1450	750
1962	Sedan Monza	48059	2273	4500	3150	1650	1000	400



1962	SW Monza	2362	2569	5000	3500	1900	1100	500
1962	Conv. Monza	16569	2483	7200	5050	3500	1450	750
1962	Greenbrier	18007	2655	6500	4550	2800	13502	700
1962	95 Corvan	13491	2294	5700	4000	2300	1200	600
1962	95 Rampside	4102	2138	6100	4300	2500	1300	675
1962	95 Loadside	369	2084	5800	4100	2300	1200	650
1962	Monza Spyder Coupe		2569	6500	4550	2800	1350	700
1962	Monza Spyder Conv.	2574	2779	9000	6300	4500	1900	900
1963	Coupe 500	16680	1992	4500	3150	1650	1000	400
1963	Coupe 700	12378	1992	5000	3500	1900	1100	500
1963	Sedan 700	20684	2110	4500	3150	1650	1000	400
1963	Coupe Monza	129544	2272	6500	4550	2800	1350	700
1963	Sedan Monza	31120	2326	5000	3500	1900	1100	500
1963	Conv. Monza	44165	2481	8200	5700	4100	1650	850
1963	Greenbrier	13761	2655	6600	4600	2900	1350	700
1963	95 Corvan	11161	2212	5700	4000	2300	1200	600
1963	95 Rampside	2046	2212	6100	4300	2500	1300	675
1963	Monza Spyder Coupe	11627	2589	7000	4900	3300	1450	750
1963	Monza Spyder Conv.		2798	9500	6650	4750	2100	950
1964	Coupe 500	22968	2000	4700	3250	1750	1050	450
1964	Sedan 700	16295	2119	4500	3150	1650	1000	400
1964	Coupe Monza	88440	2281	6500	4550	2800	1350	700
1964	Sedan Monza	21926	2335	4800	3300	1800	1050	450
1964	Conv. Monza	31045	2492	9700	6800	4850	2200	975
1964	Coupe Spyder	6480	2599	7000	4900	3300	1450	750
1964	Conv. Spyder	4761	2811	10500	7300	5250	2600	1025
1964	Greenbrier	6201	2666	6700	4700	3000	1400	725
1964	95 Corvan	8147	2212	5700	4000	2300	1200	600
1964	95 Rampside	851	2136	6100	4300	2500	1300	675
1965	Coupe 500	36747	2022	4700	3250	1750	1050	450
1965	Sedan 500	17560	2096	3900	2700	1350	900	300
1965	Coupe Monza	88954	2297	6700	4700	3000	1400	725
1965	Sedan Monza	37157	2370	4700	3250	1750	1050	450
1965	Conv. Monza	26466	2440	8700	6050	4350	1700	875
1965	Coupe Corsa	15186	2465	6700	4700	3000	1400	725
1965	Conv. Corsa	8353	2608	9500	6650	4750	2100	950
1965	Greenbrier	1528	2609	6800	4800	3100	1400	725
1966	Coupe 500	24045	2083	4700	3250	1750	1050	450
1966	Sedan 500	8779	2157	4000	2800	1350	950	350
1966	Coupe Monza	37605	2350	6700	4700	3000	1400	725
1966	Sedan Monza	12497	2454	4200	3300	1800	1050	450
1966	Conv. Monza	10345	2493	8700	6050	4350	1700	875
1966	Coupe Corsa	7330	2519	7200	5050	3500	1450	750
1966	Conv. Corsa	2567	2662	9500	6650	4750	2100	950
1967	Coupe 500	9257	2128	4700	3250	1750	1050	450
1967	Sedan 500	2959	2194	4000	2800	1350	950	350
1967	Coupe Monza	9771	2398	6700	4700	3000	1400	725
1967	Sedan Monza	3157	2464	4800	3300	1800	1050	450
1967	Conv. Monza	2109	2540	9000	6300	4500	1900	900
1968	Coupe 500	7206	2243	4700	3250	1750	1050	450
1968	Coupe Monza	6807	2507	7200	5050	3500	1450	750
1968	Conv. Monza	1386	2626	8700	6050	4350	1700	875
1969	Coupe 500	2762	2258	5500	3850	2200	1200	600
1969	Coupe Monza	2717	2522	8000	5600	4000	1600	825
1969	Conv. Monza	521	2641	9500	6650	4750	2100	950

See Alan Atwood for applications and/or details.



