

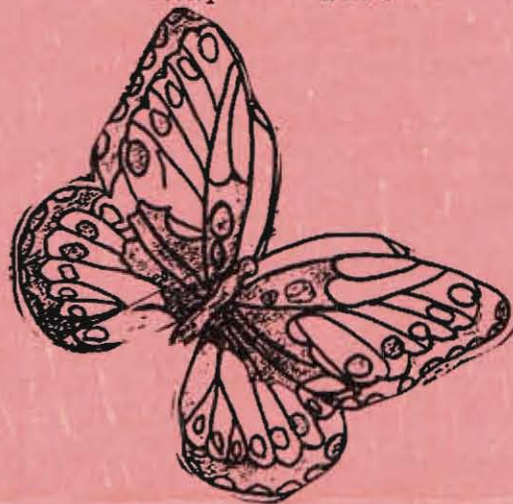
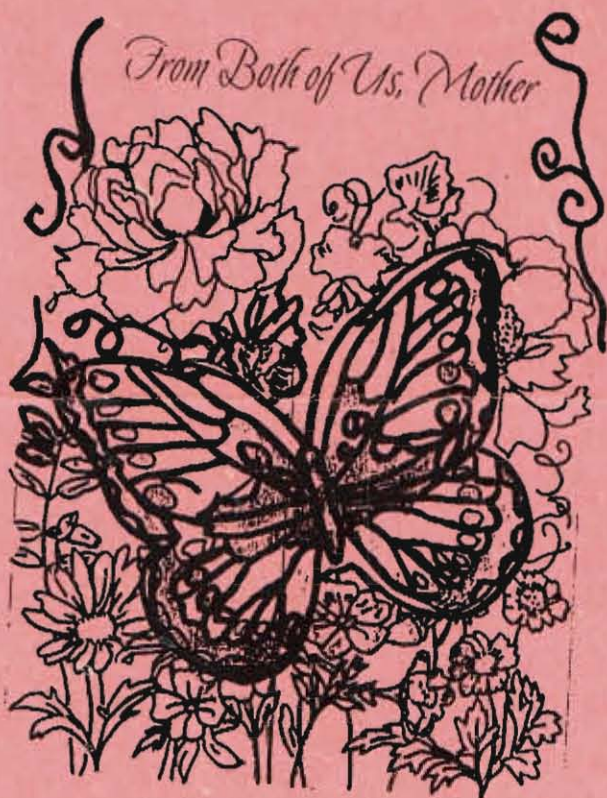
Corvairation

TUCSON CORVAIR ASSOCIATION

Volume 21 Number 5

TUCSON, ARIZONA

May 1996



*Because you're special, Mother,
And it's such a special day,
This brings the very warmest thoughts
And special love your way,
And because it comes from both of us
Who think the world of you,
The special thoughts and all the love
Are multiplied by two!*

Happy Mother's Day

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 \ 857).

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 \$22.00 per year for Fa. and \$ 15.00 for singles , (includes name tag) renewable \$ 18.00 and \$ 15.00 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 \$28 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 4-line ad to all others.

DEADLINE for all materials submitted for publication in the *Corvairsation* is the 1st for that month's issue. Mail or deliver all materials to the Editor.

BUSINESS MAILING ADDRESS: 4072 E. 22nd St. #197, Tucson, Arizona 85711

BOARD OF DIRECTORS

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Lynn Bloom
4072 E. 22nd St.S-197
Tucson AZ 85731
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ASSISTANT EDITOR

Ruth Griffith
1302 W. Ajo *333
Tucson AZ 85713
520-889-7516

TREASURER

Allen Elvick
4210 S.Preston
Tucson AZ 85746
520-883-4337

CORVAIRSATION EDITOR

Lynn Bloom
4072 E. 22nd St.*197
Tucson AZ 85711
520-747-4842

LIBRARAIN

Dave Baker
6110 E. 5th St. *227
Tucson AZ 85711
520-747-0840

RECORDING SECRETARY

Herb Berkman
210 S. Daybright Pl.
Tucson AZ 85748
520-751-9500

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2044 W. Shalimar Way
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The President's Page

Summer is here ! And it is HOT, HOT, HOT . I think it is reaching 100 already, I was out in the sun for about a half hour and got a pretty good sunburn. Well take heed the Arizona Sun can be very dangerous.

