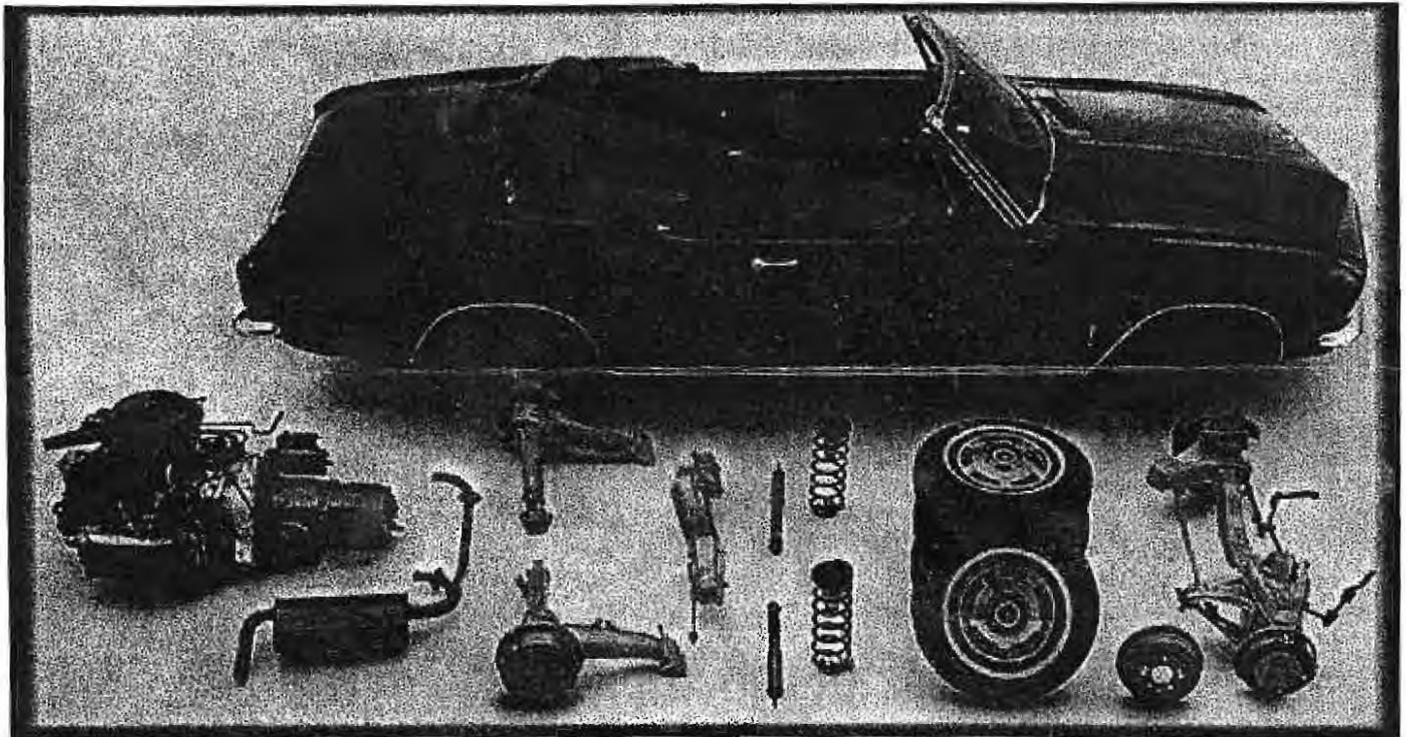


# Corvairisation

Tucson Corvair Association  
Volume 25, Number 4

Tucson, Arizona  
June 1999



## In this Issue:

- Bill Fisher passes on
- Chapter 9 of the Compleat History of the Corvair for the Corvair Nut!!

**Tucson Corvair Association**  
Established 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 (CORSA), Chapter 857.

Monthly Meetings are held on the fourth Wednesday of each month except December. One technical/social event is planned for each month except August.

Membership Dues are \$15 per year for singles and \$18 per year for families. Initial dues are \$15 for singles and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

CORSA Membership Dues are \$27 per year and include a subscription to the CORSA Communique, a monthly publication. CORSA membership is not required for membership in TCA but is highly recommended. See any TCA officer for more 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 10<sup>th</sup> for that month's issue. Mail or deliver all materials to the Corvairsation Editor.

