

# Continuation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

VOLUME 17 NUMBER 1

APRIL 1991

## Production

1961: 10,787  
1962: 4,102  
1963: 2,046  
1964: 851

17,786 total units

## Model R1254



denvair news

## Rampside

# TUCSON CORVAIR ASSOCIATION

**CORVAIRSATION** is a monthly publication of the **TUCSON CORVAIR ASSOCIATION**, which is dedicated to the preservation of the Corvaair model of the Chevrolet Motor Division. The Tucson Corvaair Association is a chartered member of the **CORVAIR SOCIETY OF AMERICA (CORSА)**.

**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.

**CHANGE OF ADDRESS:** Send any change of address or phone number to the Membership Chairman. Don not send changes to the Editor.

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

**CLASSIFIED ADS** are **FREE** to a 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 Corvairstation Editor. Articles are welcome for publication.

**BUSINESS MAILING ADDRESS:** P.O. Box 50401, Tucson, Arizona 85703.

## WHEELS AND SPOKES

### **PRESIDENT**

Dave Baker  
7041 Arrowhead Drive  
Tucson AZ 85715  
(602) 296-1392

### **BOARD MEMBER-AT-LARGE**

Barry Cunningham  
3725 E. 32nd Street  
Tucson AZ 85713  
(602) 747-9028

### **CORVAIRSATION EDITOR**

Van Parshing  
4842 W. Paseo de las Colinas  
Tucson AZ 85745  
(602) 743-9185

### **VICE PRESIDENT**

Al Crispin  
6850 E. Edgemont Place  
Tucson AZ 85710  
(602) 722-9445

### **MEMBERSHIP CHAIRMAN**

(Dues & Change of Address)  
Marty Kuluski  
2311 N. Tucson Blvd.  
Tucson AZ 85716  
(602) 326-5770

### **ASSISTANT EDITOR**

Alan Atwood  
4287 N. Limerlost Place  
Tucson AZ 85705  
(602) 888-4433

### **TREASURER**

Marty Kuluski  
2311 N. Tucson Blvd.  
Tucson AZ 85716  
(602) 326-5770

### **LIBRARIAN**

Dave & Beverly Baker  
7041 Arrowhead Drive  
Tucson AZ 85715  
(602) 296-1392

### **MERCHANDISE CHAIRMAN**

Don Robinson  
2044 W. Shalimar Way  
Tucson AZ 85704  
(602) 297-1356

### **RECORDING SECRETARY**

Verne Cauble  
5950 N. Camino Arizpe  
Tucson AZ 85718  
(602) 299-1122

### **BOARD OF DIRECTORS**

Current TCA Officer  
Corvairstation Editor  
Ron Allen  
Dave Baker (2 votes!)

From the President

Well now, looks to me like things are going just marvelously.

All the good stuff we have planed for this year should make it a banner era.

I hope everyone went to Picacho Peak. It was a great chance to meet some of our counterparts in the Phoenix club and maybe get some food\*ideas.

In May, looks like a trip to the Pima Air Museum. It's a great experience. I'm still trying to figure out the controls on the replica of the first Wright aeroplane. Then its on to June for the hot dog hamburger pot luck pool party at the Baker's house. No events are scheduled, except for regular meetings, for July and August.

It has been suggested that we make the tech sessions a little stronger and that's exactly what we're going to do. Barry Cunningham and Al Crispin are going to demonstrate and explain the turbocharging system. That ought to be grand. I'm the PRESIDENT and I've never seen one of ~~those~~ things apart. That will happen this coming April meeting.

Come on out and bring friends, acquaintnaces, strangers or any one who is interested in the Corvair.

*Dave Baker*

Dave Baker

The good looking president and

\*bake expert

\* DAVE MUST REALLY BE HUNGRY!

44 People

12 Corvairs

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:50 pm by President Dave Baker, at Picadilly Cafeteria, Wednesday, March 27, 1991.

The February minutes were not published in the Corvairsation.

