

Corvairisation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

Volume 18 Number 7

October 1992

Happy

Hallow-Vairin'

He, He, He.



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 of General Motors. 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 each month with the exception of July and August.

MEMBERSHIP DUES are \$12.00 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairperson.

CHANGE OF ADDRESS: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Editor.

COSA MEMBERSHIP DUES are \$25 per year and include a subscription to the COSA Communique, a monthly publication. COSA membership is not require for membership in TCA but is highly recommended. See any TCA officer for information.

CLASSIFIED ADS are free to members and \$2.50 per line to all others.

DEADLINE for all materials submitted for publication in the Corvairsation is the 10th for that month's issue. Mail or deliver all materials to the Editor.

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Corvairsation Editor,
~~Dave Baker & Ron Allen~~

Carl

The last few days I've been working on my Corvair, getting ready for the CASA DE LOS NINOS CAR SHOW, October 17. It is no show piece, but this time it will look stock. We're expecting at least 11 cars and one van to show. We know we will have a great time checking out all the interesting cars in the show and visiting with all our fellow Corvair fans. Ask those who were there!

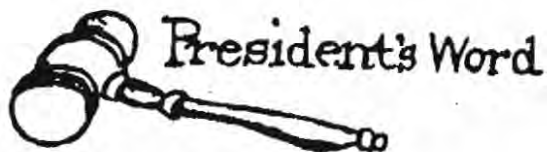
For those who want to go to the GREST WESTERN FANBELT TOSS & SWAP MEET in Ontario, CA, phone Esther Alex at 293-4156 and she will send or give whoever you are a Registration packet which gives all necessary instructions. The dates for this event are November 13, 14, 15, 1992, in Ontario, CA.

Also in November, TCA has a Rally planned, going to Bisbee. The last time we had a Rally to Bisbee, everyone had a good time and enjoyed a meal at the Copper Queen Hotel. Also, we had some unusual figures for gasoline mileage. Don Robinson won - - - - 33 MPG.

FACT.....NOT TRIVIA:

Hold your breath for five (5) seconds, and the U.S.A. National Debt goes up \$55,000....\$570,000,000 a day....\$1,110,000,000 a year.

Cecil Alex



BILILIKIEN



Mark Morgan



Courtesy of

CORVAIRS OF NEW MEXICO

Vice President's Column

Casa De Los Ninos Car Show!

Hope everyone has there cars washed and shined up. I know a lot of people have, some **even painted!**

Lynn, and I was in Cedar City Utah last week, Went out for dinner, and seen a 1964 Corvair But the owner was not around, Really a Nice looking Car!

Thanks to Larry Dandridge, for guessing the "What Is It", **dynamic balancers**, for corvertibles.

See you Saturday at 7:00 A.M. for Pancakes, and a great day to show our Corvairs!

Randy Bloom

TRIVIA

- . What was the last year the gas heater was offered in a Corvair car? _____
- . What cylinder is closer to the front of the car, #5 or #6? _____
- . Is the glove compartment key slot in the verticle or horizontal position when locked? _____

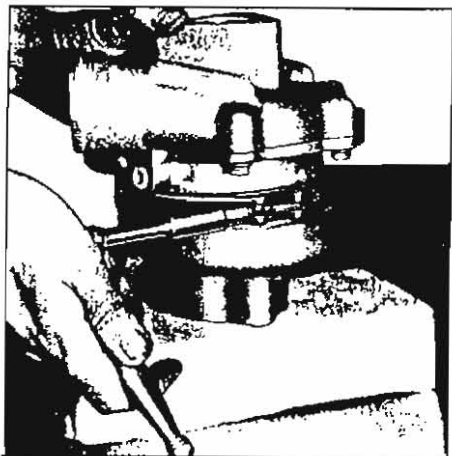
Of Mice and Mint

Road and Track reader Michael D. Reilly of Golden, Colorado kindly offers advice on an often unforeseen problem of car storage

The best way I've found to keep mice from making a home in a stored car is to pick some stalks of fresh mint, tie it into buudles, and leave these bundles in the interior, engine compartment, and trunk. The rodents don't like its smell

As a bonus, the car will not take on a musty odor, but will continue to smell fresh. The leaves will dry out and become brittle, so you may have to vacuum the car when the storage period is over.