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## *The Presidential Optimum*

*We are rolling. Our regular meetings are informative, entertaining and productive. All of the board members plus some regular members attend the monthly executive meetings. I can feel the enthusiasm. What about sponsoring a national convention? If those guys in California can do it, why can't we? We're smarter than any Californian that ever was. Aren't we?*

*Le Car—Yes, our big, for now, project is well under way and is rapidly approaching "Ready for Sale". Gordon and Don Robinson have redone the brakes and now all four wheels will turn and also stop as designed. This car, by the way, has a dual brake system conversion. My '67 has the dual system. It was the first year to come factory equipped as such, and also a collapsible steering column. Now, if it had a shoulder harness and a headrest, I would be using it as a daily driver. Some day I'll install these safety features.*

*Back to "Le Car", In the last board meeting, 6/3/99, the members agreed that the car should be marketed at \$1500. It is a '64 700 4-door with a straight body, no rust, good tires, and runs great. As soon as Gordon gets all the pine needles out of all hidehoes and Don Robinson and Don Henn get a wax job on it, it will be ready to market. Call Gordon at 299-1122 to volunteer to help fix, wax, and shine.*

*Our mid month activities are scheduled for the rest of the year and are published on the back of the Corvairsation. July is blank but August is to be at the Pima Air Museum. It's hot in August but there is more than enough to look at inside the air-conditioned buildings. If you haven't been there for a while, you will be pleasantly surprised. The Challenger Learning Center is one of the newest.*

*Web page—Paul Dunn, where are you? We're paid and on the Web, I guess. [www.corvairs.org](http://www.corvairs.org)*

*We'll be publishing a library inventory soon with the new stuff, catalogs, etc.*

*Dave Baker*

JUNE 99 TREASURER'S REPORT

BEGINNING CASH ON HAND.....1017.20

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....	00.00
Badges/Pins.....	00.00
Raffle Tickets.....	10.00
Can Money.....	2.10
Money collected for new shirts.....	150.00
Received for Gaslight theatre tickets.....	219.58

TOTAL INCOME (ACCOUNTS RECEIVABLE).....381.68

EXPENSES: (ACCOUNTS PAYABLE)

Stamps.....	20.46
Badges.....	0.00
2 year internet service.....	70.00
Payment for Gaslight Theatre tickets.....	209.04
Creative Stitches for shirts.....	<u>138.00</u>

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....437.50

ENDING BALANCE: (CASH ON HAND).....981.83

Respectfully Submitted,

*Allen Elcock*

## Minutes of the Membership Meeting, May 26, 1999

Before the meeting was called to order, Don Henn presented calling cards to encourage new people to join our association. These were passed around for those present to take. Gordon Cauble has taken our car to have the drums turned. A warning from a former member, Alan Gray, about a man who purchased a Corvair that needed repairs from him, then advertised it as a "one owner car" in A-one condition for \$2,995.00.

The meeting was then called to order by President Dave Baker at 7:30 PM at Denny's and the pledge was read. The minutes of the previous meeting were approved as printed in the Conversation.

Darrell Williamson, son of former members Don and Marie Williamson, was the only guest.

The treasurer, Allen Elvick, announced that we had a balance of \$1,017.20 in our checking account.

Membership, Beverly Baker, reminded the members to give out the cards to any one seen driving a Corvair.

Don Robinson, editor of the Conversation, was commended for the quality of the publication, and as merchandise chairman he had brought some caps for sale. He also brought the obituary of Bill Fisher, a publisher, who wrote the book "How to Hotrod Corvair Engines", a book that we have in our library for all to check out.

Librarian, Dave Baker, brought the latest catalogues from Clark's and Walls Underground to share with those present.

Under new business, what are we going to do with the car? Call Gordon Cauble if you would like to volunteer some time and effort into getting it into "saleable" conditions.

Don't forget the Gaslight Theater on Friday night.

After a short break for selling raffle tickets, the raffle was held. Only two gifts were brought which were won by Allen Elvick and Darrell Williamson. Allen Elvick, Don Henn and Jennifer Griffith volunteered to bring prizes next time.

Tim Green said that he needed a differential for his Corvair.

Mel Ames of Marana will rebuild your engine if necessary. Call him at 623-5646 for an estimate.

The meeting was adjourned at 8:30 PM.

Respectfully submitted

Beverly Baker, Acting for Herb Berkman, Secretary

from the editor.....