Visitors were Doug & Laverne Marshall from Richland, WA, Elizabeth & Jack Zerkle from Bowie, AZ, Steve Harrington, Jerry Hendrickson from Battle Creek, MI, Mr. & Mrs. Bob Thompson, Allen McGaugh from Homer, OH, and the Estabrook family.

Old Business: Don Robinson gave a report on the St. Patricks Day rally. First place went to Steve & Sherry, 2nd place - Cecil & Esther, 3rd place - Vern & Naomi, and 4th place - Marty & Michelle.

The Treasurer's Report was accepted as published in the Corvairsation.

New Business: The April mid-month activity will be a picnic at Picacho Peak with the Cactus Corvair Club, on Sunday 4/21.

A presentation was given by Steve Harrington on Derma Shield, a spray-on skin protectant.

Vice-President Al Crispin and Member at Large, Barry Cunningham will be working together this year on mid-month activities. All suggestions are welcome.

Raffle prize volunteers for April are: Bill Leslie, Sterling Winings, Mac Post, Allen Elvick, Ron Allen and Kenny Kuluski.

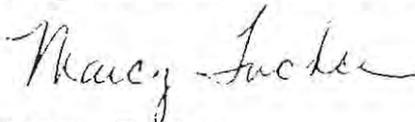
The license plate drawing was won by Larry Dandridge. Raffle winners were: Don Chastain, Sterling Wining, Josh DeWitt, Bob Eggers, and Kurt Britton.

Van Pershing has been chosen as Feature Editor for the national publication Corsa. Congratulations Van!

Volunteers for Casas De Los Ninos car show on October 19th are needed. See Dave Baker.

The meeting adjourned at 9:05 pm.

Respectfully Submitted,



Marcy Tucker

MID-MONTH ACTIVITY

PIMA AIR MUSEUM

Saturday, May 18, 1991

\$5.00 Adults  
\$4.00 Active Duty Military & Senior Citizens  
\$3.00 Juniors (11-17 years)  
10 year or under - Free

Meet at the Triple T Truck Stop on I-10 at Craycroft  
Meet at 9:00 am  
Leave at 9:15 am

Call Al Crispin, Dave Baker or Barry Cunningham by May 15th for reservations. If 20 or more people come, the entry fee will be reduced to \$4.00 per person.

There may be an opportunity here.....

Last week I was looking for some new brake drums for the Greenbrier and called Leo's Auto Parts where I had gotten them last time. They didn't know what drum would fit a Greenbrier but luckily I remembered that it's the same drum that fits the front of a '57 Chevy car. They wanted \$60 each for them and they'd have to get them from the warehouse and I'd have to pay in advance. That meant two trips over there and they weren't very nice about the whole thing anyhow. Gordon had asked me to go over and see Mr. Hansen at Hansen's Auto Parts about placing an ad in the Corvairsation, so I figured "what the heck" and asked him about Greenbrier brake drums while I had him on the phone. Without so much as a hesitation he said, "Ya, I got two of 'em." Well, I thought my chances of that were pretty slim, so I went over and sure enough. When I walked into the place there were two Greenbrier brake drums waiting on the counter for me. On top of it all, they were \$35 each (which is about what a brake drum should cost)!

My point is, that Mr. Hansen has a lot of older car parts in stock. He's been in business 34 years and really knows his old parts. He has lots of engine parts around yet and I saw with my own eyes two '60 carbs (one brand new, and one rebuilt). So if your looking for something for an Old Buick or an old Ford or even a middle-aged Corvair, you might want to give him a try. He's at 5193 E. 22nd. That's on the north side of the street between Swan and Craycroft. His phone number is 790-6868. Mention you heard about him in the Corvair club newsletter and maybe he'll get wise and place a little ad with us!

*Tom*

## RALLY REPORT

St. Patrick's Day was beautiful - what a day for a rally!! The March TCA Rally started at JB's on Grant and First and routed participant (those on course) passed exotic places - "Tooth Acres", a turtle, a green washing machine, a child, among many others.

I think we all had a good time judging from the animated conversation at Perkins Restaurant at the end of the rally. Official time of the rally was 1 hour, 54 minutes and 46 seconds. The distance was just over 51 miles.

