

Corvairisation

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

Volume 19 Number 11

February 1994

Happy



Valentine's Day



I  MY VAIR

TUCSON CORVAIR ASSOCIATION

EST. 1975

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: Initial dues are \$ 15.00 (includes name tag), renewable for \$ 12.00 per year and 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 required for membership in TCA but is highly recommended. See any TCA officer for information.

CLASSIFIED ADS are free to members and \$2.50 per 4-line ad 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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Dear Members,

When I expressed my interest in the presidency of this organization one year ago, our treasury was in an undesirable condition, our club copier problems weren't completely solved, and I was following some giant footsteps (our past President Cecil Alex). Al Crispin has done an exceptional job of putting our finances in order, our copier problems have largely been solved through the efforts of Ron & Lynn Bloom, the Alexs and Marcy Tucker (my wife).

I have learned that: my organizational skills are still poor, that my desire to lead the club in at least one new direction will go unfulfilled, and that I could have done a better job, had I spent more time and effort. (So to console myself, I say, "I was as good as Ike anyway!") I feel I owe you (as members) an explanation for my uneventful term.

A year ago, Marcy and I were operating our plastic fabrication business taking in work from a wide variety of individuals and companies locally and from the southwest region in general. Around the end of May we started developing a few product ideas for the national market. The most viable of these ideas were then fully developed into prototypes, and the protos were then "sold" to a number of wholesale distributors. Once their sales people had our products in hand, we began to spend more and more time in production and product development. It was I suppose, like having children. We had less and less time for anything, all of our energy was being focused on sales and production. The time and energy left over allowed us to eat and sleep, (oh ok, I'll admit to working on a lot of race cars in the past year, but we only went to 20 some events this year as opposed to more than 40 "shows" the previous year).

With our first few products on the market, we've had interest from distributors in 3 European countries, and customer demand for similar products has caused us to go "back to the drawing board" and develop 3 new ideas for international trade. As this is going to press, our new products have been received very warmly! Are we rich? Not just yet, (remember it took the newspaper USA Today 12 years to show a profit). But we are close to success. Part of the cost of this success of ours is at the expense of the T.C.A., and my inability to devote more time and energy to advancing the club. Thank God I had wonderful people supporting me.

As my term expires, I at least have the satisfaction of knowing my successor will be able to lead our organization with confidence, ability and good support. I just hope your new leader doesn't have aspirations of radically altering their business this coming May also!

My association with this club has always been fruitful and fun, and I'm sure it will continue to be for years to come. I would like to thank each and every member for allowing me to serve you this past year.

Bill
(NOT SLICK WILLY!!)

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:30 p.m., by President Bill Leslie, at Picadilly Cafeteria on Wednesday, January 26, 1994.

Visitors were Andrew Pardo, Randell Griffith and R.D. Bloom.

Esther Alex reported on the Xmas party at OK Corral.

Don Robinson now has sweatshirts (\$12) and hats (\$12 & \$13) available for sale. \$2.00 from each sale goes to T.C.A.

Beverly Baker reported on the T.C.A. library.

Treasurer Al Crispin reported a treasury balance of approximately \$850 as of meeting time. The acquisition of a T.C.A. Visa/MasterCard for parts purchases was discussed. Al will gather the information necessary for discussion at a later meeting.

The February mid-month activity is the Marana Car Show on Saturday, February 12. Six T.C.A. cars took part last year.

Barry Cunningham reported on the Tune-Up clinic at his shop on January 22nd. Eleven Corvairs were in attendance.

Al Crispin discussed the slate of officer candidates for the February election.

Volunteers for the February raffle prizes are Allen Elvick, Esther Alex, Barry Cunningham, Randy Griffith and Beverly Baker.

License plate drawing winner was Don Robinson.

Raffle prize winners were Lynn Bloom, Barry Cunningham and Don Chastain. Proceeds from the raffle ticket sales were \$26.00.

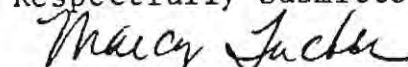
Beverly Baker announced that Mike Krug was looking for assistance in assembling an engine for his van. Anyone interested can contact Beverly for his phone number and address.