Boy, I shouldn't complain about the heat for the poor people back east are having miserable, nasty weather.

I want to express to everyone that it's not easy to prepare messages each month. I would like all your input, so it can be a little helpful , in preparing different subjects.

Well, I guess I need to start getting the Rampside ready for our monthly activity. Ron informed me that we have to remove the shrouds so it won't get hot. Well I said to him , "Go find a nice shade tree and a glass of lemonade and you won't get hot."

Fort Huachuca is our next run, hope everyone will participate in this months activity. So get your Corvairs ready and tuned and lets have lots of fun.

We have some fun activities scheduled for the upcoming months, at your request. There are lots of new places we will be visiting so get out there and lets have fun.

Now I would personally like to take a moment to wish all the MOTHERS out there a HAPPY MOTHERS DAY !

It's time to warn you that I know that there is someone out there that's not to friendly. My advise is you better be aware because you just might be the next " Sierra Oscar Bravo " award.

Remember, it is very important that we say "hello" to everyone. There just might be someone out there that is waiting for you to speak first. They may be shy or not very outgoing, so its very important that we make the first move. Lets make all our new members feel welcome and our vistors too.

A note for everyone ! Don't forget the New Mexico Convention in June. Everyone going get those registrations in .

A sad note:

One of our past members has past away on May 6, 1996 . Mr. Bortle was a member of Tucson Corvair Association back in 1978. We send our deepest sympathy to his family. Mr. Bortle will be missed by all who knew him.

1927 - 1996

Don't forget the monthly meeting at the Picadilly Cafeteria on May 21 at 6:00 P.M. and the Board Meeting at the Golden Coral all are welcome at the board meetings. It is held at the Golden Coral on 22nd St.

Untill we meet again

Ann Bloom
Ms Prez



MAY TREASURERS REPORT 1996

BEGINNING CASH ON HAND.....540.40

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....00.00
Raffle Tickets.....27.00
Cans.....14.50
Merchandise.....26.00
Parts.....00.00
Subtotal.....67.50

Dues:

Al Crispin.....15.00
Al Rivas.....15.00
Don & Ann Henn.....18.00
Bob Rentschler.....12.00
Van Pershing.....15.00
Mack Post.....15.00
Bill Vaughn.....12.00
Subtotal Dues.....102.00

TOTAL INCOME: (ACCOUNTS RECEIVABLE.....169.50

SUBTOTAL.....709.90

EXPENSES: (ACCOUNTS PAYABLE)

Badges.....34.24
Parts.....00.00
Mchdse.....22.00
Copier supplies.....00.00
Stamps.....64.00 (April&May)
Az Corp Commission.....10.00
Midmonth (Picacho Peak).....82.02
Expenses.....212.26

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....212.26

ENDING BALANCE: (CASH ON HAND).....497.64



Minutes of Membership Meeting

April 24, 1996

Piccadilly Cafeteria

The meeting was called to order at 7:33 PM by incoming President **Lynne Bloom** who was chairing her first meeting after being absent in March. Her excuse was the birthing of a grandson in some obscure village in Pennsylvania. The minutes of the previous meeting were approved as published. Visitors were **Barbara Galbreath** (sorry we misspelled your name last month!) and **Nancy Terrill** (Daughter of Gordon Cauble)

Joke of the Evening - **Gordon Cauble** told one guaranteed to offend all members of the Armed Services.

Mystery Person(s) - Both **Barbara Galbreath** and **Barbara Eggers** were designated and both pointed to offending members who were accused of failing to say hello to them. Shame!

Treasurery (Allen Elveck) - Started the month with \$388.38 and ended with \$559.39 (notice how nicely this agrees with last month's ending balance!). Allen reported several items of income and outgo, but unless he writes it down and gives it to me, it won't get into the minutes. I can't write as fast as he reads.

Membership (Ruth Griffith) - In a special session of the Executive Committee, **Betty and Don Cbastain** were elected to the status of **Lifetime Honary Membership**. This was in recognition of their longtime dedication and service to the club. Congratulations!

Several people still owe dues. As this as a dynamic situation, please call Ruth before she calls you.

Library (Dave Baker) - Nothing new.

Merchandise (Don Robinson) - Ditto.