June is bustin' out all over!! And it should be, because it is Corsa National Convention time. I'm looking forward to seeing all the nice cars and the Corvair "stuff". Our '64 convertible is just now ready for paint, so it won't make it to Fahoe, but I have a list of a few things it needs.

Dave mentions the '64 4-door project car which is almost ready for the road. It's going to be a nice driver after a few more tweaks and a tune up.

By now most all of us know of Bill Fisher's passing. He had a real passion for automobiles and a love and extensive knowledge of Corvairs. I hadn't looked at my copy of *How To Hotrod Corvair Engines* which Bill wrote, and I became totally engrossed. Now I'm ready to try some of his fixes on late model suspensions on our '65 coupe. Strange as it may seem I received this copy of Bill's book from my UPS man, Smitty Smith, who was delivering a steady stream of Corvair parts to our house .....he saw a real need!

Gaslight Theater's *The Three Musketeers* was a very enjoyable outing for the May mid-month activity. I think everyone enjoyed it as much as we did. There is something special about going there that is so much fun. For me it is the slapstick comedy and puns. Those puns spin through my head all the time; watch out below.

Some of our members are wearing new Club golf shirts and you look great in them. They came from our friends at Creative Stitches. We will be taking orders again in a few months.

20 YEARS AGO TCA held its's regular monthly meeting on East 22<sup>nd</sup> street at the Village Inn Pizza Parlor. Gordon and Verne Cauble were the *Corvairsation* Editors and Alan Atwood was the Circulation Manager. Pat Bender was Activity Chairman and was planning a mid-month club outing to Rose Canyon Lake.

10 YEARS AGO Marie Williamson was Recording Secretary. At the Tech Session at the monthly meeting Michael Valentino gave a tutorial on painting which was helpful and encouraging to all contemplating painting their Corvairs. The Corsa National Convention was held in Kansas City.

Fix-a-dent is what you get when you take your Corvair to the body shop.



**Fred W. "Bill" Fisher**, 73 of Tucson, AZ died May 20, 1999. Survived by Helen, his beloved wife of 51 years; daughter, Nancy (Carlos Fleming); grandchildren, Carlos, Reynaldo and Gabriela; son, Howard (Karen); granddaughters, Allison and Mariam; sister Marilyn Smith; nephew, Kelly Smith; niece, Lynda Glandorf.

Born in Sullivan, Illinois, in 1926. A long-time Tucson resident and businessman. He joined the Marine Corps in 1943. BA Popperdine, MSc University of Southern California. Started California Bill mail order publishing business while completing his degree at USC.

After graduating he taught school in Pasadena, CA. Started Fisher Automotive Engineering specializing in 6-cylinder racing equipment. Worked as technical writer at Northrup Aircraft and Consolidated Electrodynamics.

In 1956 moved to Redwood City, CA to become Advertising Manager for Ampex Corp. In Palo Alto began Go-Power, creating parts and wheels for go-karts. He also formed Bill Fisher Advertising.

Started HPBooks, authoring its first automotive title in 1963. After successfully publishing many automotive titles, he moved his company and family to Tucson in 1972. Sold HPBooks to Knight-Rider Newspapers in 1979.

With Helen co-founded Fisher School helping more than 600 children with dyslexia during 12 years. He enjoyed being a member of Casa de los Niños car committee.

Co-founded Fisher Books in 1987 where he continued until recently.

Author of numerous books and magazine articles about performance cars and engines.

Publisher of hundreds of nonfiction books selling more than 30 million copies, two # 1 New York Times bestsellers. Received Lifetime Achievement Award from Publishers Marketing Association (PMA). Before his death PMA created a permanent award named for him honoring new publishers' best first books each year.

Member of Casas Adobes Congregational Church, Bonneville 200 mph Club and Inliners International.

He had 73 action-packed years as husband, father, grandfather, ad man, teacher, author, editor, photographer, engine builder, land-speed record holder, entrepreneur, publisher and bon vivant.

Bill fought a 9 year battle with prostate cancer. His strong spirit will always live in the hundreds of people he touched in his lifetime with his wit, intelligence and love of life.

**Note:**

As you all know Bill was the author of *How to Hotrod Corvair Engines*. He read our newsletter regularly and was quick to comment on its content. We are grateful for all that he has done for the Corvair automobile.