Barry Cunningham reported on distributors and rotors.

Joe Abate discussed a valve job on his 140 heads, distributors and cam gears.

The meeting adjourned at 8:45 p.m.

Respectfully Submitted:



Marcy Tucker
Recording Secretary

IN JANUARY WE WERE INVOLVED IN A NEW AND EXCITING EXPERIENCE, WE PUT BOTH THE RAMPSIDE AND THE CONVERTIBLE IN THE MOVIE CALLED " PONTIAC MOON " THE PRODUCTION OF THE MOVIE WAS BEING HELD AT THE ROUND - UP LOUNGE AT BENSON HWY. AND THEN AT THE APACHE MOTEL. RON, AND HIS SON R.D. SAT PATIENTLY WAITING FOR THEM TO CALL TO SHOOT ONE OF OUR CORVAIRS. WELL UNFORTUNATELY WE WEREN'T CALLED THAT EVENING. SATURDAY THEY WERE TO BE DOWN AT THE SET AT 7PM AND MR. VERN GRIFFITH WENT TO SEE WHAT WAS GOING ON WHEN HE WAS TALKING TO RON AND THEY GOT HIS CORVAIR IN ALL THE ACTION. WELL RUTH AND I WENT TO SEE OUR GUYS, AND WE GOT TO SEE A LOT OF PEOPLE RUNNING EVERYWHERE BUT WE DIDN'T GET TO SEE ANY OF THE SHOOTING. RON AND R.D. GOT TO SEE A LOT OF THE SHOOTING AS WELL AS HAVING LUNCH WITH TWO OF THE FAMOUS MOVIE STARS, INCLUDING TED DANSON, [GREAT] WHERE WERE THEY WHEN WE WERE THERE ! BUT OVERALL WE HAD A GREAT TIME AND HAD SOME EXCELLENT FOOD, AND BELIEVE ME THEY FEED YOU VERY WELL, LIKE NEW YORK STRIP FOR LUNCH! WE HAVE TAKEN SOME PICTURES OF THE MOVIE SET, AND RUTH AND LYNN HAS BEEN INVITED TO JOIN THE SOUTHERN ARIZONA FILM COMMISSION. WELL OVER ALL IT WAS FUN AND EXCITING. LOOK FOR THE RELEASE OF " PONTIAC MOON " IN EARLY FALL.

RON & LYNN BLOOM

THE FEBRUARY RALLY WAS HELD AT THE MARANA HIGH SCHOOL. THERE WERE FOUR CORVAIRS THERE, MR. ALLEN ELVICK TOOK FIRST PLACE, MR. RON BLOOM TOOK SECOND, AND MR. AL CRISPIN TOOK THIRD. OVER ALL IT WAS A FUN AND WINDY DAY. THERE WERE MR. & MRS VERN GRIFFITH AND MR. & MRS RANDY GRIFFITH & FAMILY. THOSE OF YOU THAT DIDN'T WANT TO GO MISSED A GOOD TIME AND GOOD FELLOWSHIP. THERE WAS SOME FINE OLD CARS THERE INCLUDING THREE STUDEBAKERS, A 29, 30, & A 31 GUARANTEED TO GO 95 MPH ! WE HOPE ALL OF OUR CLUB MEMBERS AND FRIENDS WILL JOIN IN ON THE MIDMONTH ACTIVES AND SUPPORT YOUR CLUB. WE ARE TRYING TO PLAN DIFFERENT ACTIVITIES FOR THE UPCOMING EVENTS.

LYNN BLOOM

TO ALL TUCSON CORVAIR MEMBERS:

YOU ARE ALL WELCOME TO HELP AND SUPPORT THE CORVAIRSATION NEWS LETTER. ALL AND ANY ARTICLES OR INFORMATION WILL BE VERY HELPFUL. AND FOR YOU WIVES SEND IN YOUR COMMENTS AND RECIPES AND WE WILL GET THEM IN OUR NEWSLETTER. PLEASE HELP AND SUPPORT THE CORVAIRSATION NEWS LETTER. PLEASE SUBMIT ANY ARTICLES OR INFORMATION, BY THE 10TH OF EACH MONTH.