Who won? First place went to Steve Estabrook (driver) and Sherrie Fairris (navigator) who stayed on course and were very close to the specified time. Cecil (driver) and Ester (navigator) Alex were second. The first two finishers were driving (and riding) in 1966 Monza 4-door Corvairs.

We had a tie for third place: Vernon (driver) and Naomi (navigator) Griffith driving a 1963 Greenbrier were tied with Marty (driver) and Michelle (navigator) Kuluski in their Nova.

Thanks to Bruce Robinson for manning the check points. Get ready now for the '92 Rally!!

Don Robinson

# CRAFTSMAN'S CORNER

Ben Owen

(Courtesy of Capital City Lovat Club.)



## COLOR THEM COOL!

SOURCE - SPORT AVIATION SEPT '97 ISSUE  
AN EAA PUBLICATION  
WITTMAN FIELD  
OSHKOSH, WI. 54963  
NOTE EXHAUST STACK COMMENTS

Colors have quite an impact on the way we see things. If you paint small, slender things, like engine mounts, black, they look stronger or bulkier than if they were painted white. However, for most of us, excessive heat is a problem in aircraft and aircraft engines, and cool temperatures, rather than appearances, is what we are shooting for.

One of the things most of us are aware of is that there is a lot of air flow through the cowling when you are moving fast. At a stop or slower speeds, things are hot. We can have an under cowl temperature of 175 degrees F or higher when the engine is turned off and the airplane is standing in the sun. An engine ingesting warm air will be down on power by more than you might imagine. Assuming the outside air temperature is 70 degrees F and the in-cowl temperature is 150 degrees F, if the engine produces 150 hp at 150 degrees F inlet temperature, it can be expected to produce 161 hp with 70 degrees F air inlet temperature. The density increase afforded by using outside cool air is considerable. Also, the hotter the fuel charge before ignition, the faster it burns, therefore requiring less spark advance. The speed of any chemical reaction is doubled by a temperature increase of 18 degrees F, so it is easy to see that the temperature of inlet air can have a significant effect, particularly on air cooled engines.

Many of us like to chrome our valve covers, but these valve covers are an integral part of the oil cooling process. Because they are always internally bathed in a thin film of oil, they can aid in cooling the engine if you use non-chrome covers painted flat black. It is not as pretty, but more effective in cooling. The ALCOA Engineering Handbook compares an "as cast" surface with one which has been black anodized to a depth of 1/7000". The black surface is more than 10 times better in heat radiating ability than a plain cast surface. We would like to have the engine rejecting heat as much as possi-

ble from the cylinder head area, and have this carried away from the cowling and not ingested into the carburetor intake.

In summary, for engines we need to copy the old time engine builders who put lamp black over the entire engine to assist in heat rejection. We won't use lamp black, but we have many modern day flat black paints that would be a great help on valve covers, cylinder heads and crankcases to help us reject heat.

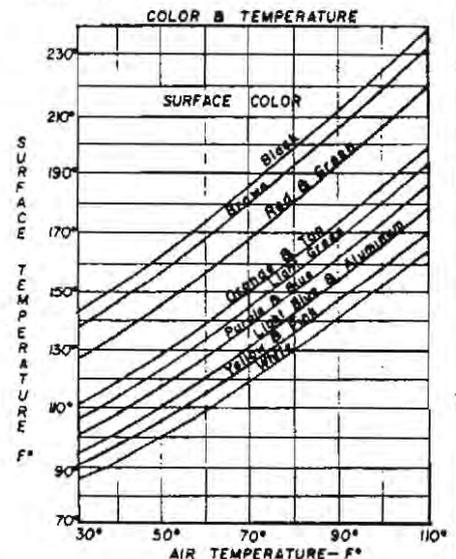
● The exhaust stacks put out a lot of heat, and it would be better if this heat were not contained inside the cowl. One way to do this is to apply a spray-on ceramic coating. If you want to contain the heat and hopefully have it go out with the exhaust, you can use a white coating. One big advantage of this is that plain carbon or mild steel exhaust stacks can be kept from rusting for a long period of time. Technical Counselor Dick Finch of Titusville, FL recommends VHT brand, and says he spray painted his Luscombe AD mild steel exhaust with 120 degree F high temperature white ceramic coating and one year later it looked almost as good as the day it was first coated. He says, "Beginning in 1963, I coated my race car exhaust pipes with this space age material, and the coating helped the mild steel exhaust pipes last over 10 times longer than if the pipes had been left bare." This paint is usually applied to a lightly sandblasted or sandpapered clean pipe. You can apply a thicker coat if the pipes are 125 to 200 degrees F temperature before coating. Just lay the pipes out in the hot sun and they will be just right for coating. He usually sprays on three or four coats, drying each coat with the heat from an open flamed gas heater in his workshop. The manufacturer of the coating recommends curing the last coat with a blow torch! If you don't heat cure the exhaust pipes prior to installation on your engine, you will chip and scratch the coating. Once the engine is started and run for 15 min-