Road and Track, August 1992
Contributed by Mr. Ben Wrench



WHAT IS IT ?

Please save your answers and give them at the meeting !

What was the first car you bought and what happened to it?

Cecil Alex: His first car was a 1916 Ford Speedster, he decided that he could't take out girls, so he got a 1923 Ford Cpe. And he keep going from there.

Ruth Griffeth: Well, Ruth didn't learn to drive until after she was married, so as far as she can remember, her first car was a 1950 Oldsmobile 88.

The Chastains: Their first car was a 1934 Chevy, Mr. Chastain sold it when they left New Mexico.

CONCOUR TRIVIA: *Courtesy of Westwind S.A.*

With South Coast Corsa having just completed a very successful show in San Pedro during the month of August and our 19th Annual Concours d'Elegance & Picnic fast approaching (How could you miss the registration form in this issue?) and God only knows how many other car shows are going on for the next several months (years?) DID YOU KNOW THAT

There are "8" Judging categories in our concours?

There are 1,000 points available?

The Final Score is divided by 10?

A heavily dented, dirty, scratched, painted, crummy wheel cover means you can only lose up to 4 points or 4 on the total?

If a trim strip/piece is missing you cannot get deductions for it?

The chassis and undercarriage amounts to 150 points or 15 of the total?

A Senior car gets over 93.5 total points at two CORSA sanctioned concours or one National Convention?

That a Primary Class concours car usually scores in the 80's?

Oil is the most common markdown area?

Bumpers amount to 14 points or 1.4 of the total?

110 points or 11.0 total award is available if your car is safe and operational?

Nice fuzzies are worth 4 points or 0.4 total?

A falling apart, dirty, mildewed, stained, headliner with rusted coat hooks and mismatched screws can only lose up to 26 points or 2.6 total -- that is more than the front and back bumpers combined!?

The interior is worth up to 225 points or 22.5 total?

Thank you Kathi McCunney for these enlightening words of wisdom and encouragement.

(Humor) -- does this mean if I enter a brand new wheel I would only lose 11 total points because the Bumpers & Fuzzies are not required? or is the rest of the car is not there -- GREAT!!

15 CORVAIRS

31 PEOPLE

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:35 p.m., by President Cecil Alex at Picadilly Cafeteria Wednesday, September 23, 1992.

Visitors were: Don Russard & John Ayers.
Minutes of the August meeting were accepted as published in the Corvairsation.

Ron Allen gave a Treasurer's report. The checking account balance is \$1,044.94.

Van Pershing spoke regarding the Casa Car Show, October 17th. The Casa Car Show representative was unable to attend the meeting. All attendees should meet in the southwest parking lot at El Con Mall at 7:00 a.m. Allen Elvick will be filling in for Van. The Rotary Club will be serving breakfast starting at 6:00 a.m. The cost is \$3.00. If you are participating, please take a few minutes to clean, wax and prepare your car prior to the show. Don't forget to bring your sunscreen, drinking water, hat and chair.

Van Pershing gave a tech session on fans and bearings.

Dave Baker won the license plate drawing.

Raffle prize winners were: Carole Sanford, Don Chastain & Vern Griffith.

Volunteers for raffle prizes in October are: Bill Leslie, Dave Baker, Barry Cunningham, Josh DeWitt & Al Crispin.

Larry Dandridge won the "What Is It?" contest for September. Many thanks to Ron Bloom for coming up with the "What Is It?" part each month.