THANK YOU FOR YOUR COOPERATION.

LYNN BLOOM

TUCSON CORVAIR ASSOCIATION

Census of Cars Owned by Members

Name _____

Address _____

Zip _____

Telephone # _____

Year you became TCA member _____

| | YR | Model | Body | Eng. Trans | Running | Reliability | Parts car |
|---|----|-------|------|------------|---------|-------------|-----------|
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |

Return form to
Larry Danchig at
next meeting or
mail to

1910 S. Jefferson #10
Tucson, AZ. 85711



SHOULD WE WORRY? YOU BET!

Jack Down

Houston, Texas, has just come up with a sort of ultimate anti-car bit of legislation. By defining a junk car as any inoperable vehicle (your Lamborghini with a broken distributor shaft would qualify) their regulation allows the city, all without any court order, to enter upon your property to haul off the offending vehicle, and to insure that the person who supposedly owns the car does not interfere, they will send an armed deputy along with the wrecker driver. And this, after the TEXAS court case, Price v. Junction City, Texas which found that "even junk cars are protected under the Constitution."

Chicken Little was right. The sky is falling.

Car crushing is least of our worries even if it gets the biggest press. We should protest the total destruction, rather than salvaging the good portions of the vehicle, but basically, it will be junk that is

crushed. This is not the case with the other three most scary scenarios. (1) Environmental pollution laws seen in emission controls and solid waste regulations: (2) unequal taxation as governments labor to extract every cent they can from any form of personal property, and (3) a combination of ecological and aesthetic zealots who want to set their own standards of safety, health, welfare and beauty through zoning regulations that run the ragged edge of Constitutionality, and often slide over.

Nine months ago, in an article in OLD CARS WEEKLY, I wrote that 1993 is the summer we should forget our meets and shows and concentrate on becoming united toward off this doomsday. Obviously, few took me seriously. I say it again. We are lost as a hobby if we do not unify. Sure, no one will take the Duesenburghs, or Packard phaetons, or Wills Saint Clares, or

Wintons out to the crusher, but let me tell you the Chevies, Plymouths, Fords and lesser vehicles of similar background will pay the price.

Every state should have a state-wide umbrella group like the Association of California Car Clubs. Approximately 25 do now and one is in progress in Oregon, but that still leaves half to accomplish this feat. And every individual club and all the statewide umbrella clubs should join a national umbrella such as the Council of Vehicle Associations, 10400 Roberts Road, Palos Hills, Illinois 60465.

The government is not fooling. 5,000 zoning departments are not fooling. The Sierra Club is not fooling. The EPA is not fooling. And we had better not fool around either for it will soon be too late for a huge selection of our 1960 through 1980 collectibles

This article re-printed from the January, 1994 issue of the
Generator & Distributor
monthly magazine of the Vintage Chevrolet Club of America
* VAIR HEELS Newsletter

The Real Corvair Story

by Bill Artzberger



1961 Corvair 4 Dr

Is the Corvair dead? As Mark Twain once stated, "The report of my demise has been grossly exaggerated!"

The sporty little Corvair is indeed very much alive and well as can be attested to by nearly 7,000 CORSA (Corvair Society of America) members. Between the fall of 1959 and the spring of 1969, 1,786,243 Corvairs were manufactured. At the last count, nearly 300,000 are registered and running — a very respectable survival rate of 17 percent. Most automobiles of similar vintage can expect a longevity rate of only five to seven percent.

But are they safe? Most everyone is aware of the history of the Corvair and the young lawyer and consumer advocate, Ralph Nader. The Corvair automobile and Nader became synonymous and still are. However, as the facts unwind, it's clear that he wasn't a major factor in the decision to stop building the Corvair.

Ed Cole was the father of the Corvair. Some of his credentials as a General Motors engineer were his work with World War II army tanks at the GM Cadillac Plant, the '49 Cadillac high-compression engine, his development of the famous small-block V-8 Chevrolet, and his early rise to General Manager of Chevrolet Division of GM in 1956. (Cole eventually became President of GM in 1967 at the age of 58.)