utes, the coating is completely cured and should last for 5-10 years. This keeps a great deal of the heat where you want it — inside the exhaust tubes and going out the exhaust stack — lengthening the life of the exhaust system and making the exhaust look 100% better at the same time!

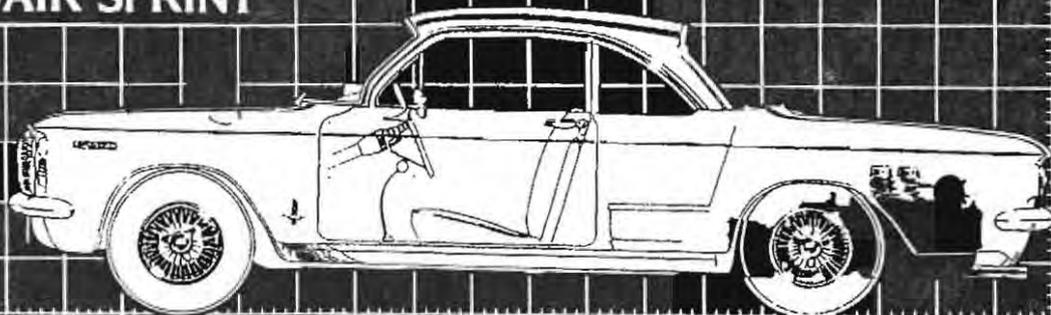
The airplanes surface can benefit from the coolness obtained by a gloss white or light color external surface. This is particularly effective on fiberglass surfaces. However, heat is an enemy of practically all aircraft structures, as far as strength and longevity goes. The accompanying color curve sheet compares peak surface temperature vs. ambient air temperature for various colors.

On fiberglass airplanes, where we are trying to get heat from getting to the interior and keep the surface temperature down, the lighter colors would be an excellent idea. Orange and yellow are excellent safety colors, but yellow is far and away the best choice to keep the surface temperature down and keep the strength up.

So for airframes and engines — color them cool!



TCA thanks Valley Corsa



SCALE: 1/4" DIVISIONS

**PRICE**

 List, West Coast ..... \$2394  
 As tested, West Coast.....\$3627

**ENGINE**

 Engine, no. cyl. type. Flat-6, oliv  
 Bore x stroke, in. .... 3.44 x 2.94  
 Displacement, cc ..... 2689  
 Equivalent cu in ..... 164  
 Compression ratio ..... 9.25:1  
 Bhp @ rpm ..... 155 @ 5000  
 Equivalent mph ..... 102  
 Torque @ rpm, lb-ft. .202 @ 3600  
 Equivalent mph ..... 74  
 Carburetor, no., make. 4 Rochester  
 No. barrels--diameter. .one-1.25  
 Type fuel required. . Premium

**DRIVE TRAIN**

 Clutch diameter & type. . 9.12 in,  
 diaphragm  
 Gear ratios, 4th (1.00)..... 3.55  
 3rd (1.44)..... 5.11  
 2nd (2.18)..... 7.74  
 1st (3.20)..... 11.36  
 Synchronesh ..... on all four  
 Differential, type & ratio: Limited  
 slip, 3.55.  
 Optional ratios: 3.27, 3.08, 3.89.