Cecil Alex distributed fliers for the Great Western Fan Belt Toss & Swap Meet, November 13-15, 1992 in Ontario, California.

The meeting adjourned at 8:40 p.m.

Respectfully Submitted,

Marcy Tucker
Marcy Tucker

P.S. If your name was omitted from the TCA Roster published in September's Corvairsation, or if you noted typos or errors, please let me know!

Corvairs as Milestone Cars

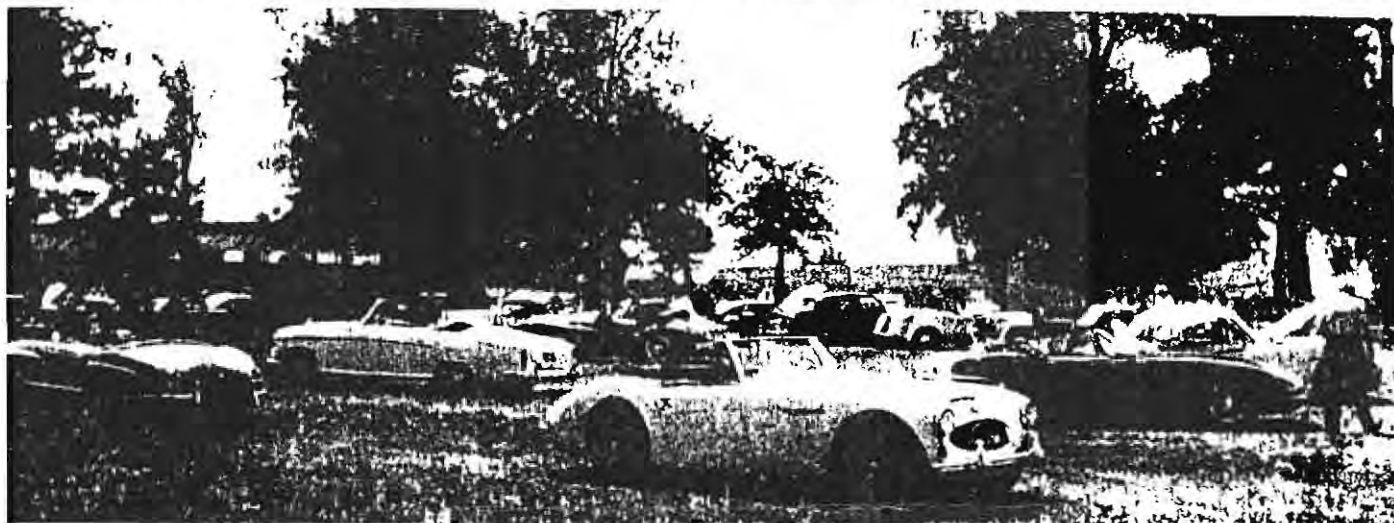
Corvair owners, do you realize that you may own a Milestone Car? You thought it was a great little car, ahead of its time and all that, but you thought the rest of the world only associated Corvairs with oil leaks and Ralph Nader, right? Wrong! On the official list of Milestone cars, certified by the Milestone Car Society, are 1960-64 Monzas, 1962-64 Spyders, 1965-69 Monzas and Corsas. Cars are certified as Milestones by a group of automotive experts based on a car's styling, engineering, performance, innovation, and craftsmanship.

Jean Allan, Circle City Corvairs

weekend in July. The 1985 Grand National was held at the Indianapolis Motor Speedway, July 26-28. Because of the great variety of cars designated as Milestones, the meet had an assortment of cars that read like a "Who's Who" among cars. Many were in pristine condition. Second and third places went to many excellent cars. The Society requires a minimum of 90 points for first place, 80

and other Milestone domestics. Cars not certified as Milestones, but built in the Milestone Era (1945-1970), were judged in classes separate from the Milestone cars. Corvairs that are neither Monzas nor Corsas fall in this category. There were also foreign Milestone cars such as Rolls Royce, Jaguar, Mercedes Benz, Austin Healey, Ferrari, and others, as well as non-Milestone cars from this era.

