

# Conversation

AUGUST '78

Vol. 3 No. 5



TUCSON  
*Corvair*  
ASSOCIATION



CORVAIRSATION is the monthly newsletter of the TUCSON CORVAIR ASSOCIATION. Copies are free to members of the Association. Members may also submit Want Ads or For Sale items, which will be published as space allows. Prospective members may receive two issues of CORVAIRSATION. Information concerning advertisements, ads, articles for publication or extra copies may be obtained by contacting the editor: GORDON CAUBLE.

TUCSON CORVAIR ASSOCIATION is a chartered chapter of CORSA, Corvair Society of America, and members of TCA are required to join and maintain membership in CORSA.

TCA holds regular monthly meetings on the 4th Wednesday of each month, and has additional social or technical activities related to the Corvair automobile each month.

Annual dues of TCA are \$8.00, and on initial joining, there is an additional fee of \$2.50. For family membership, add \$1.00.

CORSA membership is \$12 per year, and is accomplished directly between individuals and CORSA, INC., P.O.Box 2488, Pensacola, FL, 32503.

Further information about meetings, rallies and applications for membership may be obtained by contacting any of the following officers:

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NEW MEMBERS FOR JULY

Welcome to the following new members:

RANDY NELSON  
4738 E. Adams  
Tucson, AZ 85712 325-1321

Randy is a student who has to work for a living, and is employed by U-Haul of So. Arizona. He owns both a '65 Monza 110 2 dr. Coupe and a '65 Corsa 140 2 dr.

PIERRE A. LLJON  
4728 E Baker St  
Tucson, AZ 85711 795-1055

Pierre is a carpenter who is self-employed, and he owns a 140 HP 1961 Rampside.

NEW CORSA ADDRESS

The new address of CORSA, INC. is P.O.Box 2488, Pensacola, FL, 32503 for change of address notices, membership applications, or dues renewals.

### A FEW WORDS FROM THE PRESIDENT:

Again I would like to congratulate Bryan Lynch and John North on a job well done! They both won first place in their respective class in the Concours de Elegance competition at the National Corvair Convention in San Diego. Their victory climaxed the hard work that they performed to ready their cars for the competition.

Tucson entered two cars and came home with two first prizes. The Cactus Corvair Club of Phoenix entered three cars and took home three prizes. As you can see, Arizona was certainly well represented in national competition with the best cars in the nation. (Cactus Corvair Club took two first place and one third place).

--PAT BENDER

### YOUR CORVAIR A "WANDERER"?

Has your car begun to show a disconcerting flirtation with the unevenness in the road, and had to be frequently re-directed in the "straight and narrow"? Wear of suspension and steering parts can creep up on you, and what was designed to be a fine-handling machine can become a real "bear", and quite a fickle one at that. If the car is showing signs of being a little "squirrely" in a cross-wind or on a surface somewhat less flat than our better roadways, and wanders and drifts in one direction and then the other, and there seems to be a little "slop" in the steering, better check the pitman arm bushing. Replacement parts are inexpensive and, if you do it yourself, the cost is negligible. It can turn into a tough time-consuming job in some cases, and as such could get costly--but never as costly as loss of control of your machine could be. That could cost you much more than you ever considered paying.

--Jim Reviere  
CORVAIR HOUSTON Nwsltr.



### AN IMPORTANT ANNOUNCEMENT

At the Executive Board meeting of the Tucson Corvair Association, it was agreed that, with postal and other increased costs affecting us, the membership dues should be increased.

The proposed increase is: \$8 to \$9 per year for regular membership, and \$9 to \$10 per year for family membership.

The subject was brought up at the July meeting. At that time, John North reminded us that such a move required the proposed increase be published and then be voted upon by the general membership.

At the August meeting, the membership will be asked to vote, after discussion, on the proposed changes.

COME TO THE AUGUST MEETING and see yourself on the screen! Eric Bender will show slides taken at the Rose Canyon outing and also some shots of the San Diego convention. See pictures of some of the most beautiful Corvairs in the world!