Activities (Larry Dandridge) - **Herb Berkman** gave a report on the festivities at Picacho Peak. Larry outlined the Activity schedule for the remainder of the year. *Special Note:* All dates are the weekend immediately following the monthly meeting. The plan is as follows:

| | |
|--------------|---|
| May 25 - | Road trip and tour of Ft. Huachuca. |
| June 19-22 - | CORSA Convention in Albuquerque (not a TCA activity) |
| June 29 - | Trip to Patagonia Lake (Arizona, not Argentina) |
| July 27 - | Pool Party at Ron and Lynn Blooms home. |
| August 31 - | Reid Park Zoo and Picnic (Tentative - may be changed to a cooler month) |
| Sept 28 - | Biosphere II. |
| Oct 12 - | Casa De Los Ninos Car Show. |
| Nov 30 - | Old Time Train Trip from Benson. |
| Decr ?? - | Christmas Party |

Old Business - The subject of the copier warranty was questioned once more. **Ron Bloom** said nothing had been done (yawn).

New Business - None

Raffle - **Al Crispin** won the license plate drawing with his "Sexiest Corvair". Ask *him* what makes it sexy. Members are encouraged to bring a Corvair to the meeting, even if they have to tow it!

The following were cajoled into supplying raffle prizes for next month:

Allen Elveck, John Bates, Don Henn, Larry Dandridge, Al Crispin & Mack Post.

Program - **Cecil Alex** told another joke, which wasn't any better than **Gordon Cauble's**. Gordon then gave a very short tech tip on how to prevent the oil from gumming up in your turbocharger bearing.

Meeting adjourned at 8:31 PM.

Respectfully submitted,
Herb Berkman, Secretary

Minutes of Executive Board Meeting
May 2, 1996
Golden Corral Restaurant

Meeting was called to order at 8:00 PM by President (L) Bloom. Members present: Lynne Bloom, Ron Bloom, Larry Dandridge, Allen Elveck, Vern Griffith, Ruth Griffith. Arriving late was Secretary Herb Berkman, due to the necessity to retrieve Mrs. Secretary at the airport (she also was in attendance). Our thanks to VP Dandridge for taking the minutes. It was decided that meetings in odd numbered months would only cover odd numbered items. Next month we will cover even numbered items.

1. Filing of State of Arizona Papers

Ron Bloom was reappointed to his post as Club Mediator with the State. Papers were filled out and signed updating the club officers for the tax-exempt status (or whatever that's all about).

3. Activities

It was decided that the activity for November 30 will be the Benson Train tour. This is an old-time steam train that leaves from Benson and spends several hours meandering around the old mining areas over that way. There was some question about that being Thanksgiving weekend. Larry will look into it, and the date is open to discussion.

The Christmas party has been set for December 14. Location is still TBD.

There was some discussion of moving the "Reid Park Zoo and Picnic" out of August and into a cooler month. There have been some crackpot predictions of high temperatures expected in Tucson at that time, which may result in little or no animal activity to observe. The ants however are expected to be at their highest energy state and accordingly hungry.

5. Newsletter

Ruth will be convening the "Newsletter Committee" at Lynn's house on Thursday May 9, with the intention of issuing the same by May 15.

7. Membership

Some of the people listed on the delinquent list have paid their dues, but others are now delinquent. Allen and Ruth will review and update the list.

9. Other

Lynn asked several times if anyone had any other items for discussion, but every time she did, irrelevant conversation broke out. After a few of these, it was decided there was no other business and the meeting was adjourned at about 8:35 PM or so.

Respectfully submitted,
Herb Berkman, Secretary

TCA Meets CCC for 2nd Annual Picaho Peak Picnic

It was the morning of Saturday April 20, when a horde of growling air-cooled road machines swarmed into the parking lot at Picacho Peak State Park, disrupting the pastoral tranquillity to the creaking of sheet metal expanding and contracting with each few degrees of temperature variation. The cacophonous symphony, augmented by overtones of small childlike voices, crinkling of plastic food bags, dogs barking and the whir of aged fan belts flung through the air, signaled the arrival of the now annual Tucson Corvair Association/Cactus Corvair Clubs Joint Picnic and Fan Belt Toss (TCA/CCCJP&FTB).