## 12th ANNUAL GREAT WESTERN FAN BELT TOSS AND SWAP MEET

Inland Empire Corvair Club is pleased to be your host for this annual event and would like to extend a cordial invitation to our "CORVAIR ROUND UP" the weekend of Nov. 10-12, 1989. The practice field, behind Angel Stadium, will be the sight of the festivities.

REGISTRATION will open at 1 P.M. on Friday, Nov. 10th. No one will be allowed on to the field before that time. IECC members want to be ready for you when you arrive! There will also be a registration table at the welcome party for those that have pre registered and want to pick up their packet at that time.

For the first time you will be on your own to make your room reservation. The RODEWAY INN will, again, be the host hotel. Please call (619) 325-2371 or mail the attached form directly to THE RODEWAY. Making your reservations directly will allow you to utilize your credit cards if you so desire.

WELCOME PARTY- Friday, 5-7 P.M. in the Hospitality Room at the Rodeway Inn. There will be hors d'ouvres and a no-host bar. We will have a "Greenbrier Taxi" service for the convenience of those with large RV's parked on the field. It will make a couple of round trips between the field and the Rodeway for the welcome party ONLY. If you will be in need of such a service, please indicate on your registration form.

SWAP MEET- Friday afternoon, Nov. 10th, Saturday, Nov. 11th, 8 A.M. to 4 P.M. and Sunday, Nov. 12th, 8 A.M. to 2 P.M. All spaces will be 20X20' and the charge will be \$10 for the weekend. You will be allowed to drive onto the field and leave a vehicle at the space.

PEOPLES CHOICE CAR SHOW- Sat., Nov. 11th., 8 A.M. to 3 P.M. All cars must be in place by 12 noon as voting will begin at that time. Ballots must be turned in by 3 P.M. Winners will be announced at the banquet.

GAMES- A schedule will be found in your registration packet.

MODEL CARS- must be entered by 12 noon on Sat. and will be placed out of reach and out of the sun. They may be picked up Sat. evening or may be left on display until 2 P.M. on Sunday.

CREATIVE PARTS MODEL CONTEST- Use your imagination and create "something" using as many Corvair parts as possible. Maximum size 45 inches square or 3 valve covers in any direction. Awards will be given at the banquet.

BUS TOUR- For your pleasure two hour bus tours of celebrity homes and surrounding areas have been scheduled. Each A/C coach only holds 25 passengers, so register early for a very informative tour and take advantage of the special rates for our group. We are offering an "early bird" Friday afternoon tour and tours throughout the rest of the weekend. Tours will depart from the parking lot next to the field. This is well worth your time. If there is enough interest, a tour will go Sunday A.M. as well.

(Continued on the back.)