The Corvair was the product of Cole's creative imagination. Rear-engined foreign cars were readily being accepted by American car buyers. The German Volkswagens were selling as rapidly as they could be unloaded from a ship. Renaults were, too. And the Porsches were being snapped up faster than any sports car of the period.

It would be speculative to say that GM had in mind developing a "poor man's Porsche," but Cole tested his new Corvair engine in a Porsche body and was elated. This was the stepping-stone needed to further develop the new Corvair.

The original engine plan was to have a flat six-cylinder, air-cooled engine cast from aluminum in two halves. The cylinders and head and intake manifold were to be cast en bloc. The first of these engines experienced excessive cylinder wall wear due to poor aluminum alloys. The Reynolds Aluminum Co. claimed they could correct this problem using a silicone aluminum alloy. This was never developed further after it was discovered to be too hard to be machined economically.

The accepted plan was to use separate cast iron cylinders and two separate cylinder heads. Because of the 11 engine castings necessitated, as opposed to the original plan of two, the engine grew proportionately expensive. A compromise was then made and the go-ahead given to produce the new Corvair. The costs were cut elsewhere, but not in the engine. These cost cuts would eventually come back to haunt GM as a charge was made in one of their lawsuits that the lack of a front sway bar (to save money) caused the car to be unsafe. (This was disproved, but nevertheless remained indelible.)

The Corvair reached the showrooms in the fall of 1959. An old adage states: "First Impressions are best." The Corvair missed on its first shot. Rubber floor mats and gray upholstery were not what car buyers were searching for. The performance of the 80-hp, 140-cid engine, especially with the two-speed Powerglide transmission, was feeble. Sales were less than expected for a Chevrolet.

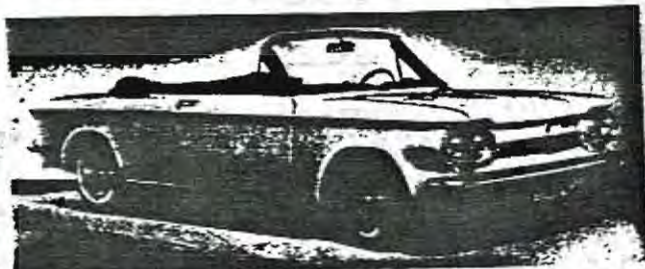
Even before the first Corvairs were shown, Cole and his crew of automotive engineers and designers no doubt had planned the Monza 900 model. Zora Arkus-Duntov (the Corvette expert) was corralled to add some spirit to the car, and he did. Whatever the initial 500 and 700 models lacked, the Monza 900 did not. It was nearly a total new car! With bucket seats, stainless steel, and anodized aluminum trim, it was the automobile that set the styling aesthetics for cars to come. In the luxury sports car field, it was the epitome! The Monza 900 sold more than any



1962 Monza 900 Club Coupe



1962 Monza 900 Club Coupe



1963 Corvair Monza convertible

other Corvair model until its end in 1964.

It was quickly recognized that car buyers wanted more high performance. A new, larger, and consequently heavier engine would be necessary, but impossible. In a clever effort to boost horsepower, the Chevrolet engineers came up with a turbocharger. (The first one appeared in 1962.) This model was named the "Spyder."

By the time 1964 rolled around, the engine was stroked to 164 cid and a rear sway bar was added. (This was in addition to the front sway bar that was added in 1961.) Improvements were made to brakes and the original 1960 austere, low-priced compact car was transformed into a very respectable automobile that was fun to drive. Although Corvair sales didn't match the more conventional Ford Falcon, Rambler, or Valiant sales, they were hefty enough to make a small profit and the Corvair temporarily filled a void in the GM lineup of auto offerings.

The 1965 (through 1969) Corvair was a completely new automotive milestone. Both the body styling and the controversial suspension were exhaustively changed. There was a new high-compression engine with four progressively linked carburetors offered at 140 hp. The Monza nameplate was continued while the Spyder was dropped in favor of "Corsa." The 140-hp turbocharged engine was upped to 180 hp. The rear suspension was no longer swing-arm. It was now a trailing-arm nearly identical to the Corvette, but with two coil springs instead of a transverse spring.