# Something to crow about

C O N V E N T I O N ' 7 8

Saturday night the banquet hall was filled to overflowing, and although the food left something to be desired, the stirring presentation by Mr. Bill Mitchell made it all worthwhile. As he recapped the history and development of the Corvair with its many opponents in the GM hierarchy, we all relived some of his frustration. His emotional closing remarks reinforced my personal feelings that we had just listened to a sincere, dedicated and gifted man who had contributed so much to the automobile that had brought us together that nite.

Who would have thought that the same group of crazy people that we met last Fall in Yuma could plan, organize and conduct a CORSA Convention? Well, my hat's off to the San Diego Corvair Club, from registration to the closing ceremonies--every event reflected the results of flawless planning and execution.

The Tucson Corvair Association was represented by 21 members and 2 entries in the Concours--both of which won first place in their class--quite an accomplishment. We were blessed with outstanding weather and the cool ocean breezes that bathe San Diego were a welcome relief from the scorching Tucson heat. However, after the third day things started to feel sticky and we were looking forward to our return to good old dry Tucson.

The Concours was unbelievable--watching those white-gloved attendants push those beautiful Corvairs across the huge, carpeted convention hall to their parking spots gave me the feeling that the Corvair had finally arrived. To think that those same shiny cars were down in the parking garage covered with road grime, wax and soap suds only hours earlier was difficult to comprehend.

The judging was outstanding, and the judges' entrance into the convention hall armed with clipboards, flashlights, and clothed in those white coats left no doubt as to their seriousness and qualifications. We were expecting someone to come dashing ahead of the group with a lighted torch.

The speaker was followed by the presentation of the Concours awards. You can imagine the excitement that filled the banquet hall as a slide of each winning car was projected on the screen, and the owner's name announced. It was much more exciting to be sitting at the same table with one of the winners. The Tucson Club was most fortunate in that we had a winner at both tables: Bryan Lynch won First Place in Late Model Stock-Closed, and John North won First Place in Early Model Modified-Open. Outstanding! All this in one day! My family and I left the following morning to do all those things that tourists do in California so the Gymkana and Slalom events will have to be covered by someone else. Once again, I would like to thank the San Diego Club for an outstanding convention. The 1979 host club has a tough act to follow.

--FRANK McKENNA

The Convention's final official activity was a buffet on Sunday evening in the same ballroom as the Friday nite banquet. Awards and door prizes were well done, in keeping with the quality of earlier events. Herb Berkman won the Edward N. Cole Award, and was a very popular choice. Second and third place, respectively, for the award were Lew Rishel of San Diego Club, and Seth Emerson--whose car was featured on the cover of the July COMMUNIQUE.

Almost taking the spot-light off the Cole Award, but still a touch of humor was the downgrading of one of the first place winners of the Concours to third place in his class. Since the change was initiated



# Convention '78, continued

by the car's owner, he also was given a plaque as the "Honest Man" of the convention.

During and after the awards presentations, door prizes--donated by most of our Corvair vendors--were given away. The grand prize--to cap off the convention, was a television set.

After the Sunday awards event, Corby Somerville and Jeannie led a caravan of Corvairs over a 30 to 40 mile drive around San Diego to see the lights of the city. There were 10 to 12 cars in the caravan, and some cars had as many as five people. This event was particularly nice for some who had flown out to San Diego, and only saw what went on around the Town and Country Motel.

The drive included a visit to the beach at La Jolla and a tour of that area, to include

a short walking jaunt to the top of Mount Soledad for a breathtaking view of San Diego.

Participants in this late evening safari included Allen Martin, CORSA president, and Tony Flore, former editor of CORSA QUARTERLY.

The real significance of this event was that Corby and Jeannie had been up to their necks in the convention activities from early Thursday through Sunday nite's buffet, and yet took time and energy to lead a group of out-of-towners in this jaunt--which lasted well past midnight.

Again, thanks to all SDCC members for a memorable convention!

--GORDON CAUBLE

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## T - SHIRTS

Show you belong to the Tucson Corvair Association and that you're proud of your Corvair.

Three color custom designed screen printed T-shirts can be yours for \$5.00. Men, women and children's sizes.

Available at slight extra cost are french cut form fitting women's V-neck or scoop in sizes S-M-L-XL.