Five Milestone Chevrolet cars entered the show to be judged. A '58 Corvette, two '57 Chevrolets, and two Corvairs.



A car must have excellence in at least two of these categories to be certified as a Milestone. The 1962-64 Spyder was the only Corvair certified until 1983, when two other categories of Corvairs were added. The description of the Spyder on the poster of Milestone cars that is sold by the Society (printed by C.R. Seals & Bearings) is so insightful it is repeated verbatim here:

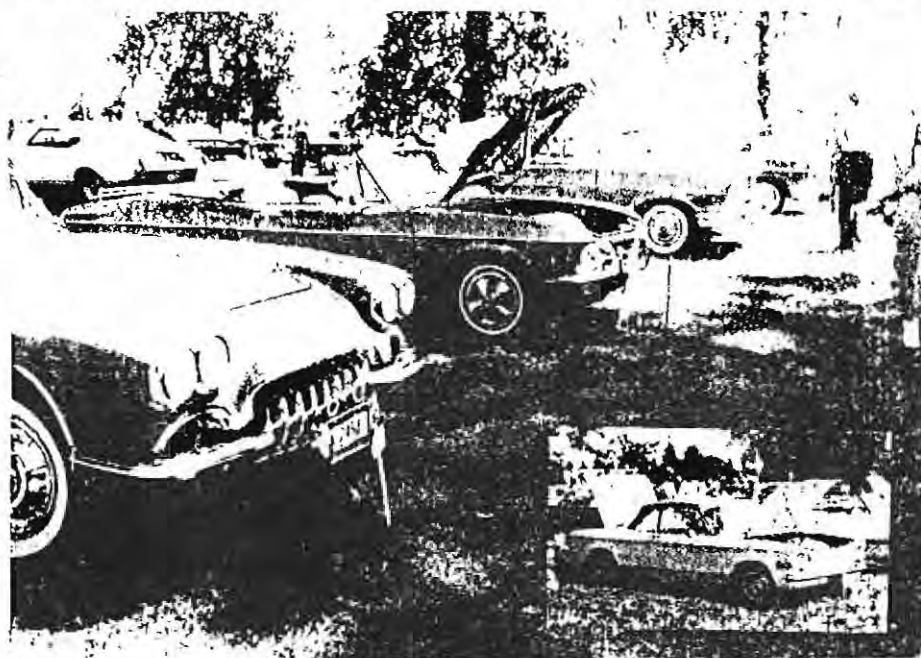
"1962-64 Corvair Monza Spyder. It is not very often (perhaps not often enough) that a car comes along to challenge all the accepted standards. The Corvair was such a car. Rear engine, air-cooled, compact, it defied conventional wisdom among America's car makers. As if all that weren't enough, the Monza Spyder adopted yet another revolutionary feature, turbocharging. Almost common today, it was heady stuff back in 1962. Ralph Nader notwithstanding, the Corvair left in its wake a cult of devoted enthusiasts that is alive and buying to this day."

The Milestone Car Society, along with recognizing your Corvair as a Milestone, would like to see your Corvair at its Grand National, held annually the last

points for second, and 70 points for third.

About 100 cars registered for the meet, with 60 to be judged. The classes of domestic Milestone cars judged this year were Cadillac, Lincoln, Chrysler, Pontiac GTO, Olds 442, Chevrolet, Buick Riviera,

Classes were generally small because of the great variety of cars included. The two Corvairs were entered by Mike Jones of Mt. Vernon, IN ('68 Monza convertible), and Jean Allan of Indianapolis, IN (1964 Spyder coupe). Throughout the day a



great deal of interest was shown in the Corvairs by the participants. Several people commented that this was indeed an automotive Milestone in the same right as the Jaguars, Ferraris, and other more "exotic" vehicles.