It was trumpeted as one of the best automobiles ever to be run off any American assembly line. Writers and engineers alike couldn't praise the car enough. Photographers conceded the new body style had no bad angles for picture taking. Some still think it's one of Detroit's best looking cars. Performance-wise, it won races on road courses and was (and still is) a favorite for parking lot slalom racing.

And that is the first half of the Corvair story. The second half really began early on while the first half was taking place.

Sometime in early 1961, a son of a California malpractice attorney was killed in a Corvair. In July of 1961, the attorney's law partner, Mr. Harney, filed a suit against GM claiming the Corvair had a defective design. Ads were placed in several lawyer-oriented magazines in an attempt to organize a group of attorneys interested in furnishing information that could be used against GM and the Corvair. The American Trial Lawyers Association and Nader entered into the picture. The A.T.L.A. is a group of attorneys who act for the plaintiff in product liability cases. While Nader wasn't involved in a court case against GM up to that point, he gained recognition with an article he had written titled, "The Safe Car You Can't Buy." He was becoming a self-appointed consumer advocate.

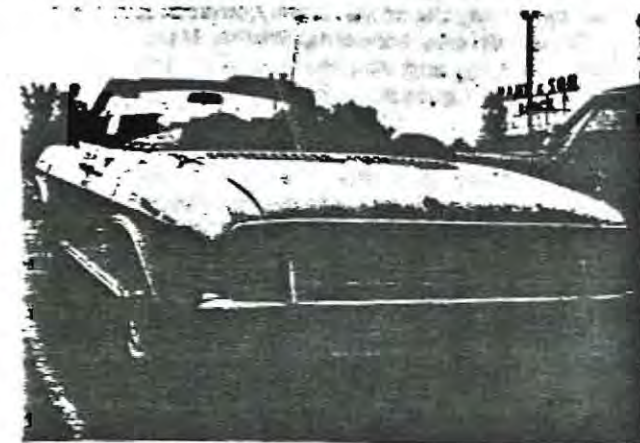
Soon, Harney had 30 cases on his docket. All were against GM and the Corvair. In June of 1964, the first of these, the Pierini case, was brought to trial. Mrs. Pierini claimed that her Corvair suddenly, and for no apparent reason, went off the road. While trying to return from the soft shoulder onto the road, her Corvair, at 30-35 mph, wildly and uncontrollably crossed the highway. It struck an embankment and rolled over, severing her arm.

The case went on for three days before GM's attorneys decided they were ill-prepared and would ask to settle the \$300,000 lawsuit out of court. Harney agreed and the case was settled for \$70,000.

The media latched onto the decision and in headlines interpreted it to say that GM lost and conceded to building faulty Corvairs. (A court settlement isn't an admission of guilt. The media chose to ignore this fact.) Americans were given the choice to believe that GM, a company that had been building automobiles for some 60 years, was deliberately negligent in choosing the Corvair design;



1963 Greenbrier Van



1965 Corvair convertible

knew the Corvair was unsafe; cut costs to gain profits; and was willfully and intentionally building an automobile that would kill customers!

Some Americans believed this; and some didn't as they continued to buy Corvairs. They were in the minority, of course, but they remained undaunted.

The outcome of the Pierini case caused other cases against GM to be filed as fast as paper could be wound into a typewriter. To be precise, the number of cases grew to 294.

Little attention was given to the cases that GM won. Ten cases were tried and eight verdicts were for GM. The two cases against GM were appealed. One resulted in favor of GM. The other was a comparative negligence verdict and GM was held responsible for only 12 percent of the damages.

Back at the factory, it was business as usual. The first series and body styles were phased out in favor of the new '65 models. By the time these cars hit the showrooms, they were completely overshadowed by the '64½ Ford Mustang. The Mustang was introduced with the largest advertising campaign ever known to the auto industry. The '65 Corvair, the marvel of innovation, was on the road to the orphanage. The order from the top was to begin winding down the Corvair. It was obvious that it couldn't be developed to compete with the upsurging muscle car era.