Altogether there were sixteen (16! count em - 16!) Corvairs in attendance, along with several lesser vehicles of questionable origin, both domestic and foreign. Belching forth from the bowels of these vehicles were at least 37 living creatures including approximately 6.7 children, 2 dogs and an estimated 780 pounds of various foodstuffs. The Corvairs broke down (pun intended) into 5 early models, 8 late models, 2 vans and 1 rampside.

During the festivities, revelers were given the opportunity to vote for their favorites in several categories. Along about the time the food had diminished to around 274 pounds, the following results were announced:

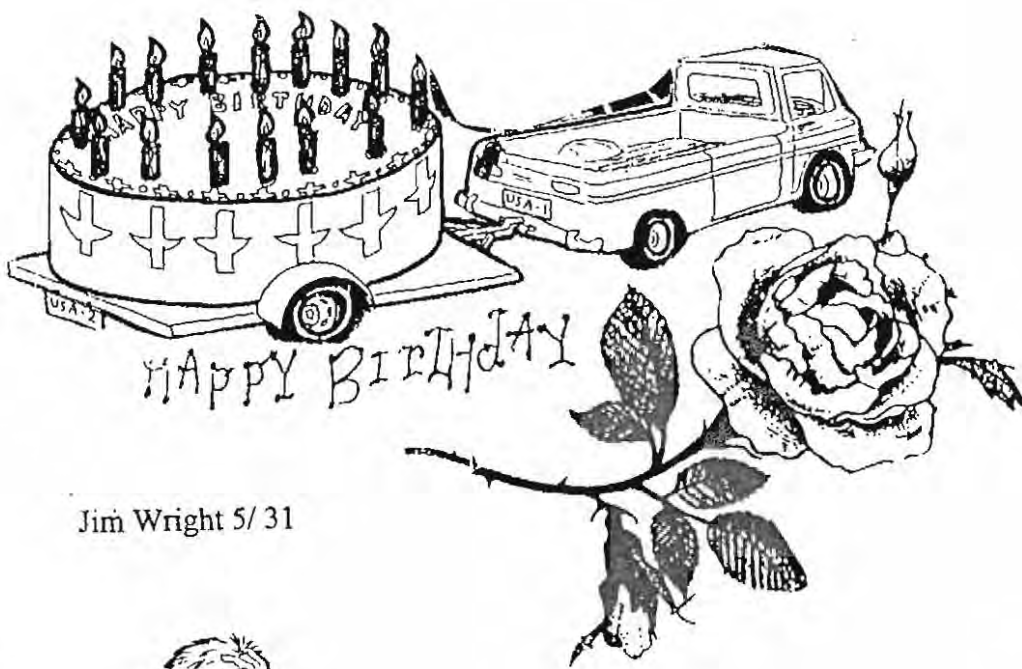
- Cleanest and Most Loved - Gordon Cauble (64 Spyder convertible, red)
- Best License Plate and Most Un-original - Herb Berkman (65 Corsa/Yenko Coupe - "CORSA X")
- Sexiest - Al and Gail Crispin (Early Convertible, white w/red interior)
- Most Thoroughly Used - Lynn and Ron Bloom (Rampside, blue)
- Happiest - Guy Ferstl (Phoenix - Late Coupe, evening orchid)
- Most Multicolored - Dan Yoerns (Phoenix - Late Coupe, several shades of primer)
- Best Wheel Covers - Bill Heindel (Phoenix - Late Coupe, Yellow with Camaro Rallye Wheels)

After a thorough gorging, a few folks relaxed in overloaded lawn chairs, some others toured the area, admiring the desert flora (and fauna if they found any) while the hardest among us tested our skill at the tossing of the fanbelts. After stripping belts off most of the 16 cars, several teams formed up and started flinging the skinny rubberized toroids through the air in an attempt to ensnare three stands of all-thread protruding from a triangular base plate. These had been fashioned by the unsteady hand of **Mr. Ron Bloom** into targets amazingly similar to the ones usually seen only at the Palm Springs event.