Immediately following the car show, all exhibited or judged cars were allowed to drive around the two-and-a-half mile oval track. This is great with a small, select group of cars. Everyone was allowed almost two full laps. The track goes by quickly at 40 mph—it must be breathtaking at 200 mph!

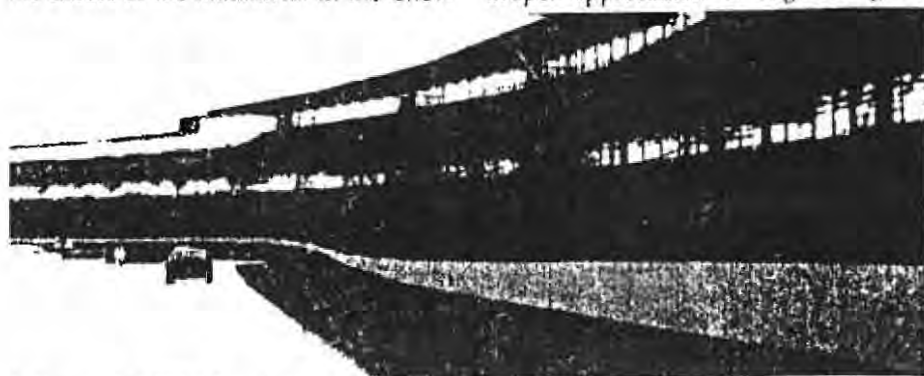
After a delicious banquet at the famous Speedway Motel, awards were presented to the second and third place winners. First place winners received their awards as they drove their winning cars under the marquee of the Speedway Motel to the cheers of the onlookers. In the Chev-

rolet class, first and second places were awarded to the '58 Corvette and one of the '57 Chevrolets, both appeared to be absolutely perfect restorations. Mike Jones' beautiful blue Monza convertible took 3rd place in this class.

All in all, the Milestone Car Society's Grand National is a delightful meet to show your Corvair and see some very unusual automobiles at the same time. The meet has had Corvairs in small numbers in the past. In fact, Gerald Burnett of Chatham, IL won the Milestone Cup (winner chosen by the head judge) last year with his '65 Corsa coupe (see page 7). This meet is a good opportunity to get more exposure and greater appreciation for our favorite cars among those whose automotive savvy goes well beyond that of the average car buff to a deeper appreciation of engineering ex-

cellence and innovation.

The classes at the Grand National are generally augmented to include a special class for any make with four or more Milestone cars entered for judging. With four or more Milestone Corvairs registered, the meet would in all likelihood have a separate class for Corvairs. With ten or more Milestone Corvairs, two classes probably would be created. To show a car, you must be a member of the Milestone Car Society (write MCS, P.O. Box 50850, Indianapolis, Indiana, 46250). There are currently 500-600 members nationally with several local chapters being started.



Indianapolis "500" Speedway

Headlight setting is a big factor in safe night driving

You bet your life on your car's ability to perform safely each time you get behind the wheel... night and day. The big difference at night is light — how well you can see and be seen.

Correctly aimed headlights light up to about 350 feet of the road ahead on low beam. But if they are tipped a mere one half of a degree lower, visibility is cut to about 250 feet. One full degree lower than the correct factory-set position means your lights "see" only 150 down the road. High beams nearly double the low beam seeing distance.

Headlights aimed too high are a hazard too. They annoy oncoming drivers and waste their light on rooftops.

Keeping headlights properly aimed is no great problem if you follow a simple method suggested by General Electric experts. You will need 35 to 40 feet of flat (or constantly sloped) driveway in front of the garage door.

Shine your low beams on the garage door from 2 to 3 feet away.

Outline the bright spots on the door with a soft pencil or tape.

Back the car to about 25 feet from the garage door. The top of the low beams should shine no higher than the top of the marks on the door, or lower than the center of the marked circle.