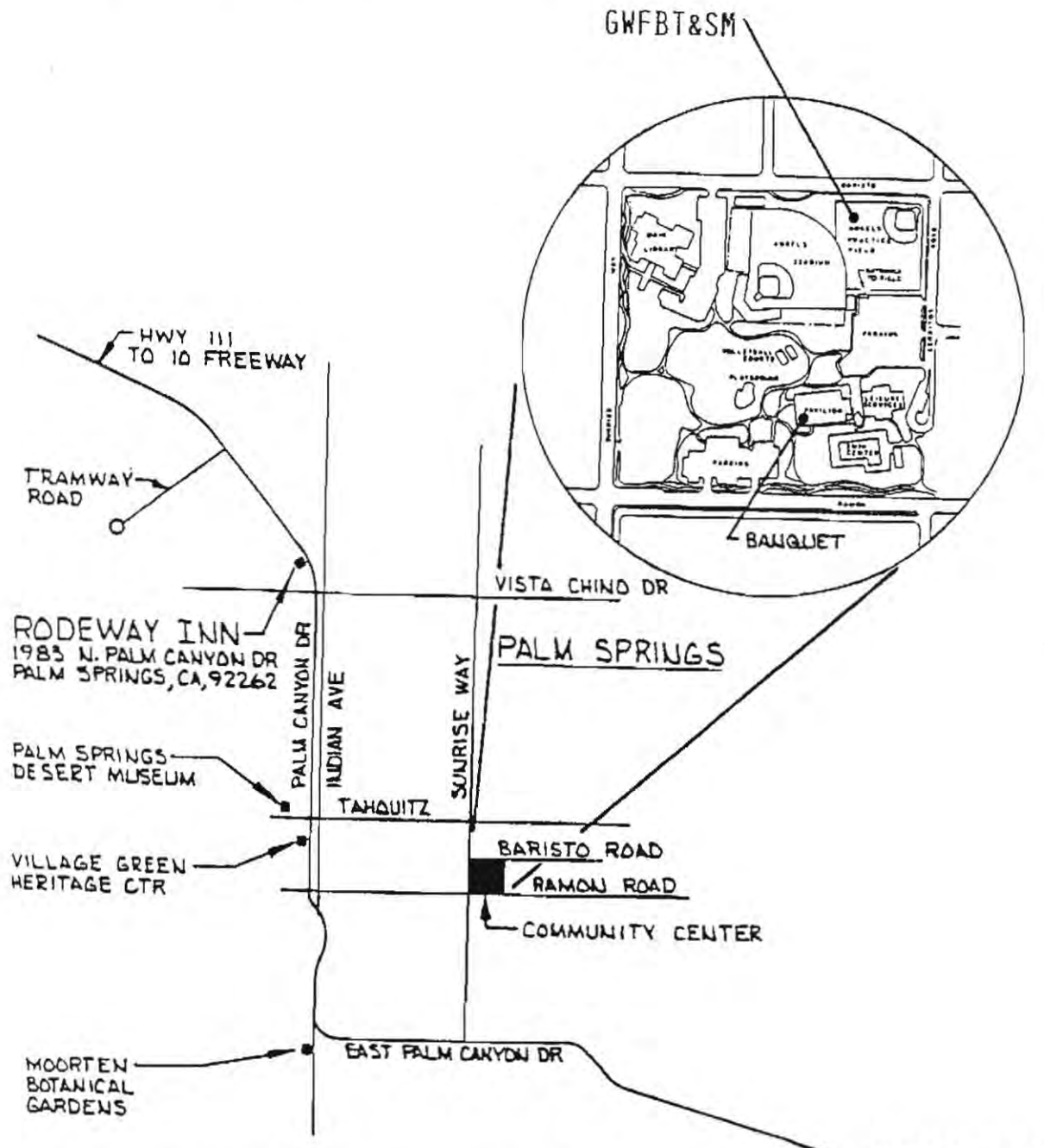


RAFFLE- Sat., Nov. 11th, 9 A.M. to 4 P.M. and Sun. Nov. 12th, 9 A.M. to noon.

BANQUET- Again, the festivities will be held at the near by Pavilion on Saturday evening. No host bar from 6-7 P.M. Banquet 7 P.M., awards and door prizes at 8 P.M. with entertainment and dancing following. Come dressed in your best western duds!

T-SHIRTS will be sold on the field on Saturday- ONLY.

FOOD- and soft drinks will be sold on the field Sat. & Sun. Coffee and donuts will be available for the "early birds" each morning.



To get to the Scotch Mist self service car wash go south on Sunrise Way to East Palm Canyon Drive. Then turn East (left) and drive about 3.2 miles. The car wash is on the North (left) side of the street in Cathedral City.