No other automobile ever had as much notoriety as the Corvair had to this point. But the most damaging was yet to come. The United States Government would enter into a conflict that would last until March of 1973, four years after the last Corvair came off the assembly line!

Abraham Ribicoff, a senator from Connecticut, was assigned to a subcommittee to investigate something — anything — that seemed important and timely. He took aim at automobile safety. Nader was immediately selected as his primary consultant. He was the perfect choice. There was no one who was more interested or more concerned about auto safety. And the timing couldn't have been better. GM had just settled a lawsuit involving a stuck accelerator on a '60 Chevrolet. Nader was listed as the defense council in a successful appeal brief.

It's difficult to imagine that the giant of industry that GM was, a top auto manufacturer in the world, could be so void of wisdom. After the Pierini case was settled for \$70,000 because they were ill-prepared, it would have been logical for GM high-level executives to work to avoid bad press in any other confrontations.

Not so.

In November of 1965, *Unsafe at Any Speed* reached the book stores. Now, Nader had become their target. Who was he? What did he want? What was he trying to prove? They handed the job of investigating Nader to Aloysius F. Power, GM's chief counsel. Power hired a private investigator, William F. O'Neil, to look into Nader's past.

He checked out Nader's hometown of Winsted, Conn. He checked his school, his Sunday school, his employment as a newspaper boy, his family, and his family's business. His years at the Harvard Law School were checked.

If anything was against Nader, it was his backward, colorless lifestyle that was dull by comparison to the standards of youth. He was untarnished.

GM, not satisfied, decided to go further. (This was during the period that the Ribicoff hearing was in full swing.) They went to their own Eileen Murphy, the GM law librarian. It was she who became insistent that something less than perfection could be discovered about Nader.

It's not against the law to investigate a person's private life. However, it's against the law to harass a person. Nader accepted the prank phone calls in the middle of the night. He accepted the gumshoes who secretly watched his every move from doorways. Then, in the course of events, on two different occasions, Nader was approached by very attractive young ladies. This upset Nader — it was the final straw. He was certain that someone was trying to discredit him and he let it be known. Newspaper headlines read: "Nader Claims He Was Trained and Harassed."

GM's President James Roche was summoned to Ribicoff's subcommittee floor for an explanation. While denying any harassment, Roche admitted to an investigation into Nader's life. In an attempt to placate all parties, Roche publicly apologized. His statement was a public admission that GM had indeed investigated Nader. Power and his investigators were cross-examined and emphatically denied any activities other than questions and some surveillance. For reasons unknown, Murphy was never questioned. The hearing lasted one day. The memory of the meeting lasted much longer.

The Ribicoff hearings on auto safety continued with '60-'63 Corvairs fingered as the center of controversy. GM, once again ill-prepared, had to shift into high gear to strengthen their case. First, they had to educate their own attorneys as to the fine points of automotive engineering. Then, they had to educate everyone involved who'd have a bearing on any decisions of the committee. The testimony of race drivers including Stirling Moss, Juan Fangio, Carroll Shelby, and Phil Hill was used. GM wanted nothing left to be questioned. They did their homework.

The hearings cost both the taxpayers and GM millions of dollars. In the final analysis, it was proven that GM wasn't negligent and the Corvair wasn't unsafe. A statement was issued in July 1972 by the U.S. Department of Transportation and it read: "The handling and stability performance of the 1960-1963 Corvair does not result in an abnormal potential for loss of control or rollover, and it is at least as good as the performance of most contemporary vehicles, both foreign and domestic."

The very innocent Corvair, while proven not guilty of any wrongdoing, was guilty — guilty of being too far ahead for public acceptance; guilty of being too sophisticated and stylish; and guilty of causing the onslaught of safety regulations that were to begin and continue to this day.

While the Corvair hasn't yet gained an overwhelming popularity with collectors because of its misunderstood reputation, it shouldn't be overlooked. It's one of today's most unique and affordable collectible automobiles.

400°

Cherry Crisp

10 min. or until
brown

- 1 Can Cherry Pie Filling
- 1 Box Yellow Tuffy CAKE Mix
- 1 Stick Mergarine
- 1/2 Cup Nuts (opt.)