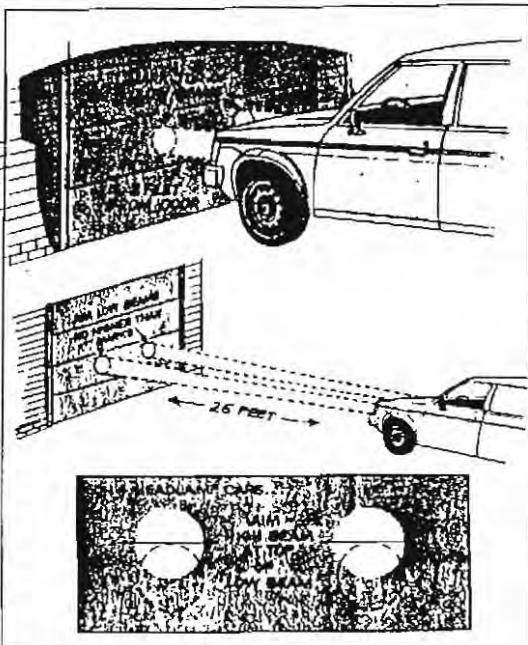
Make the necessary adjustments. On most cars, each headlight has two Phillips screws that adjust the beam up or down, and left and right. These are visible without removing any hardware.

If your car has only two headlights, the high beams are automatically aimed when you aim the low beams.

If your car has four headlights, aim the low beams first. They are the outer or upper two lights. Then adjust the high beams until the center of the high beam is at the top of the low beam.

To check the sideways aim of your headlights, sight through the center of the rear window at 15 feet. If your lights are cross eyed or wall eyed, adjust until the beams appear straight ahead and the distance between them matches the distance between the headlights.

COURTESY OF JOE CAPUSO



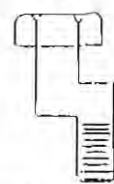
Keeping headlights properly aimed isn't a problem if you follow this simple method. (Drawings by General Electric.)

"The Rearview", September, 1992

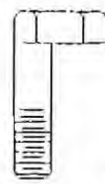
HARDWARE STANDARDS

Submitted by: Jean Lampley
Found in "The Gas Light"

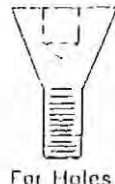
Finally, screws for any purpose. Especially for those of us that have trouble drilling a hole perfectly straight. Check with your local hardware for these special items. Engineered to fit any situation. Excellent restoration tension relievers!



For Mismatched Holes



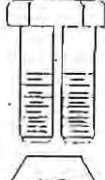
For Holes Too Near The Edge



For Holes Countersunk Too Deep



For Holes Countersunk on Wrong Side



"Assemblers Special" For Oversize and Standard Holes



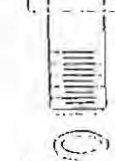
Binocular Bolt for Double-drilled Holes



For Holes Drilled Crooked & Cored



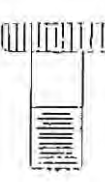
For all Tapered Holes



Oval Thread for Out-of-Round Holes



For Re-drilled Holes That Still Won't Match



Serrated Head for Vise Grip Torquing



For Double Countersunk Holes

Editor



Well, here it is Indian summer. And fall is suppose to be right around the corner, but it is still very hot, and all we can do is hope that fall will hurry and get here.

Its that time of year when we will be having lots of activities and boy, am I looking forward to the time that all of you nice people will be sharing in the fun times at our clubs activities. Don't forget to be aware of the activities, that is taking place in our club. Saturday Oct. 17 is the Casa Car Show, Saturday Nov. 24, is the Bisbee run, and in Nov. is the Fanbelt Toss. Please don't forget to mark your calendar.

Another thought is that its that time of year when all the little kiddies will be out there trick or treating, so please be carfull when you are out there driving around. Lets have a safe and joyfull Halloween.