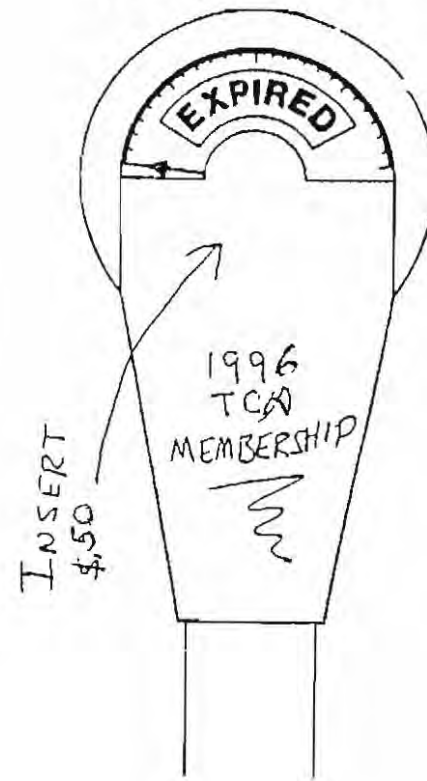
When the last belt had landed, the grand prize case of oil was awarded to the team of **Charles Nissen** and **Yang Yang** from Cactus Corvair Club. Even at that, it was a hard-won victory, as they had been forced into a playoff round after being held to a tie match by the team of **Herb** and **Jonni Berkman**. The valiant warrior couple brilliantly upheld the honor of TCA right up to the last round.

Of course, after the final battle was lost, nothing seemed to matter anymore, so we gradually dispersed back to our cars (all of whom still love us unequivocally) to enjoy the afternoon drive home, our bellies full and our friendships rekindled for another season. Our everlovin' thanks to the CCC, especially **Mary Ann Nissen**, for all the work that went into making this an event worthy of being annualized.

Ruth Griffith



Jim Wright 5/31



"Someday all this will be done by computer."

Joe Abate March

Rich O'lerry May

Jeff & Tina Wells May

Recipe

From the CVCC Kitchen of Lillian Farmer

Pistachio Cake

1 box white cake mix
1 box Pistachio Instant Pudding
3 eggs
1 cup oil
1/2 cup coconut
1 cup 7-UP
1/2 cup Pistachio nuts
Mix and bake 30 to 40 minutes in a 9x12 pan

Frosting:
1-1/2 cup milk
1 box Instant Pistachio Pudding
Beat and add 2 cups Cool-Whip



It's Your Anniversary

Dave & Beverly Baker 5/24

Bob & Barbara Eggers 5/10



FROM THE CORSA/BC KITCHEN OF BRENDA TRIFLET
BRENDA'S BAKED BEANS

Ingredients:
1 can Pork & Beans 1/2 cup Brown Sugar 1/2 cup Catsup
1 can Lima Beans 1/2 cup Vinegar 1 Tsp Pepper
1 can Kidney Beans 1 Tsp Garlic Salt 2 Tbs Mustard
1 Medium Onions (thinly sliced) 4 Tbs Oil or Bacon Drippings

Saute' the onions in oil. Using a 3-quarts Baking Dish, add all ingredients to the beans and bake at 350° for about one hour and fifteen minutes.



Top 10+ Reasons to own a Corvair!

By Bill Artzberger

The name Corvair seems to immediately stir up a relationship with Ralph Nader. Ask anyone about the Corvair and they will state unequivocally that "Nader was the one who killed the Corvair!"

So, let's begin to set the record straight. The Corvair entered the automotive world in September of 1959 as the 1960 model. The first series of look-alikes continued through 1964. Then, in the fall of 1964, the new series arrived as the 1965 model. It continued through 1969. The Corvair covered a span of 10 years with new models for each year... a total U.S. production of two million cars.

The early 1960 models, priced at \$1,869, were to compete with the ever-popular Volkswagen, the new Ford Falcon, the Plymouth Valiant, and the AMC Rambler. Although America was feeling the effects of a cyclic recession, an austere low-priced automobile was not what buyers were searching for.

The Corvair was outsold by "the other" more conventional and slightly more appealing compacts. But something happened in May of 1960. This milestone changed the way American autos would be built for years to come, and has endured to this day!

The Corvair Monza was born. The Monza was the sporty car with handsome, comfortable, colored vinyl front bucket seats, plush matching-colored carpeting, and quilted embossed vinyl door panels. The bright chrome-plated special door handles and window regulators were a compliment to the good looking armrests and flashed chrome trim. Further, the polished aluminum instrument panel and matching glove box door (with a Monza medallion) evoked a feeling of luxury. The thin, color-matched, deep-dished steering wheel with a chromed horn ring and Monza horn button added the finishing touches to the Monza sports car interior.