Put Cherry Filling into a 9"x9" square pan,
sprinkle dry CAKE mix OVER cherries Add
Nuts. Melt margarine. Drizzle over top take
back of spoon and spread to moisten.

Then back in 400° oven 20 minutes
or until brown. Serve warm.
Top with Vanilla Ice Cream if desired.

Happy
Valentine's Day

TECHNICIA

Corvair carb
synchrotips

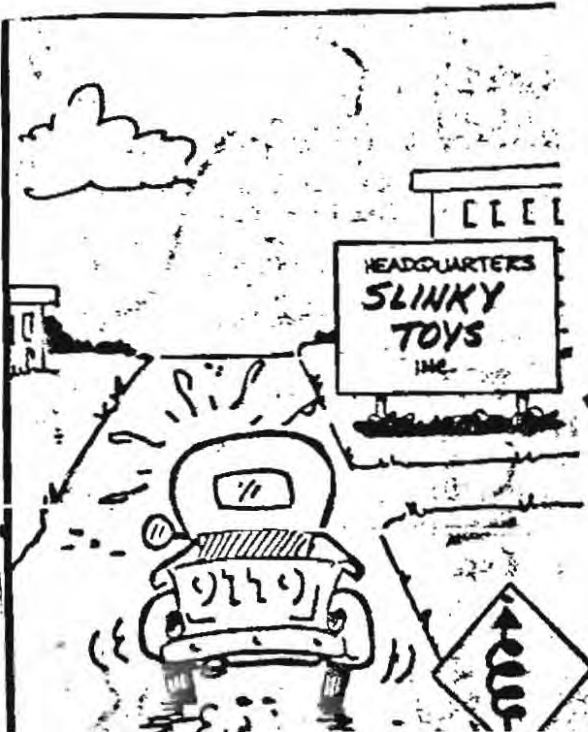
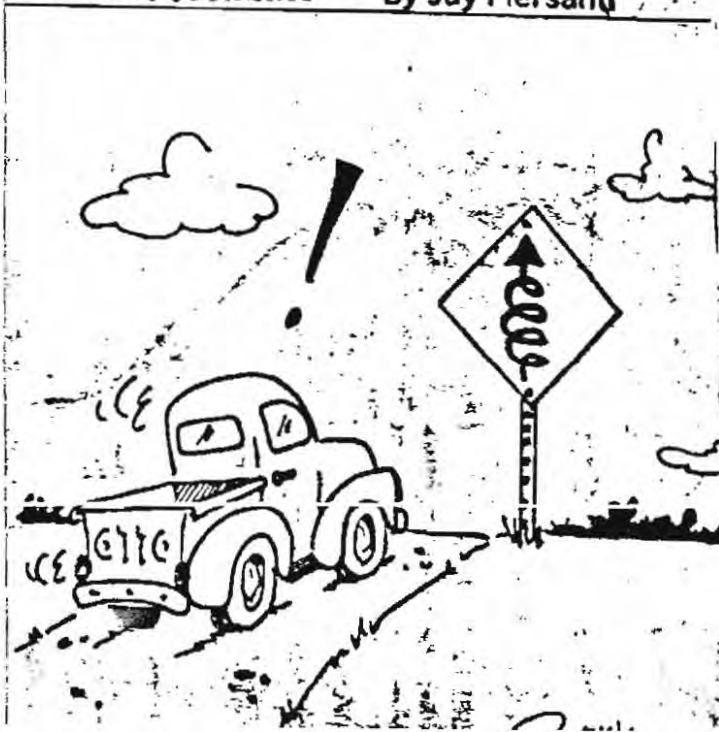
According to Larry Claypool, a method to synchronize the carb on a Chevy Corvair is to use a Unisyn tool that sits atop the carburetor measures the air flow going through. Lacking a Unisyn, however, you can do a pretty accurate job with two pieces of paper measuring one-quarter inch by about six inches long. Begin by disconnecting the left carburetor linkage to the cross shaft so each carb can be adjusted independently. With the throttle fully open so the fast idle cam is engaged, back out the idle speed screw on each carburetor until it no longer touches the throttle arm. Now take your paper and place it between the screw and the throttle arm. As you pull the paper through, tighten the idle screw until you feel a slight drag. Now turn the screw in exactly one and one-half turns. Repeat this procedure for the other carburetor. Now connect the left carburetor linkage back on the cross shaft, adjusting it up or down as needed so the linkage enters the bellows.