**CHASSIS & SUSPENSION**

 Frame type: Integral body-chassis.  
 Brake type. .... Drum  
 Swept area, sq in ..... 198  
 Tire size..... 640-13  
 Wheel revs/mi. .... 830.4  
 Steering type. Recirculating ball  
 Turns, lock to lock ..... 3.3  
 Turning circle, ft. .... 38  
 Front suspension: Independent with  
 A-arms, coil springs, tube shocks.  
 Rear suspension: Independent with  
 swing axles, coil springs, trans-  
 verse leaf helper spring, tube  
 shocks.

**ACCOMMODATION**

 Normal capacity, persons ..... 2  
 Occasional capacity ..... 4  
 Hip room, front, in. .... 2 x 25  
 Rear ..... 57.0  
 Head room, front ..... 38.5  
 Seat back adjustment, deg ..... 0  
 Entrance height, in. .... 48.0  
 Step-over height ..... 14.2  
 Floor height. .... 8.5  
 Door width, front/rear ..... 43.0  
 Driver comfort rating:  
 for driver 69-in. tall ..... 95  
 for driver 72-in. tall ..... 95  
 for driver 75-in. tall ..... 75

**GENERAL**

 Curb weight, lb. .... 2540  
 Test weight ..... 2920  
 Weight distribution  
 with driver, percent ..... 38/62  
 Wheelbase, in. .... 108.0  
 Track, front/rear..... 54.4/55.1  
 Overall length ..... 180.0  
 Width ..... 67.0  
 Height..... 50.9  
 Frontal area, sq ft ..... 19.0  
 Ground clearance, in. .... 5.4  
 Overhang, front..... 30.3  
 Rear ..... 41.7  
 Departure angle, no load, deg 14.5  
 Usable trunk space, cu ft 11.4  
 Fuel tank capacity, gal. .... 14.0

**INSTRUMENTATION**

 Instruments. 100-mph speedom-  
 eter, 8000-rpm tachometer, fuel  
 gauge.  
 Warning lamps: Temperature, oil  
 pressure, generator, turn signals.

**EXTRAS**

 "Sprint" package includes Michelin  
 X tires (exchange), 4-carburetor  
 engine conversion, dual-muffler  
 tuned exhaust system, rear sus-  
 pension conversion, tachometer,

 quick steering conversion, wood-  
 rim steering wheel, chrome  
 stone guard, driving light, grab  
 bar, luggage deck carpeting  
 short-throw shift, seat track ex-  
 tension, panel covers, steering  
 damper, heel-and-toe bracket,  
 high-beam flasher--\$665.

 Optional extras ordered from  
 dealer include 4-speed trans-  
 mission, limited-slip rear end,  
 chrome wheel covers, etc.—  
 \$340.85.  
 Custom paint—\$225.

**CALCULATED DATA**

 Lb/hp (test wt). .... 18.9  
 Cu ft/ton mi. .... 95.7  
 Mph/1000 rpm (4th) ..... 20.4  
 Engine revs/mi ..... 2948  
 Piston travel, ft/mi ..... 1445  
 Rpm @ 2500 ft/min ..... 5100  
 Equivalent mph ..... 104  
 R&T wear index ..... 42.6

**MAINTENANCE**

 Crankcase capacity, qt ..... 5  
 Oil filter type. .... full-flow  
 Lubrication points..... 4  
 Lube, oil and filter change  
 interval, mi. .... 6000  
 Tire pressures, front/rear, psi. 20/30

**ROAD TEST RESULTS**
**ACCELERATION**

 0-30 mph, sec. .... 3.5  
 0-40 mph ..... 6.2  
 0-50 mph ..... 8.3  
 0-60 mph ..... 11.9  
 0-70 mph ..... 16.4  
 0-80 mph ..... 21.6  
 Passing test, 50-70 mph ..... 7.4  
 Standing 1/4 mi, sec ..... 18.4  
 Speed at end, mph ..... 74.5

**TOP SPEEDS**

 High gear (5900), mph ..... 120  
 3rd (6000)..... 85  
 2nd (6000)..... 56  
 1st (6000)..... 39