TO SCOTCH MIST  
CAR WASH IN  
CATHEDRAL CITY

# 12<sup>th</sup> Annual C.H.V.A. Swap Meet & Show



**SATURDAY & SUNDAY**  
**OCTOBER 28-29, 1989**  
Tucson, Ariz.

**PUBLIC FREE**

**Car SHOW**

**(Sunday Only)**  
**10AM ... 3PM**

**PEOPLES CHOICE JUDGING**

**TROPHIES !!!!**

All get Dash Plaques

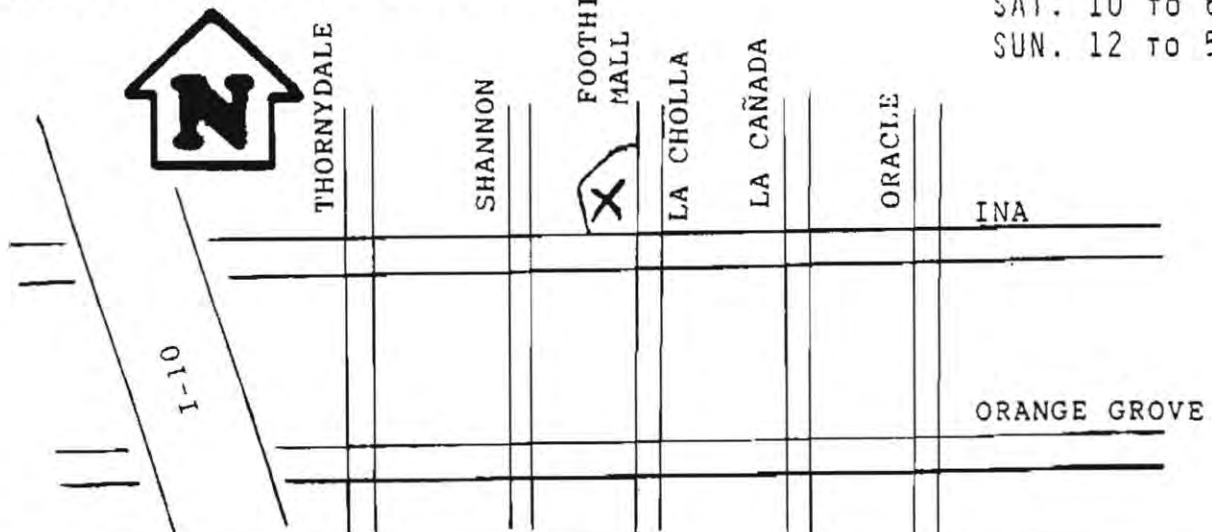
**\$2.00 Entry Fee**

VALVE COVER RACES HOSTED  
BY THE GOOD TIMES ROD &  
CUSTOM CLUB

**SAT. 7-5    SUN. 7-3**  
**CARS FOR SALE - \$5.00 ea. day**  
**SWAP SPACES 20 X 20**  
**\$10 .00 ONE DAY**  
**\$15 .00 TWO DAYS**

NEW & USED PARTS FOR  
ANTIQUE & MODERN CARS.  
LITERATURE, TOYS, AND  
MINIATURE CARS.

**OVERNIGHT SECURITY**



**MALL HOURS**  
**SAT. 10 TO 6**  
**SUN. 12 TO 5**

ROSS 602-744-3197

BOB 602-298-3528



## TCA MEMBERSHIP ROSTER

11Sep89

Cecil & Esther Alex  
775 W. Roger Rd. #73  
Tucson AZ 85705  
293-4156 Feb90

Bill Allen  
6220 Placita Avila  
Tucson AZ 85718  
299-1010 Aug90

Ron & Ann Allen  
8339 E. Marlana Cir North  
Tucson AZ 85715  
721-0551 Sep89

Ernie Alloy  
3434 E. 5th St.  
Tucson AZ 85716  
327-3121 Jan90

Sam & Harriet Angus  
Rt. 2 Box 1460  
Atlanta MI 49709  
517-786-2889 Jul90

Alan Atwood  
4287 N. Limberlost Pl.  
Tucson AZ 85705  
888-4433 Feb90

Dave & Beverly Baker  
7041 Arrowhead Dr.  
Tucson AZ 85715  
296-1392 Nov89

Maude Barnes  
8215 N. Oracle Rd #12  
Tucson AZ 85704  
575-0644 Sep89

Eric & Pat Bender  
1025 E. Windsor  
Tucson AZ 85719  
888-2224 Dec89

Jack Blankenship  
1315 N. 6th Ave #14  
Tucson AZ 85705  
n/a Feb90

Don & Marty Bortle  
9202 E. Roberto St.  
Tucson AZ 85710  
298-4166 Jan90

Raymond Britton  
1031 Desert Hills Dr.  
Green Valley AZ 85614  
1-625-3031 Mar90