*Editor's Note: In the late 70s John Wipff published a couple of volumes called The Compleat History of the Corvair for the Corvair Nut!! In Volume I he presented several chapters of information that we would like to share (or reshare, as the case may be) with you over the next few months.*

## CHAPTER 9

### ALONG CAME A SPYDER ...

If heaven rained goodies in 1962, Corvair caught them all.

Three of those 'goodies' were: the Monza convertible, the Spyder option and the 'Sporty' options, (HD suspension, metallic brakes, positraction, four-speed transmission).

With minor trim-changes, both inside and out, the Corvair passenger car crested the wave of consumer demand with the above three changes in the lineup.

The sporty options were introduced first. Tested by *Car and Driver* in their November, 1961, issue, they were dreamed up by Zora Arkus-Duntov and were the forerunner of the Spyder by several months. Most of them became mandatory on the early 162 Spyder, optional later.

The HD suspension system consisted of: shorter, stiffer front and rear springs (deflection raised from 155 to 240 lb/in, front and 236 to 770 lb/in. rear, approximately 1 in. shorter curb height) different front-end alignment, slightly negative camber in the rear, 5/8 in. diameter anti-roll bar, recalibrated shocks, rebound straps on rear suspension. These cut rear wheel rebound to 2.5 in.

*Car and Driver*: "Main conclusion: it does not increase the car's sheer cornering power, but it makes it far easier to drive at the limit. The stock Monza sticks well, right up to the point of rear-end breakaway, which comes so suddenly that it's practically impossible to get the car back on its original path. In sharp contrast, the Handling Monza reaches the same limit in a balanced predictable manner, breaking away at the rear so smoothly and gently that it's a cinch to catch it with a flick of the light steering and proceed around the bend in a Porsche-like way.

Any disadvantages? Darn few, in our opinion. The ride is definitely firmer, perhaps harsher over ripples, but in compensation, there's much less pitch over bigger bumps. It had a sturdy, four-square feel on the road ... Unfortunately, we can't quote a price for RPO 696 at this writing, but be assured that whatever it costs, it's worth it."

No longer was the Corvair advertised as an Economy Car. Now Chevy said it was a 'Sports Car'. Chevy had the newly-introduced Chevy II for the economy crowd, so the Corvair was on its way to filling its niche in a special marketplace. By the way, the Chevy II was introduced with the same four-cylinder engine GM now used in the X-, and optionally, in the J-cars. Pontiac practically redesigned it and christened it "The Iron Duke," but it's the same engine.

So Corvair's image had changed, but had the car changed? Not basically. The ads were 'telling it like it should have been' two years before.

On March 27, 1962, at the Chicago Auto Show, the Monza Spyder was introduced. It was in convertible form at the show, and though the convertible and the Spyder were two different options, they shared the same dealer brochure and many of the first convertibles were also Spyder optioned. I say 'optioned' because the Spyder equipment was an option until '64 when the Spyder became a separate line.

Spyder equipment consisted of: 150 hp engine, turbocharged with very flashy chrome oil, gas and manifold parts, stainless steel heat-shield for the spare tire, black painted carburetor and air-cleaner, brushed-chrome instrument panel, glovebox door and radio face-plates, in short, all your friends knew you had a Spyder. When you passed them, they could see a big 2-1/2 in. chrome tail-pipe as you vanished into

the distance. There were also the mandatory options: four-speed transmission, 3.55:1 rear axle, sintered-metallic brakes and HD suspension. As stated, these were only mandatory on the early Spydres. I suppose the tender citizens couldn't take the harsh ride and squealy brakes, and Chevy, ever attentive to the whims of the public, concurred.

Sitting here, reading about Spyder, it might be easy to feel that all Chevy had to do was slap a turbo on a Corvair and go merrily on its way to the bank. Not so, friends, as many a latter-day Fangio has found out, after slapping said-turbo on a 110 hp engine, cutting holes in the shrouds and valve covers for the oil lines and exhaust, and 'lettin' her rip.'

Many pistons and valves later, they decided that the Owner's Manual was right when it says, "Under no conditions should the Turbo-Supercharge be removed and installed on another car. Your Corvair Spyder is designed around the TurboSupercharger and all the related parts are necessary."

Why turbocharging? Why supercharging at all?

Probably for the same reason people draw to an inside straight. It seemed like the best thing to do at the time.