**GRADE CLIMBING**

(Tapley Data)

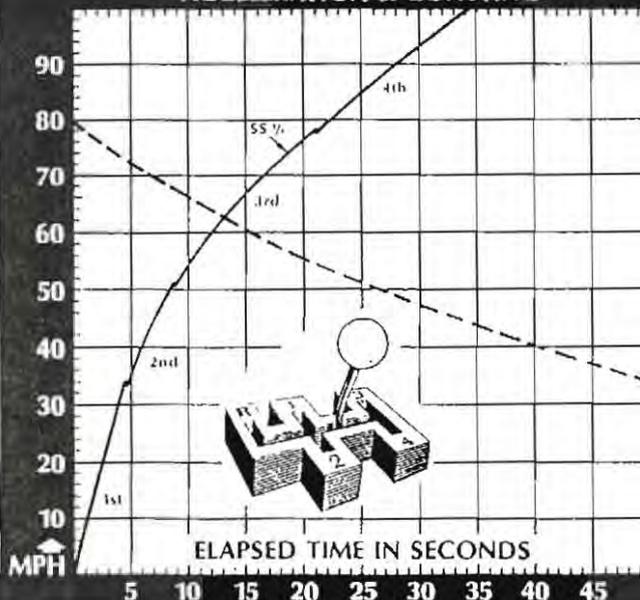
 4th gear, max gradient, % ..... 10  
 3rd ..... 16  
 2nd ..... 23  
 Total drag at 60 mph, lb ..... 130

**SPEEDOMETER ERROR**

 30 mph indicated ..... actual 29.0  
 40 mph..... 38.6  
 60 mph ..... 57.0  
 80 mph..... 76.2  
 100 mph ..... 95.0

**FUEL CONSUMPTION**

 Normal range, mpg ..... 15-20  
 Cruising range, mi. .... 210-300

**ACCELERATION & COASTING**


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**FOR SALE:** 80HP (Z) ENGINE. \$150. Call Don Robinson. 297-1356. 4/91

**FOR SALE:** '64 MONZA, 4 door, 110/auto. Nice interior, new tires; could stand a paint job. \$1,300. Call Larry Dandridge at (602) 750-1515. 2/91

**FOR SALE:** '64 CONVERTIBLE BODY, no dents; no rust; servicable interior parts; transmission and differential installed; no engine. \$500. Call Larry Dandridge at (602) 750-1515. 2/91

**FOR SALE:** 140 HP HEADS, 1 set fly cut and valve seats ground, no valves. \$115 each. One only with valves. \$130. Call D. Marshall at 883-1421 mornings or evening, or Del Light at 883-6794. 2/91

**FOR SALE:** CORVAIR PARTS. Large outdoor lots full of good Corvair parts. Will sell or part. Call Barry Cunningham at (602) 747-9028. 2/91

**FOR SALE:** PARTING OUT 7 Corvairs (1 convertible). No titles. Call Mike Garrison in Sahuarita at 1-602-648-2610. P.O. Box 603, Sahuarita, AZ 85629. 2-91

**FOR SALE:** '63 GREENBRIER, automatic, freshly sealed engine, new brakes, new tires & battery; carbs rebuilt; good mechanically. Asking \$1,500. Call Lewis Bailey (602) 744-9307. 1/91

**FOR SALE:** '61 LAKEWOOD, automatic, reconditioned. \$1250 OBO. Call Del Light (602)882-6794. 12/90

**FOR SALE:** '64 MONZA, 2-door, automatic, not running but complete. \$350. Call Del Light (602)883-6794. 12/90

**FOR SALE:** '65 MONZA, 2-door, 4-speed, rough but strong engine. Running. Will part out engine first. Call Del Light, (602)883-6794. 12/90

**FOR SALE:** '61 MONZA 900, 4-door/automatic. All original and near perfect inside and out. Original air conditioning upgraded with modern low-load compressor. No rust ever. Drive it anywhere. The best example of this model to be found. Asking \$3,600. Call Don Davis (602)296-9811. 11/90