The carburetors are now mechanically synchronized. You can adjust the speed up or down as needed without disturbing the initial adjustment as long as you remember to turn each idle screw the exact same amount. Adjustments, by the way, should be made with the engine fully warmed up, automatics shifted into Drive, and carb air cleaner assembly installed.

An Old Cars TECHNICIAN badge
Larry Claypool, proprietor of the Shop, Frankfort, Ill.

"Otto Mechanic"

By Jay Piersanti



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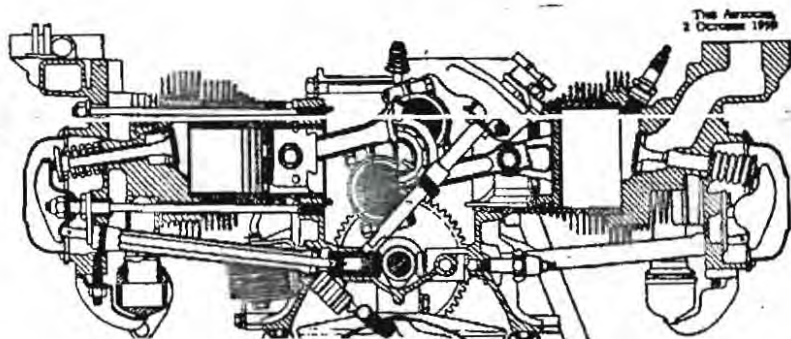
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Tucson, AZ 85711

Warm Air Heating
Cooling & Ventilating
C-39R Lic #091735
Service Maintenance
Home Improvements
C-62 Lic #091069
Commercial Cooling/Heating
L-05 Lic #098355

Vairs 'n Spares

PARTING OUT: 64 Coupe, lots of good parts left. Also complete 80 HP FC Eng. good running, \$ 125.00
Call Larry Dandridge (602) 571-9680

FOR SALE: 62 two dr. 110 HP, PG, Red, New fuel pump, Reg, Battery, New brakes, New tires, Everything in good shape! \$ 2000.00
Call Merle Williamson (602) 290-6655

FOR SALE: CORVAIR PARTS. Large outdoor yard full of great Corvair parts. Call Barry Cunningham for information at (602) 747-9028.

CORVAIR PARTS: Large selection of early and late. Reasonable prices. Larry Dandridge, (602) 571-9680.

FOR SALE: 64 Monza 2 dr. parting out, Call Del Light, (602) 883-6794 or 883-5902

FOR SALE: 6 ea. N.O.S. eng. cyl. and Piston units complete. GM p/n 3847843 (for 64 Corvair) \$400.00 Call Don Chastain (602) 886-1076

PARTS FOR SALE: Early rear axle bearings, Wanted, FC hub caps.
Call Ron Bloom (602) 747-4842

*****NOTE--- Ads in VAIRS & SPARES are free to TCA members. Non-members can place a four line ad for \$2.50. Send ads directly to Corvairsation editor*****

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS
FOURTH WEDNESDAY of each month (except December)

Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:00 pm: Parking Lot Bull Session

6:30 pm: Dinner (optional)

7:30 pm: Meeting starts

COMING EVENTS

PLEASE CONTACT A
BOARD MEMBER WITH
ANY SUGGESTIONS!!

PLEASE GIVE YOUR INPUT AT FEB. MEETING REGARDING ACTIVITIES
FOR THE COMING YEAR*****LETS HERE FROM YOU WHAT YOU WANT TO DO

February 23

Feb. Meeting Night Election of Officers

Regular Monthly Meeting: Wednesday, January 26 , 1994

TCA Executive Board Meeting: Feb. 2, 1994 JB's Swan & Speedway, 7:30pm

Tucson Corvair Association
4072 E. 22nd St. Suite 197
Tucson, Arizona 85711
Fax [602] 745-8114



FIRST CLASS MAIL