Come to Transfer Junction, 5040 E. Broadway, corner of Rosemont, and try them on for size. If you are sure of your exact size, call Joel Gemberling at 881-1387 to order.

We need orders of 18 shirts to print them again.

Unless picked up at the store, all monies should be paid to Don Bortle, Treasurer.



THOUSANDS RESTORED BY ENTHUSIASTS

# Corvairs: A Cult Built From Spare Parts

BY AUSTIN SCOTT

Times Staff Writer

SAN DIEGO—One by one the cars rolled noiselessly over the thick red and blue ballroom rug, their engines silent, the men pushing them wearing white cloth gloves to protect their gleaming, flawless finishes.

The last new Corvair came off General Motors' assembly lines a little more than nine years ago. Yet this weekend there have been about 120 in the ballroom and parking lots of the Town and Country Motel that look new, feel new, even smell new, and are cared for a lot more painstakingly than when they were new.

It's the eighth annual convention of CORSA, the Corvair Society of America, a group of car collectors quite different from those who collect old cars as investments or simply because they are becoming increasingly rare antiques.

CORSA members, as they will tell you over and over and over again almost before you ask, really love their Corvairs. Even go a bit crazy over them.

There is Jim Wood of Pikes Peak, Colo., a tall and hefty man who began collecting Corvairs two years ago after he bought one for his wife and then couldn't bear to part with it.

"I've got about 25, 26 of my own that I'm in the process of restoring," he said. "I've probably got a dozen that are drivable . . . I think \$150 is the most I've paid for any of 'em."

There is Fulton Floyd, a courtly semiretired plumbing contractor from North Carolina. He owns 53 Corvairs, and with a twinkle in his eye tells those who ask that he plans to restore one a year. He's now 63.

"It's a disease, it's Corvairitis," joked a friend.

"I started in 1969," Floyd said. ". . . About 25 would run if you put batteries in 'em. We got a dozen that

we drive . . . I don't have a lot of money in 'em. Back when I got mine you could get 'em for \$25 to \$100 apiece."

While the average CORSA member owns only four or five Corvairs, there are others who own as many as Floyd. Unconfirmed rumors fly about someone in Michigan reported to have 160 or 170.

Tom Silverstein has almost that many, but only one of his runs. His Sacramento junkyard, unaccountably named "Bob's Auto Wreckers," has 120 Corvair bodies, including rare convertibles, vans and station wagons. And this at a time when Corvair fanciers who scour the country look-

ing for scarce, no longer manufactured parts consider themselves lucky to find junkyards that have one or two.

Nobody knows exactly how many Corvairs and Corvair enthusiasts there are. Chevrolet made more than 2.5 million of the funky little air-cooled, rear-engined, independent rear-suspensioned autos before stopping production.

CORSA has about 6,200 members, distributed among 80 nationwide chapters. But about 75,000 Corvairs are still licensed in the 50 states. And many people drive their Corvairs every day without being aware that they are members of one of the strongest cults ever spawned by a mass produced American automobile.

For a car that began life in the fall of 1959 as a spartan economy compact, was produced for nine years—and produced half-heartedly for the last three—the Corvair has exerted an influence on the mighty auto industry all out of proportion to its numbers or its original conception.

It launched a then-unknown lawyer named Ralph Nader on a crusading consumerist career. It sparked expensive, searching congressional investigations into the honesty, integrity and safety commitment of one of the dominant American industries. It gave thousands of mid-60s teen-agers the dream of owning their own "poor man's Porsche."

Despite seemingly inexhaustible oil leaks, heaters that belched noxious fumes, and in the early models, unnervingly twitchy handling at highway speeds, it exuded so much personality that there is still a brisk market in the "I Love My Corvair" bumper stickers that General Motors originated back in the '60s at a time when anti-Corvair feelings were running high.

The Corvair, as a new book titled "How To Keep Your Corvair Alive" notes, has engendered more ridicule than any new car since.

Corvair enthusiasts have been described as the "guerrillas of the automobile industry . . . committed to what they feel is a wild and romantic revolutionary ideal . . . in the hills, living off their dreams and the few spare parts they can scrape up from auto flea markets."