The exterior was equally pleasing. Stainless steel and bright anodized aluminum trim in eye-catching places, along with stainless steel full wheel covers gave the customers just what they wanted.

The Corvair Monza of mid-1960 was the automobile that set the trend for American car styling thereafter. General Motors sold approximately 12,000 in the next four months. As a follow-up, the Monza sold near 150,000 in 1961 and 220,000 in 1962.

But wait, if the Monza interior was not enough, another first was in store. To give car buyers the high performance and appearance they demanded, a new turbocharged engine was offered rated at 150 hp! This was christened the Monza Spyder. The Spyder included another special dashboard with a tachometer and a turbo boost gauge.

Properly set up, tuned, and "tweaked," the Spyder would run the quarter-mile drag strip in the 17.5 second range at 80-85 mph. Not too bad!

And by 1964, things got better! The old 145-cid engine was stroked to 164 cid. The horsepower was raised again. Now, the drag strip times were increased to near 90 mph and in the low 17s.

Nineteen sixty-five was both a good and bad year for the Corvair. A brand new body style was on-hand with engineering changes to the four-wheel independent suspension. The trailing arm rear suspension was introduced and in effect, the Corvair was another new car.

Magazine writers could not praise the new Corvair enough. Photographers could not find a bad angle to take a picture. The coupes and four-doors were true pillarless hard-tops. To top this, the 180-hp turbo was carried over and a new four carburetor engine was offered. The Spyder designation for the turbocharged version was dropped in favor of a new name - Corsa. The Corsa nameplate included both the 140-hp four-carb engine and the 180-hp turbo engine.

The Corsa included an exceptional dashboard, with a large tachometer, a turbo boost gauge (where applicable) and a cylinder head temperature gauge. Some writers still claim it to be as attractive and functional as any ever designed.

The drag strip times for the new Corvair with either the turbo engine or the four carburetor engine increased only slightly.

With the trailing arm suspension, the new 1965 model displayed great possibilities for a true racing car. Don Yenko, a Chevrolet dealer near Pittsburgh, Pa., a speed merchant, and a highly accomplished race car driver was the first to recognize this possibility. He immediately created the "Yenko Stinger." At least 125 were built in various stages of modification. The most powerful was a sizzling 240-hp version - over 10 hp per 100 pounds of automobile. These were campaigned with great success within the Sports Car Club of America road racing circuits.

As of this writing, many modified and Yenko-prepared Corvairs are still alive and performing well in the sports car racing circuits.

And for the occasional autocross (gymkhana, pylon racing) driver, all that seems necessary to compete in these activities is a suitable set of radial tires with the correct pressures, and to make a few front and rear camber adjustments. You will have a lot of fun with a competitive automobile that is (plus or minus) 30 years old!

We mentioned that 1965 was both a good year and a bad year for the Corvair. The bad part was that the 1964 1/2 Mustang with the largest sales and ad campaign ever known to the auto world had arrived.

Our Top 10+ reasons to own a Corvair:

- 1. Collectibility** A genuine "Milestone," "Special Interest," and one of today's most affordable collector cars.
- 2. Engineering** A marvel of innovation and automotive engineering.
- 3. Sportiness** Sporty Monza interiors and great looking convertibles.
- 4. Raceable** Famous at sports car events, good autocross (gymkhana, pylon racing) car.
- 5. Handling** Ahead-of-its-time four-wheel independent suspension.
- 6. Lightness** All-aluminum engine with steel cylinders.
- 7. Good breathers** Turbocharged or four-carburetor options (Spyder or Corsa series).
- 8. House-trained** Corvairs do not leak oil (if re-sealed with Viton seals).
- 9. Reliability** Corvairs do not throw fan belts (when using the proper high-cord belt).
- 10. Good parts availability** Reasonable prices.
- 11. Proven safety** The only automobile in the United States ever proven by the U.S. Department of Transportation to be safe to drive. (The only car known to be tested for that reason!)