Dick Cannon  
5598 Via Girasol  
Tucson AZ 85715  
299-4723 Feb90

Gordon & Verne Cauble  
5950 N. Camino Arizpe  
Tucson AZ 85718  
299-1122 Feb90

Don & Betty Chastain  
7041 E. Crestline Dr.  
Tucson AZ 85715  
886-1076 Feb90

Michael Cherry  
2212 Tonto Ridge Rd  
Prescott AZ 86301  
1-445-7875 Apr90

Ted Christianson  
511 E. Mohave  
Tucson AZ 85705  
887-9449 Aug90

Albert E. Crispin  
6850 E. Edgemont Pl.  
Tucson AZ 85710  
722-9445 Mar90

Barry Cunningham  
3725 E 32nd St.  
Tucson AZ 85713  
747-9028 Jun90

Larry Dandridge  
4913 E. Pima Apt D  
Tucson AZ 85712  
n/a Aug90

Bob & Barb Eggers  
9410 E. Lurlene Dr.  
Tucson AZ 85730  
885-4779 Sep89

Allen Elvick  
4210 S. Preston  
Tucson AZ 85746  
883-4337 Sep90

Steve Estabrook  
5510 N. Shannon  
Tucson AZ 85705  
292-9280 Aug90

Milt & Diane Evans  
845 E. Placita Leslie  
Tucson AZ 85718  
297-7566 Oct89

J.R. Evans  
819 W. Kelso  
Tucson AZ 85705  
623-3118 Jan90

Alan & Gloria Gray  
4471 E. 7th St.  
Tucson AZ 85711  
795-2639 Oct89

Frank W. Held  
4213 N. Romero Dr #104  
Tucson AZ 85705  
n/a Sep89

Victor Howard  
6270 N. Camino Arturo  
Tucson AZ 85718  
742-1823 Jul90

Donald Kirkwood  
3980 S. Cedarwood Way  
Tucson AZ 85730  
885-6293 Sep89

Bill Leslie  
P O Box 18503  
Tucson AZ 85731  
298-4221 Sep89

Mark & Cathy McKenna  
6991 E. 42nd St.  
Tucson AZ 85730  
745-9209 Oct89

Frank McKenna  
1848 S. Regina Cleri  
Tucson AZ 85710  
885-8571 LIFE

Ben R. Meeks  
6666 W. Camino Pizarro  
Tucson AZ 85746  
883-8890 Mar90

Randy Nelson  
5424 S. Oakleaf Dr.  
Tucson AZ 85746  
294-1195 Sep89

Van Pershing  
4842 W. Paseo De Los Colinas  
Tucson AZ 85745  
743-9185 Jan90

Chuck Pettis  
6411 E. Miramar Dr.  
Tucson AZ 85715  
298-5854 Nov89

Mack Post  
114 N. Avenida Carolina  
Tucson AZ 85711  
326-3351 Apr90

Ron & Barb Quarantino  
5270 N Grey Mtn Trail  
Tucson AZ 85715  
299-3398 Nov89

Don Robinson  
2044 W. Shalimar Way  
Tucson AZ 85704  
297-1356 Sep89

Verl Rutter  
17145 Hoadley Rd.  
Caldwell ID 83605  
n/a Jan90

John Sams  
3951 W. Valencia  
Tucson AZ 85746  
883-4129 Jan90

Ed & Carole Sanford  
1710 S. Ceylon Pl.  
Tucson AZ 85748  
885-9214 Mar90

W. R. Sears  
6560 Skyway Rd.  
Tucson AZ 85718  
297-3630 Sep89

Dave & Joy Stafford  
6314 Paseo San Andras  
Tucson AZ 85710  
298-0388 Jun89

Dave & Maureen Thompson  
3541 S. Elson Ave.  
Tucson AZ 85730  
748-7105 Jan90

Bob & Jan Thompson  
9273 E. 39th St.  
Tucson AZ 85730  
296-7688 Mar90

Tina VanHorne  
5741 Paseo Cocaspera  
Tucson AZ 85715  
na Sep89

Bill Vaughan  
1921 N. Camino Pio Decimo  
Tucson AZ 85715  
296-9276 Mar90

Donnie & Marie Williamson  
7302 E. 20th St.  
Tucson AZ 85710  
885-6548 Sep90

Fred Zimmermann  
542 E. Bromley St.  
Tucson AZ 85704  
887-6805 Sep90



## LIBRARY INVENTORY

TUCSON CORVAIR ASSOCIATION

- 1960 Corvair Shop Manual
- 1961 Corvair Shop Manual
- 1962-63 Corvair Shop Manual
- 1965 Corvair Shop Manual
- 1966 Corvair Shop Manual
- 1967 Shop Manual Supplement
- 1968 Shop Manual Supplement
- 1969 Shop Manual Supplement
- The Auto Body Repair Book
- The Auto Repair Book
- How to Keep Your Corvair Alive
- Chassis and Body Parts Catalog, 1960-69
- Servicing the Corvair - Powerglide Transmission
- Corvair Reference Guide
- American Corvair Parts Catalog - 1978
- Corvair - 1988 Supplement