Descriptions like that are written because to real Corvair fanatics, the cars represent an ideal much bigger and more daring than the car itself.

At the time Corvairs were introduced, they were seen as one of the rare triumphs of the frustrated idealists in GM's engineering department over the profit oriented, unimaginative, follow-the-leader types in the sales department.

Corvair engines were more aircraft than automotive in design. Their rear suspensions were more like European race cars than American sedans. Even optioned to the teeth they were not much more than \$3,000. And for

that relatively low investment they delivered the best ride and handling available in any American car at any price.

" . . . When the first one rolled into the shop, it was different," said Woody Schwartz of Mount Airy, Md., one of the better known Corvair mechanical specialists. "It had an aluminum, air-cooled engine, it had all-independent suspension, it had a transaxle, it had a monocoque unit-welded body. It wasn't just different, it was radical. It was brilliant, it was it was."

Unfortunately for those who took to the car right away, General Motors had coupled those monumental virtues with some monumental faults. And the company took a long time to correct the worst of those flaws, some of which generated Ralph Nader's book, "Unsafe At Any Speed."

Even so, the car caught on quickly among those who really love to drive. Most Corvair collectors still drive Corvairs daily, and boast that even now, no new American car can touch a Corvair on a winding mountain road.

.... Con't. next page



## Auto fans? Some like to back up

By BUD POLIQUIN

As the magazine Car And Driver noted in 1969:

"... The car enthusiasts were excited. The Corvair bristled with interesting technical features, even if they were atrociously executed. An aluminum engine! What if it did weigh 7 pounds more than the cast-iron Falcon engine? Independent suspension! So it was twitchy as hell... so what? It was a conceptual breakthrough. Next thing you knew there'd be a Corvette version, and the American Porsche would be a reality."

That never happened. The people in GM's sales department had the last word. Ford's much more conventional Falcons and Mustangs sold better than Corvairs. So did Chevrolet's own more conventional Chevy IIs and Camaros. Chevy dealers didn't like servicing Corvairs. Production costs were high. And GM was being sued by people who charged that Corvair accidents were the result of unsafe design.

Faced with all that, GM orphaned the car by stopping production in early 1969. Enthusiasts screamed in anger, to no avail. Ralph Nader, who still refuses to ride in early model Corvairs with the twitchy suspensions, says enthusiasts look at the car from a fundamentally different point of view:

"They term the Corvair's friskiness on corners as a challenge of driving skills, while I say cars should adjust to ordinary drivers, and not the other way around."

The days of \$25 to \$200 Corvairs in good working order seem to be just about over now. Perfectly restored Corvairs are bringing more than their original dealer list prices—sometimes much more. Corvair mechanical specialists like Schwartz and the Washington, D.C., area's Doug Wolfe say their businesses are changing.

Five years ago, 90% of the Corvairs that came into his garage were reasonably maintained automobiles used for daily transportation, Schwartz said. Now, only half fit that category.

And so the faithful flock to these annual conventions, swapping old, hard-to-find parts at flea markets, looking at new accessories like the \$47.50 plastic "bra" to protect the finish of the smooth Corvair nose, trading tales of travels through back alleys, side roads and junkyards in search of another "find."

And where else would you find a group of people willing to sit in rapt attention through hours of highly technical discussions in order to see a series of old television commercials for the Corvair?

They not only stayed to watch, but they cheered and applauded every one.

Fans of 3-D glasses, the Gillette Friday night fights and pedal pushers let their baby come and go. Aficionados of penny candy, the pleated skirt and Sgt. Bilko allowed their jewels to fade away. Devotees of rumble seats, the Charleston and Nehru jackets didn't fight hard enough to retain their pride and joy.

And as a result, of course, all of the above belong to history.

There are, however, some 6,500 religionists of another cult—the Corvair Society of America, which laments the late, great Ralph Nader-destroyed Corvair automobile—who have one thing in common: Don't let a good thing die.

And it is precisely because of that common bond that 2,000 Corvair enthusiasts have descended on San Diego for the fifth annual CORSA National Convention, which will conclude Sunday at the Town and Country Hotel.