Good news for all conversation readers. Starting in this issue of our conversation, we will be printing birthdays, anniversaries, and your favorite recipies. If you would like to have something printed in our next issue, please have it to the editor, no later than the 10th of each month.

Straight From The Kitchen Of Lynn Bloom Sock-it-to-me-Cake

Cake;
1Pkg. Duncan Hines Moist Deluxe Butter
Recipe Golden Cake Mix
4Eggs
1 Cup Dairy Sour Cream
1/3 Cup Crisco or oil
1/4 Cup Water
1/4 Cup Granulated Sugar

Streusel Filling:

2 Tablespoon reserved cake mix
2 Tablespoons ground cinnamon
1 cup finely chopped pecans

1. Preheat oven to 375 F.
Grease and flour 10 inch tube pan.
2. For streusel filling
Combine 2 tablespoons dry cake mix,
brown sugar and cinnamon in medium
bowl. Stir until crumbly.



3. For Cake:
Combine remaining cake mix, eggs,
sour cream, oil, water and granulated
sugar in bowl. Beat at medium speed
with electric mixer for 2 min. Pour
two-thirds of batter into pan.
Sprinkle with streusel filling.
Spoon remaining batter evenly over
filling. Bake at 375 F. for 45 to 55
min. or until toothpick inserted in
center comes out clean. Cool in pan
25 mins. Invert onto serving plate.
Cool Completely.

4. For Glaze:
Combine confectioners sugar and milk
in small bowl. Stir until smooth.
Decorate cake with glaze.



Please submit all articles, or any information, that you would like to contribute to our news letter, PLEASE NO LATER THAN THE 10 OF THE MONTH. Thank you for your interest in our news letter.

BIRTHDAYS BIRTHDAYS BIRTHDAYS
AL CRISPEL JOHN LIGHT

A BIG HAPPY BIRTHDAY!
IF WE HAVE MISSED ANYONES
BIRTHDAY, PLEASE ACCEPT
OUR APOLOGY!

EDITORS DILEMMA

Getting out this newsletter is no picnic
If we print jokes, people will say we are silly.
If we don't, they say we're too serious
If we clip and use things from other papers,
We're too lazy to write our own articles
If we don't print contributions and/or recipes,
We don't appreciate true genius
If we make a change in some else's article,

We are too critical and if we don't we're sleeping on the job!
Now, like as not, someone will say we swiped this from some other paper
YES, WE DID!

with minor alterations, omissions thanks to Pikes Peak Canyon Club

TCA's ANNUAL CHRISTMAS DINNER/PARTY

Now is the time for you to get your reservations and dinner choices in to the Association Vice President, Ron Bloom.

WHEN: WEDNESDAY DECEMBER 16th, 1992

WHERE: Smuggler's Inn Restaurant, 6350 East Speedway,
just east of Wilmont

Happy Hour 6:30 P.M. NO Host Bar
Dinner 7:30 P.M.

MENU CHOICE

Teriyaki Chicken
Lemon Chicken
London Broil

Vegetables:

Baked Patato or Rice
Green Beans or Glazed carrot

Desert

Carrot Cake

Beverage

Coffee, Tea, Decaffinated
Coffee

Circle your choice(s), mark quantity, price, and add total cost and send, with check (Made Payable to T.C.A.) to the Vice President at the address below:

Ron Bloom
4072 E. 22nd St.
Suite 197
Tucson, Az. 85711

Print Names 1 _____ 2. _____ 3. _____

ALL ORDERS MUST BE RECIEVED BY RON BLOOM BY THE 10 DEC. 1992.

MAKE CHECK PAYABLE TO: T.C.A.

REMINDER:

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Vairs 'n Spares

FOR SALE: 63 Spyder Coupe. New interior and paint. \$2450 OBO. call Don Robinson (602) 297-1356

FOR SALE: 66 CORSA, 140 HP/4 speed. Original and complete. Looks nice. \$1600 OBO. Call Don Robinson (602) 297-1356.