The message was on the wall. The Mustang with a V-8 was eventually scheduled to be the Indianapolis pace car. The musclecar race was on. And no one would buy a six-cylinder car when they could buy a V-8 for nearly the same price.

GM recognized that the Corvair had its time.

In April of 1965, only seven months after the new series Corvair was introduced, the word from the top was: "Discontinue development . . . continue to meet safety and pollution requirements only."

GM had several replacements ready to take the Corvair's place. There was the Chevy II Nova, the attractive Chevelle Malibu, and the sporty Camaro waiting behind the curtains for 1967. The Corvair engine had always been expensive to make and was a major cost in the Corvair's design. It was not cost-effective to re-design the engine or to try to replace it with a V-8 or anything larger or heavier. The car was the epitome of balance with the engine it had. The Corvair had come to the end of its road.

You will notice that up to this paragraph, the name Ralph Nader has not been mentioned (except in the lead paragraph). The reason being that up to this point, he had little to do with the Corvair. He did not enter the public picture until November of 1965 (after the word to cancel the Corvair was made in April of that year).

Nader first drew attention to himself with an article he had written titled "The Safe Car You Can't Buy." At that time he was gaining popularity as a consumer advocate.

In November of 1965, his book *Unsafe At Any Speed* arrived on the bookshelves. In his book, he emphatically stated that early Corvairs (1960-'63) with rear swing axles handled poorly and were dangerous to drive. He further stated that GM highly improved the 1964 models with an added front sway bar and a rear transverse spring.

Nader had few comments in his book about the 1965 Corvair. He did confide that GM used its well-developed knowledge of a rear-engined race car designed by Zora Arkus-Duntov (of Corvette fame) to re-invent the Corvair.

Only the first chapter (41 pages) of *Unsafe At Any Speed* was devoted to the Corvair. Other chapters referred to other makes of cars such as Buicks, Chryslers, and Fords. The book has 354 pages! But Ralph Nader will be remembered only for those 41.

Conversely, Nader did us a great favor. His book created the turning point for the auto industry's awareness to build "safer-to-drive" automobiles.

So now that we understand the Corvair story, we should recognize the great injustice doled to the Corvair.

However, the story was not totally over. In the late 1960s, Senator Abraham Ribicoff was assigned to hearings on auto safety. The hearings lasted until March of 1973 . . . four years after the last Corvair came off the assembly lines! The hearings were based initially on the 1960-'63 Corvairs.

GM imprudently investigated Nader's background and was unable to discredit him in any way. This led to GM's entry into the hearings for reasons other than the reports on the Corvair. The hearings cost the taxpayers millions of dollars.

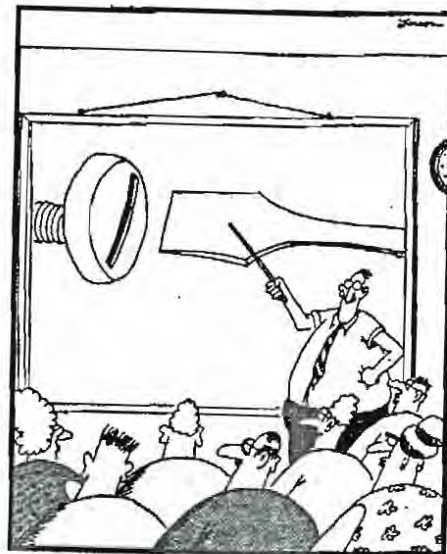
In the final analysis, the Corvair was exonerated. The U.S. Department of Transportation issued a statement in July of 1972. "The handling and stability performance of the 1960-'63 Corvair does not result in an abnormal potential for loss of control or rollover, and is at least as good as the performance of most contemporary vehicles, both foreign and domestic."



Not all Corvairs were sporty.

The Corvair today, because of its misunderstood reputation, remains "borderline" in the collectible world. But through it all, it has friends and followers. The Corvair Society of America (CORSA) has over 6,500 members in its organization. They have a high-class monthly magazine that lists at least five Corvair events each month. There is a yearly national convention (Ralph Nader attended the CORSA convention in Washington, D.C.) and the club's activities increase with each year.

In 1982, it was estimated through state-by-state registrations, that over 300,000 Corvairs were registered, licensed, and roadworthy. That is a remarkable 17 percent survival figure. That makes one more positive mark for the Corvair and says it shouldn't be overlooked.