But that sounds too easy, doesn't it? Is that the reason why there are people here from more than half of the states in the lower 48, including Florida, New Jersey and Pennsylvania? Is that why some fanatic made the trip down from Dewinton in Alberta, Canada? Is that why—never mind how—that zealot came up from Cuba?

Really, a lot of people must still like spats, but none of them is travelling across a continent to attend a four-day convention in their honor. Why then does the Corvair, a 1960s harbinger of today's compact cars which was taken off the production line in 1969 after 4.78 million had been built, command such respect?

"For one thing, you can't drive spats," explains Marsh Hesler, who claims to have owned some 300 automobiles—more than 100 of which have been Corvairs—since he bought his first car in 1955.

"Americans just love the automobile. Like they say, a man's car is his mistress. I'll admit it. I love cars. You name it and I've bought it. I bought cars you never even heard of like the Glas and the Glasspar. I even bought three Edsels."

Okay, fine. But that's not really enough. A lot of people love baseball's Red Sox, but how many people from California will go to Boston for a weekend series?

"I guess it's a combination of the camaraderie and that we're all nuts," Hesler, the secretary of the San Diego Corvair Club, explains. "Everybody here has grease under his fingernails. Go ahead and look. That means everybody here has been tinkering with his car. We're all tinkerers. We like to shine up our cars and have somebody come by and say, 'Hey, that looks nice.'"

The public will get that chance—at no charge—tomorrow when the convention will hold a model car contest between 10 a.m. and noon and then a concours d'elegance between noon and 5 p.m. The latter, which will display 200 near-immaculate Corvairs, will be presided over by 40 judges complete with white gloves.

"We're here to perpetuate the Corvair," says the convention's co-chairman, Sandy Sanford. "The people who have come here believe in it and what it stands for. The problem with the Corvair is that it was built before its time in the days of the muscle cars. It's the only car built in America with a rear engine. It's the only car built in America that was air-cooled. It was the only time that a car company tried to do something different."

"People identify with the Corvair," he adds. "GM said, 'To heck with the world. We're going to build something the right way

And the people liked that. I it was built today, the Corvair would be a big seller because it fits in with all of our automotive demands."

Despite the wisdom of both Hesler (who claims that the secret to becoming a millionaire by age 40 is to begin laying aside \$500 out of your weekly paycheck at the age of 20 and not touch it) and Sanford (who says that he has three things that he wouldn't sell at any price: his wife, his daughter

and his Corvair), it is perhaps up to Corby Somerville to put the entire Corvair phenomenon into proper, if overdramatic, focus.

"Why do some people still like the Corvair?" the convention's co-chairman asks. "Oh, I don't know. That's really an esoteric question. Why do men climb mountains?"

BUYING A USED CAR? Here's a clip from Petersen's AUTO RESTORATION TIPS AND TECHNIQUES, 1976, as submitted by Joel Nash to "Corvairs of New Mexico" and we knew it would be of interest to our members.

Next time you get all steamed up about a classified ad, look here first and find out what those ads really mean!



#### THE AD SAYS THIS:

#### THE SELLER MEANS THIS:

"Motor quiet".....	Using 50-weight oil.
"Needs minor overhaul".....	Needs a new engine.
"Needs major overhaul".....	Ready for the junkyard.
"Burns no oil".....	Just throws it out.
"Gone over and checked out".....	Sandblasted the plugs.
"Body fair".....	No visible dry rot.
"Body good".....	Puttied holes.
"Parts car".....	Beyond repair.
"Immaculate".....	Had it washed.
"Concours".....	Had it waxed.
"Drive it away".....	I'm on a hill.
"Deliver--for expenses".....	I like caviar.
"Drive anywhere".....	Within 10 miles of home.
"Fine old classic".....	His car.
"Bowlegged old dog".....	Your car.
"Has classic lines".....	A box on wheels.
"Desirable classic".....	Nobody likes it.
"Modern classic".....	1960 Plymouth.
"Rare classic".....	Nobody liked it new.
"Stored 20 years".....	Engine froze when new.
"Completed Glidden Tour".....	On a trailer.
"Extensive rechroming".....	Polished one bumper.
"Other interests conflict".....	Wife said ditch it.
"Rough".....	Too bad to lie about.
"Sharp".....	Whitewall tires.
"Need money".....	Found a better car.
"Must sacrifice".....	Can't give it away.
"Firm".....	\$300 off for cash.
"Asking".....	\$1000 off for cash.
"Leaving for the Army".....	Bank is repossessing.
"Solid as a rock".....	Everything is rusted together.