Corvair Underground  
Car Collector Magazine -1977  
Corvair Decade  
Corsa Membership Roster - 1980  
Windmill - 3-1-71 to 10-1-72  
Corsa Communique, - 1972 to present issue  
Corsa Quarterly - 1971 to Summer Issue 1978  
Corvair Affair  
Corvairsation from 1978 to present issue  
How to Hotrod Corvair Engines  
Chilton's Repair and Tune-up Guide for the Corvair  
The Corvair Book - Wall's Corvair Underground  
Price Sheets - Corvair Underground

## TOOLS AVAILABLE

Corvair Tow Bar and Lights  
Steering Bolt Bushing Replacement Tool  
Blower Bearing Greaser

VOX PROSPECTIVE TAPES

Engine Tune-up  
Corvair Movies by GM  
This Old "Vair", Volume 1 - Engine Resealing, Valve  
Adjustments and Associated Items  
Volumes 1 & 2 on Corvairs

Anyone desirous of checking out any of the above items, please call Dave or Beverly Baker at 296-1392 and we will make the arrangements to get it to you.



SATURDAY, OCTOBER 7, 1989

**CASA DE LOS NIÑOS**

347 E. Speedway  
Tucson, Arizona 85705  
(602) 624-5600

Jeanne Landdeck-Sisco, M.S.W.  
Executive Director

Sister M. Kathleen Clark, R.N.  
Founding Director Emeritus

**Casa Car Show '89  
Committee**

Wayne Garrett  
Chairman

Ben Palazzo  
Co-Chairman

Stan Cheska  
Steve Christy  
Dave Davis  
Kathi Davis  
Ron Edwards  
Jack Fitzgerald  
Tom Grant  
Pat Henry  
Jack Jacobson  
Dianne Kercheval  
Dece Martin  
Jack Macy  
Margot Macy  
Mary Palazzo  
Dave Roadruck  
Dick Shaffer  
Bill Sisco  
Jeanne Landdeck-Sisco  
Barbara Grijalva Valencia

Dear Casa de los Niños Friend—

**Yes! This is your invitation to the 10th Annual Casa Car Show coming Saturday, October 7 to Reid Park.** Starting 9:30 a.m., catch the free shuttle from El Con and come see over 600 special interest cars—plus there'll be food, fun and entertainment for the entire family!

**A bright red 1933 Ford Pickup Truck is this year's 1st Prize Grand Door Prize.** We've included a 10th Anniversary souvenir picture postcard of the truck because once you've seen it, we know you'll want to make your donation to enter the drawing. **The Grand Prize Drawing also includes the exciting 2nd Prize Round Trip for Two to Miami, courtesy of American Airlines, with hotel accommodations for four days and three nights thanks to KAIR/Cloud 95 Radio and 3rd Prize, a Deluxe Weekend for Two provided by the Westward Look Resort—plus many other prizes.**

We're looking forward to the Car Show fun, yet there's a serious side to why we hold the event year after year—and that's because of the children Casa de los Niños serves, like—

- **4-year-old Kevin**, physically neglected and extremely malnourished who learned to smile, hug and gained three pounds in his short Casa stay
- **Pete and Joe**, 6 and 7-year-old brothers who were severely abused by their stepfather and who could scarcely believe they were really safe at the Casa
- **Infant Marie**, born cocaine-addicted and undergoing the agonies of withdrawal who Casa staff provided with comfort, care and helped to ease into the world

**Your support of the Car Show helps provide for these children—and the nearly 1000 cared for by the Casa this past year!**

Join us—and our Casa Car Show '89 corporate sponsors, Golden Eagle Distributors, Pepsi-Cola Bottling Company, KAIR/Cloud 95 Radio and Carl's Jr. Restaurants—in helping to care for our children! **Support Casa Car Show '89 by mailing your Grand Prize ticket donation using the enclosed envelope—and don't forget to include your ticket stubs!** You may be the winner of one of our exciting Grand Door Prizes—and you'll ensure that all of the children who count on the Casa will receive the help, love and care they need!

**Thanks—on behalf of all our children!**

Sincerely,

Jeanne Landdeck-Sisco  
Executive Director  
Casa de los Niños

Wayne Garrett  
Chairman  
Casa Car Show '89

P.S. Pass the word about Casa Car Show '89 and mail your postcard to a friend!