School for the Mechanically Declined



With Heartfelt Sympathy

**In your time of deepest sorrow
May you feel God by your side
May his loving arms enfold you
And his peace with you abide.
Praying for you today.**

BORTLE, Donald E., Lt. Col. USAF, Ret., 69, died May 6, 1996. Survived by his wife, Martha Louise Bortle; children, Don (Doreen) Bortle, Jr., John Bortle, Carol (Dennis) Steiner, Mike Bortle and Martin (Mickie) Bortle; brother, Walt (Norma) Bortle; grandchildren, Samantha, Jacob, Andrew, Alexis and Alexandria. Mr. Bortle attended Oneida High School and St. Lawrence University and Cornell University, all in New York. He was fighter pilot for 31 years, a WWII veteran, two tours of duty in Korea and Vietnam. He flew F80's, F84's, F86's, F100's, F5's and F4's. He was a member of the DAV and Elks, Retired Affairs Office at DMAFB, VITA, TCE and Rolling Hills Golf Course. In lieu of flowers, donations to the American Heart Assoc., 5325 E. Pima, Tucson, 85775. Funeral Service 10:00 a.m. Friday, May 10 at **BRING'S BROADWAY CHAPEL** and Graveside Service 1:00 p.m. Friday, May 10 at Ft. Huachuca Post Cemetery with Chaplain Captain Thomas Porter and full military honors by DMAFB Honor Guard. Arrangements by **BRING'S BROADWAY CHAPEL**, 6910 E. Broadway.

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rear seat & roll bar. Included: extra parts, & 62 eng. Asking \$ 3000.00 obo. ALSO available: 68-4/sp.tranny. 65 Falcon Ranchero, ext. mech. & body, \$ 3000.00 obo. CALL Gene Tarman 520-453-1923 or 1-800-627-1127, Lake Havasu, Az.

FOR SALE: 64 Corvair Monza, 4dr. white, auto, rust free, interior redone, running cond. nds brakes, tranny leaks. \$ 2300.00 obo. CALL Gary Grzelak, 520-579-9822

FOR SALE: 65 Monza Cpe. auto, runs, body work done before it was parked 15 years ago. Good glass except for pass. door window. \$ 500.00. CALL Michelle Lilly, 520-722-2754

FOR SALE: 64 Monza auto 110, factory air, new tires, rust free, club car, NICE AZ car . Call Dick Cannon 520-299-4723

FOR SALE: 1965 Corsa open, 110/4 new paint, new black top, new tires & chrome wheels. Az. car been in one family from 1965. Asking \$ 4000.00 WORTH MORE! For more Info: Call 520-299-1122, ask for Gordon Cauble.

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'62 Rampside runs great, 4speed, \$1,800

'77 Porsche, good body, glass, gears, etc. Engine replaced with correct good one, but needs tuning. Interior rough. Asking \$900 or make any offer.

BAJA BUG. Good body with full interior roll cage, Alum dash, Hurst shiftr, racing seats, special wheel, finished interior, nerfing bars on front/rear/ & sides. Center-line wheels, new tires, Zero hours on professionally built balanced/blueprinted 1850 engine with hot cam, oil cooler, and allthe unusual goodies. Asking 2,500

'70 Citroen 2CV "Mehari" 602 CC Air Cooled engine, front drive, New seats, new tires Plastic body (Just like Corvette) Runs great, fun to drive. \$2,250

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

| | |
|-----------|----------------------------|
| MAY 25 | Ft. Huachuca |
| JUNE 29 | Patagonia Lake |
| JULY 27 | POOL PARTY |
| AUG 31 | Reid Park |
| SEPT 28 | Biosphere II |
| OCT 12 | CASA DE LOS NINOS CAR SHOW |
| NOV 3-4-5 | G.W.F.B.T. PALM SPRINGS |
| DEC | CHRISTMAS PARTY |

This is a tentative plan with dates to be announced.

Regular Monthly Meeting: May 22, 1996

TCA Executive Board Meeting: May 30, 1996 7:30 P.M.

Golden Corral 4380 E. 22nd ST.

AAAAA
A Tucson Corvair Association
A 4072 E. 22nd St. Suite 197
A Tucson, Arizona 85711
A Fax [520-745-5454]



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