Falcon was coming out with a V-8, already had a three-carb mod for the 6, the Valiant was hotter than either Corvair or Falcon in its stock form (and a terror on the track with its 225 cid aluminum engine) and Lark and Rambler already had a V-8.

What to do when you can't put a V-8 back there because it weighs too Much (although the new Buick aluminum was considered) and you can't increase the bore or stroke of your present engine (it was designed to be an 'economy' engine, remember) and you can't afford to design a new one?

In football you punt. In the automotive business you supercharge. That's what Ford did, Studebaker did, Kaiser did. Even the '57 Ford was available with a blower.

Even though the standard High-Performance engine put out 102 hp, compared to the 80 of the standard engine, gross, the net output was only 3 hp apart, 65 vs 68. Something had to give, and it was plainly not going to be Ford or Chrysler.

The best source of information on the Turbo Project is found in SAE paper No 531A, "The Corvair Turbo-Charged Engine," by two Chevy Engineers, R. E. Thoreson and J. O. Brafford. Most of the information in this section is purloined from that fine work.

A cool summer breeze is to a hurricane as a normally-aspirated (carburetted) engine is to a supercharged one. An automotive engine, being basically a way to pump a gas from an intake out an exhaust, will run faster if it doesn't have to work so hard to make itself run.

There is a certain amount of efficiency-loss as air goes through a carburetor, through the intake, and is sucked in by the piston. (Actually the air is pushed by atmospheric pressure, equal to about 15 lbs/sq. in.). If you can help the atmosphere overcome all the twisting and friction, the motor (pump) would operate more effectively, pumping more mixture and producing more power. So a supercharger does just that. It pushes more air (or mixture of air and gas) through the engine, overcoming volumetric efficiency losses and making the engine run, either faster, or faster sooner, or both.

Supercharging had become a very popular way to get more power from the Corvair engine. Its small valves were designed for economy, and it simply didn't breathe above about 4000 rpm. Latham, Judson and Praxton offered axial, vane type and centrifugal blower kits, respectively. Chevy did a lot of work with the Paxton, and even considered it for production, but because of drivebelt problems (Benzinger: "We figured we had enough problems with *one* belt, let alone two or more!") and horsepower loss (it takes power to make power and the Paxton ran all the time, not just 'on demand' like a turbo) they decided, instead on turbo-supercharging.

Many people look on the turbo as free horsepower, since it uses waste exhaust gas, but it isn't exactly free because of back-pressure losses. That is, it's free till you use it.

A turbocharger is exhaust-driven and forces air-fuel mixture into the intake manifold at greater-than-atmospheric pressure under certain load conditions to improve engine breathing and power

output. The turbocharger's heart is a balanced shaft with a turbine wheel on one end, and a centrifugal impeller-compressor on the other. Each of these wheels has its own contoured housing. Hot exhaust gases directed to the exhaust housing against the turbine wheel blades, spin the shaft up to 100,000 rpm on a full-floating pressure-fed aluminum bushing-bearing. The impeller-compressor draws fuel-air mixture from the carburetor (in the case of the Corvair) into the compressor housing and passes it to the intake manifold, under pressure. Supercharging output depends on load, throttle opening, exhaust-gas temperature and engine speed. Under heavy load, turbine speed increases, because of increased exhaust flow and temperature, and the compressor provides additional mixture under pressure to meet the demand and increase HP.

The reason Chevy chose turbocharging over other types was:

1. No loss of part throttle economy (as opposed to the other types, which take power from the engine at all times).
2. The carburetor system is exposed for adjustment.
3. No noise or significant mechanical vibration.
4. Ease of mounting, efficient use of available space.

There is one major disadvantage in the turbocharger. I've seen it called dread 'turbo-lag' almost every month in recent car magazines. I'm not sure if 'dread' puts it in the same league with dandruff and hang-nail, but there it is. Turbo-lag refers to the split-second it takes for the compressor to go from its idle speed (about 5000 rpm) to its output speed of about 80,000. Also, as designed in the Spyder, the full boost of the turbo isn't available until the engine is in the 2500-3000 rpm range.