# Vairo 'n Spares

FOR SALE: '61 LAKEWOOD 1/25 resin model kit, \$25. Built and painted, \$45. Bob Jones 298-3528. 9/89

FOR SALE: Late model tinted windshield, \$75; '64 MONZA Coupe w/ show quality pearlescent paint, Enkie wheels, 110HP w/ Powerglide. Call Jack at 628-9314 after 9pm. 8/89

FOR SALE: '61 GREENBRIER, 8-door. \$2,000. Call Tom at 327-6419. 8/89

FOR SALE: New Items Rebuilt flywheel for early or late, bolted and balanced, \$85; Good FC axles with packed bearings, \$80 ea. Call Gordon Cauble at 299-1122.

FOR SALE: 66 MONZA 4d, 140hp/auto, Nice interior, new radials, remote mirror, tinted glass, 89K miles, one owner car, \$1950. Call Gordon Cauble (602)299-1122. 6/89

FOR SALE: NEW and GOOD USED PARTS. '65 Corsa wiring harnesses - main & engine compartment; new gas door guard, \$20; used early windshield w/ weather strip, \$60; re-coned Corvair speakers, early \$15, late \$19; Other new and good used parts. Call Gordon Cauble 299-1122. 6/89

FOR THE DO-IT-YOURSELFER: Mag ignition wires & long rotors, plus all regular ignition items. Wrapped fan belts, air & oil filters plus viton o-rings and oil cooler seals. Call Gordon Cauble 299-1122.

FOR SALE: '65 MONZA CONVERTIBLE, 110/automatic, light blue w/ blue interior & white top, engine completely rebuilt & body ready to paint. New top installed. Good tires. Car is driveable. Asking \$2500. Call Gordon Cauble 299-1122. 6/89

FOR SALE: '65 tele column and wood grain wheel, \$200; remote outside mirror, \$15; set of late bumper guards, \$60; full set of rear cove moldings, \$60; '65 padded dash, red, \$30; late tinted windshield, \$65; late Power Glide control cable, \$30. Call Gordon Cauble, 299-1122. 9/89

### TRESURER'S REPORT

Balance August 1, 1989.....\$1,089.69

#### Income

Dues.....60.00

Corvairsation ads.....16.00

Raffle tickets.....34.00

Merchandise sales..... 9.00

Name Tags..... 8.50

Total Income.....\$127.50

#### Expenses

Postage.....40.00

Total Expenses.....\$40.00

Balance September 1, 1989.....\$1,177.19

Vic Howard

### MEMBERSHIP REPORT

#### PAST DUE

September - Ron Allen  
Frank Held  
Randy Nelson  
Don Robinson  
Tina Van Horne  
Mande Barnes  
Marcy Tucker  
William Sears  
Bob Eggers  
Don Kirkwood

#### COMING DUE FOR OCTOBER

Alan Gray  
Mark McKenna



Wrecking out  
Corvairs!

**Ben & Son Auto & Truck Salvage**

(formerly Jerry Bishop's)

4260 E. Illinois

Tucson, Arizona 85714

748-1444



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Broker

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Tucson, AZ. 85730

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## CORVAIR AUTOMOTIVE

747-7113

1033 N. Sonoita, Tucson  
Between Craycroft & Wilmot



Barry Cunningham — Larry Dandridge

## Corvair Specialists

foreign & domestic cars too

8 am - 5 pm Mon - Fri

no appointment necessary

Saturdays by appointment

New & Used Parts

Tune-Ups

Engine Resealing

Towing

Detailing

## FUN STUFF SALES

SPECIALIZING IN TRUCKS, SPORTS CARS  
RV'S & MOTORCYCLES

(602) 293-6668  
631 E. PRINCE  
TUCSON, AZ 85705

RICHARD & PEGGY  
AUFMUTH  
PROPRIETORS

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

FOURTH WEDNESDAY of each month  
Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:30 pm: Parking Lot Bull Session  
7:00 pm: Dinner (Optional)  
7:40 pm: Meeting Starts

COMING EVENTS

Oct 7: Casa de los Niños Car Show, Reid Park. Details inside.  
Help sell tickets for the 1933 Ford Pickup drawing.  
Wax up the Corvair and come show it off! Contact Steve  
Estabrook at 292-9280 for information.

Nov 10-12: GWFT&SM, Great Western Fan Belt Toss and Swap Meet,  
Palm Springs, California. Details inside.

Dec 13: Annual TCA Christmas Party. See details inside.

Wednesday, Sep 27: Regular Monthly TCA Meeting

Wednesday, Oct 4 : TCA Board Meeting 7:30 at JB's, Swan & Speedway

Tucson Corvair Association  
P.O. Box 50401  
Tucson Arizona 85703



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