FOR SALE
1966 - 500 Coupe, 110 HP, 4 speed, 3.55 rear. 4 - 180 R 13 near new WSW tires. Straight, Chromed front and rear bumpers, Chromed Air Exhaust Grill, Dual Glass Packed Mufflers (?). Best Offer. Ron Allen, (602) 883 - 8458.

FOR SALE: Greenbrier, 1961, blue and white, rust free, automatic, historical license, new brakes, rings, mini & rod bearings, valve job, paint, good rubber, manual 4-speed transmission and axle, clutch, gear shift bellhousing complete. for conversion to manual, all for \$1500.00, call Manny, 745-2614

Phoenix Area:

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61 900 CPE. \$975.00 OBO
1-602-945-8490
66 Maza Cpe \$500.00 OBO
1-602-860-2567
64 900 4Dr. \$1500.00 OBO
1-602-835-6496 or 890-2363
65 Corsa 140 Cpe. \$1350.00
1-602-266-6200 Scott
63 900 Cpe. \$2995.00
1-602-588-3515
64 900 Cpe. \$2500.00 OBO
1-602-935-7296
65 Corsa 180 Conv. \$ 2300.00 OBO
1-602-969-6693 or 377-5117
Tommy

FOR SALE: CORVAIR PARTS. Large outdoor yard full of great Corvaair parts. Call Barry Cunningham for information at (602) 747-8028.

NOTE--Ads in VAIRS 'N SPARES are free to TCA members. Non-members can place a 4 line ad for \$2.50. Members send ads directly to CORVAIRATION editor.

FOR SALE

65 4spd Trans-axle gone through 125
64 110 Heads pair good 100. 64 power
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110 eng. runs 75. Rail headers for
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ndow 25. Early W/S 75. 63 Front Sus
pension 50. 63 Complete Suspension
Bear, 50.
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| | | |
|-----------------|-----------|----------|
| 63 Greenbire | \$795.00 | 746-0839 |
| Fresh 110 Heads | \$90.00 | 292-1971 |
| 62 900 4dr | \$1595.00 | 888-0910 |
| 61 900 cpe. | \$800.00 | 742-1725 |
| w/extra eng. | | |
| 66 900 cpe. | \$750.00 | 722-8587 |
| W/extra Eng. | | |
| 62 900 4dr. | \$400.00 | 882-7699 |
| OBO | | |
| 63 900 CONV. | \$3000.00 | 325-0854 |
| 64 900 CONV. | \$200.00 | 571-9680 |
| Project Car | | |
| 61 900 cpe. nds | \$800.00 | 621-7706 |
| interior work | | |

FOR SALE: NEW AND GOOD USED
PARTS--Rebuilt flywheels for
early or late, bolted bal-
anced and guaranteed. \$90;
all other parts for "clutch
job" available. FC axles
with packed bearing, \$75. ea.
'65 Corsa wiring harnesses,
main & engine, \$30 ea; new
gas door guard, \$20; reconed
Corvaair radio speakers, early
\$16, late \$20. Call Gordon,
602/299-1122.

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS
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

9. Vehicle

8. #

7. 1967

COMING EVENTS

Oct. 17, 1992 (Casa Car Show)

Nov. 21, 1992 (Blisbee) Everyone will
 meet at the south parking lot of the

Catalina Bowling Alley, at 9 o'clock

Dec. 16, 1992 (members lun)

Christmas Party

Nov. 13, 14, 15 (Vintage Corvair)

Ontario, California, Fairbairn Town.

Regular Monthly Meeting: Wednesday, Oct. 28, 1992

TCA Board Meeting: Wednesday, Nov. 4, 1992 at JB's Swan & Speedway, 7:30pm

Tucson Corvair Association
 4072 E. 22nd St Suite 197 • Tucson, Arizona 85711



FIRST CLASS MAIL