Assuming the engine is in the 2500 to 3000 rpm range, the length of time it takes for the boost to come in is determined by the weight of the turbine-impeller. The more weight, the longer it takes. The Corvair used a 3 in. compressor wheel. I'm not going to get into complete discussion of why the Corvair turbo does or doesn't do what you want it to do. There are several books on the subject, the best of which, in my opinion is *Turbochargers* by Hugh MacInnes. Suffice it to say that the Corvair system was primarily developed on the test track, not the laboratory, and was the best system at the time ever used in a passenger car. Oldsmobile came out at approximately the same time with a system that used a wastegate, water-methanol injection and had twelve connections to the carburetor, alone. The Corvair system used intake restriction and exhaust-gas pressure as control, along with a pressure-retard distributor system that, if left alone, and if tuned properly and gassed properly (premium, please), and timed properly (24° btdc initial) let the Spyder run for a "heckuva" long time at a "heckuva" high speed and never cause a problem. The driver usually ran out of road or guts before the car ran out of cooling, although desert driving or trailer pulling was a problem at times.

Of course it didn't have Buick's 'detonation detector' black box or Porsche's water-fed intercooler but for the price-and the times-you couldn't (and can't) beat it.

There were many changes made necessary by the turbo, among them a change from carbon-steel to chromium-steel in the crankshaft, nitrided at low temperature for hardness, nickel-chromium exhaust valves, larger-section connecting rods, chrome top piston-ring, lower compression ratio (8:1 advertised, approximately 6.9:1 actual), ignition curve (virtually no centrifugal advance till 3900 engine rpm) pressure-retard (instead of vacuum-advance). Plus the obvious chrome goodies and carburetor.

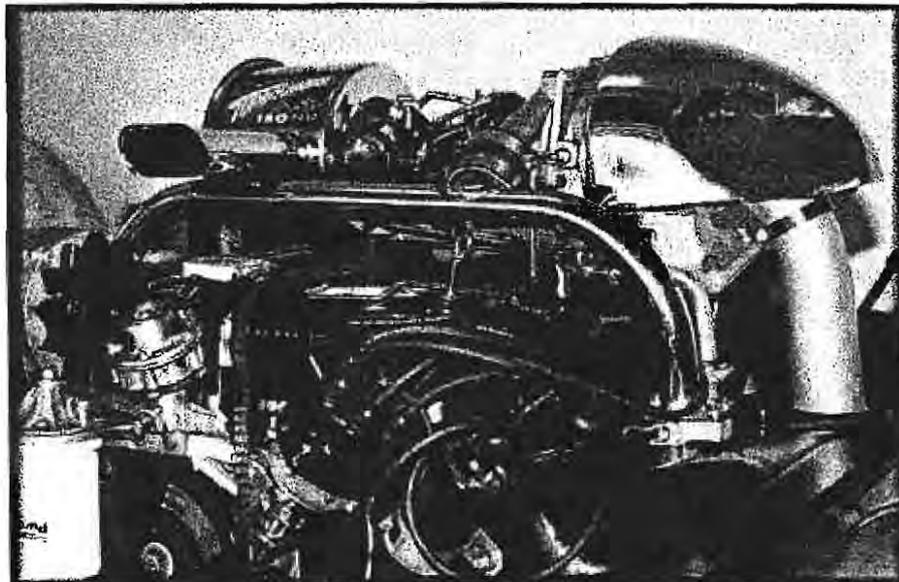
Speaking of carbs, the sidedraft Carter YH used on the turbo was first developed for the old Nash Le Mans and early Corvette of the fifties (my Aunt Ota's '53 Nash Ambassador had one and I wondered at the time what the difference was between hers and mine). It was the major source of restriction for the intake side of the system. It had two 'boost' venturis, in addition to the main venturi, to give better throttle response at the low end. The main venturi diameter was none too big for an engine that developed 150 hp, giving plenty of restriction at the top end.

Since the turbo let the engine wind tighter, there arose a new problem with fan belts, and one way the engineers found of controlling fan belt flip was with a new plastic fan made of a Dupont product, Delrin, an acetyl plastic. Or course, if the engine got too hot, the fan just kind of melted all over the engine, but the thinking was, that by that time, the whole engine was gone anyway, and who would worry about a little fan then. So, it was released for production. Being very proud of their accomplishments, the engineers put one of these fans on the car that belonged to one of the engineers from TRW, the manufacturer of the turbo. This man lived in Cleveland and as he was going home that weekend, he was inundated with some kind of gas. "I don't know what I got into, but I was driving away from a toll booth and I started to choke and my eyes started to burn," he said in a frantic telephone call to Benzinger. "I think it may have been something to do with the blower we put on yesterday."