**FOR SALE:** 1965 CORVAIR was just reconfigured less than 200 miles ago from a Corsa 180 hp Turbo (sad story of what happen to my pride and joy Varooom - a story too long to relate) to 110hp. Has TB-30 Otto cam with fail-safe gear, .060 over TRW forged pistons, viton seals, Mallory dual-point distributor, Mallory C/D ignition, Stewart-Warner oil pressure gage, Stromberg 2-barrel, '66 Saginaw 4-speed, positraction - 3.55, telescopic steering wheel. Also new white headliner - rest of interior is black, new white paint job - famous diamond glass, new turn signal switch. Asking price includes two 14 in rear mag wheels - on has the skin, all parts removed - 140 heads by Bill Coyle, water injection, rebuilt turbo - so buyer can return engine to 180hp turbo configuration. Needs oversize valve guides. Meets Old Cars Price Guide grade 3 requirements. Get all of this for only \$2585. Call Fred Zimmerman any time at 887-6805. 10/90

**FOR SALE:** SPYDER COUPE, '64, white w/ white seats and red interior trim. Rust free body and new tires. A one owner car that can be driven anywhere. \$ 2,950 OBO. Call Gordon Cauble (602)299-1122. 4/91

**FOR SALE:** '60 700, 4-DOOR, straight body, all original parts, some parts rechromed, needs interior and paint. \$650 OBO. Don Schmitt 745-5581. 6/90

**FOR SALE:** '65 CORVAIR COUPE, 110 engine, 2nd owner, 50K original miles, needs small amount of body work. Engine needs minor rebuilding. Interior needs replaced. New brakes. Asking best offer. Must sell. T.K. Estes, wk:795-8242, hm:885-1339. 3/90

**AUTO BODY REPAIR and Restoration.** Traveling estimates. I could be less than you think, but then again, it could be more. Corvairs are my first love. Ted Christianson, 887-9449. 1/90

**PARTING:** '66 Corvair, 2d, no motor. SELLING '63 van motor, 47K miles. Misc Corvair parts. Call Ted Christianson 887-9449 1/90

**FOR SALE:** NEW and GOOD USED PARTS. Rebuilt flywheel for early or late, bolted and balanced, \$85; good FC axles with packed bearings, \$80 ea; '65 Corsa wiring harnesses - main & engine compartment; new gas door guard, \$20; 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-YOURELFERS:** 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



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748-1444

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Best

Corvair Specialists

Automotive

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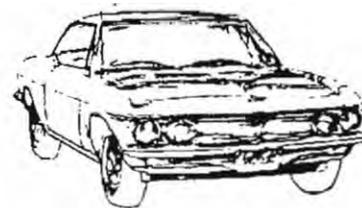
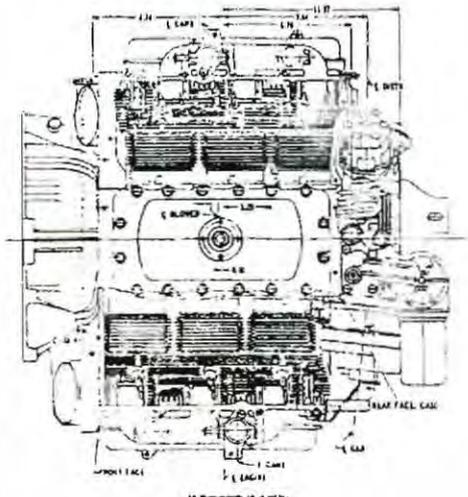
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1441 S. Alvernon Way • Tucson, Arizona 85711

(602) 750-1515

Michael Riley-Owner

Larry Dandridge-Manager



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8:00 am to 6:00 pm

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Manager: JACK

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296-4396

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**TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING**

FOURTH WEDNESDAY of each month  
(except December)

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**

May 18: Pima Air Museum; meet at 9:00 am at Triple T Truck Stop  
See details inside.

Wednesday, Apr 23: Regular Monthly TCA Meeting

Wednesday, Apr 30: TCA Board Meeting 7:30 at JBs, Swan & Speedway

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



**FIRST CLASS MAIL**