It happened to him twice more, driving both Chevy and Bob, the TRW man, nuts. Then they called Dupont and found the trouble. The car was equipped with an oversized generator and it was the middle of winter. Full heater. So, with the heat of the battery, together with the overcharging generator, the battery was putting out microscopic droplets of sulfuric acid. And sulfuric acid and Delrin form a gas known as formaldehyde. Benzinger shudders to think what might have happened had not that lone case shown up before the fans were put on the street. So they settled for a die-cast aluminum fan, in almost the same shape and size as the one attempted in Delrin.

Needless to say, the Spyder option helped give the Corvair a new lease on life, as did the convertible. There had been a convertible on the works since 1960, but there was only so much manpower to go around, and the economy side of Corvair was stressed at first, a la Lakewood, the Greenbrier and the vans and pickups. But, almost in the same stroke, the convertible appeared and the station wagon vanished. (The station wagon was called Lakewood in 1961, simply 'station wagon' during its truncated '62 model run.) Some people thought the demise of the station wagon made way for the convertible. Actually, the Chevy II had taken off like a shot and the facility used for the wagon was needed for the increased production of the Chevy II. And, Chevy II had three wagons; no sense in competing within the Division any more than was already the case, so "Kill the Lakewood" (station wagon).

Corvair production, including trucks, topped 328,000 in '62 but Chevy II sold 325,000, somewhat of a blow, I'm sure, to Ed Cole and his idea of an American VW, but at least it was still alive. And, it stayed alive in just about that form through 1963. Changes are detailed in that section.





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Executive Director



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For Immediate Release:

November 5-7, 1999

Great Western Fan Belt Toss and Swap Meet  
CORSA WEST of Los Angeles

Pavilion Field in Palm Springs, CA will again be the site of the 22nd Annual GWFBT&SM. The world's largest all-Corvaair parts market opens at noon on Friday, with a welcoming party on Friday night and a banquet on Saturday night. The peoples's choice car display will feature 69's. Host hotel is the Ocotillo Lodge at \$63.00 per night, plus 10% tax. All suites are non-smoking. Call 760/416-0678 or e-mail ocotillolodge@worldnet.att.net. "Corvaair Event" rate good until October 15. Smoking and non-smoking rooms also available at the Quality Inn at \$59.00 per night plus tax. Call 800/472-4339. Call Norman Bloss at 323/874-1614 for information or e-mail at gwfbtasm@yahoo.com. Event registration material available about July 15.

## **LOCAL CORVAIR PARTS**

from

### **TUCSON CORVAIR ASSOCIATION**

TCA has a large stock of new and used parts for all models of Corvairs.

Support the Club and save a little money!



Contact Al Crispin  
**722-9445**

## Vairs and Spares

**1962 Spyder coupe. Complete ,green, with turbo but need TLC. \$500 Call Randy, (520) 887-4734.**

**1969 chevy 3/4-ton. 396, AT, Pwr Disc Brakes, PS, AC, Cruise, Stereo, Shell, Carpet, Air suspension, Custom seat, Dual spots, 3 tanks, Dual batteries, Telescoping bumper, HEI, CB wiring, Trailer brake controller, Manuals, Spare parts, Ugly paint. \$1/pound obo (That's \$5050, I'll start at \$4750). (520) 751-9500 eve, (520) 663-9122 day. (Note: This truck has been to seven CORSA National Conventions and has towed Corvairs to four of them.**

**For sale: 1967 Monza 4 door sedan. Restorable. Minor front end damage. No rust. \$500 OBO. For more info call Eddie (520) 748-8507 or (520) 740-1234 or call Gordon Cauble (520) 299-1122.**

**For sale: 1965 convertible 110/auto, new mist blue paint new white top and upholstery, good tires. \$4300/make offer, call Don Henn (520) 743-3346.**

**For sale: Corvair parts—large outdoor yard full of great Corvair parts. Call Barry Cunningham at (520) 747-9028.**

**From one Corvair lover to another...**

**Corvairs**

**By**

**Creative Stitches**

**2710 Cancun Court**

**Grand Junction, Co. 81506**

**(970) 245-4722**

**Member of Corsa and Tucson Corvair Association**

**Ads are free to TCA members. \$2.50 for up to four lines for non-members**