TUCSON CORVAIR ASSN. MONTHLY MEETING  
July 26, 1978



Meeting was called to order by President Pat Bender at Shakey's Pizza Parlor. Present: 40. Guests and new members were introduced, and attendance sheet circulated.

Eric Bender was thanked for his help with the July edition of CORVAIRSATION.

Minutes of the June 28 regular meeting were approved as they appeared in July CORVAIRSATION.

Don Bortle gave the Treasurer's report: Current balance, \$172.82. He read names of those whose memberships have expired. He reported that ads almost support the cost of publishing CORVAIRSATION, which costs \$62 to publish each month.

Pat Bender reported that the Executive Board agreed membership dues should be increased from \$8 to \$9 Individual; \$9 to \$10 Family. John North pointed out that advance notice must be given the membership before voting can take place. Such notice will be placed in CORVAIRSATION, and voting will take place at the August 23 regular meeting.

Question of whether TCA membership year should be changed from "staggered" to "calendar" was discussed. Also, the question of whether CORSA membership was necessary for adequate insurance coverage for TCA events was discussed. Both questions were tabled pending further study.

Pat Bender proudly announced that Bryan Lynch's 1969 2-door Monza and John North's 1963 Monza convertible both won first place in their respective class! Both gentlemen gave reports on interesting and humorous happenings at the show.

After intermission, three drawings took place--two for raffle ticket holders and one for license plates of those who drove their Corvairs to the meeting.

A September or October Corvair show at Park Mall or other shopping center was discussed. Joel Gemberling and Bryan Lynch will investigate space availability and report back.

Pat Bender reported that KOLD had camera problems so consequently the film taken before the meeting did not materialize.

Bill Fournier, Can Project Chairman, reported that June's first place winner was Al Atwood, and second place winner was Chris Cunningham. June's revenue for the project was \$15.31 for a grand total of \$28.74 since its inception three months ago.

Pat Bender advised that changes and corrections in names and addresses should be reported to either Don Bortle or Al Atwood.

Joel Gemberling reported that 9 or 10 T-shirts remain unsold. Future orders must be in multiples of 18 or more. We are now making a profit of 86¢ per T-shirt sale.

Gordon Cauble reported that Corvair parts catalogs are available for \$2. Those interested, see Don Bortle. Catalogs normally sell for \$2.50; TCA acquired them for \$1.00 each.

Meeting adjourned at 9:50 p.m.

Respectfully submitted,

*Georgia Lewis*  
Georgia Lewis



### CORVAIR CLUB MEMBERS!

\*15% off parts and labor

\*Tune-ups

\*Mechanical Repairs

## *Barney's Auto Service*

3029 N. Alvernon Way  
881-1315

TCA MEMBERS KNOW.....IT'S THE PLACE TO GO!

## CLASSIFIED ADS

1965 CORSA TURBO, 140 heads, OTTO cam, Saginaw 4 sp, Mallory Distributor/CD, new paint/interior. \$2500 or best offer. Frank McKenna. 885-8571.

'64 BLACK INTERIOR for Monza coupe. Headliner and side panels. Excellent condition. Trade for '63 red interior panels, or what have you? 299-1122.

'61 RAMPSIDE TRUCK, new Spyder engine. See at Jerry Bishop's. Ted Lloyd left behind when he moved to Cal. Asking \$950. Call Jerry, 748-1444.

'62 HEADS. Recent valve job. Frank. 885-8571.

'63 BUCKET SEAT black. Seat back, blue. Panels good, but tears in sides. Offer or trade. Gordon, 299-1122.

1964 TRUCK CRANKCASE with reground crankshaft and new camshaft installed. Also have rods and bearings. Corvair Parts Locator, Frank. 885-8571.

EARLY MODEL HEAD with valve job & new guides. Like new. \$75 or trade. 299-1122.

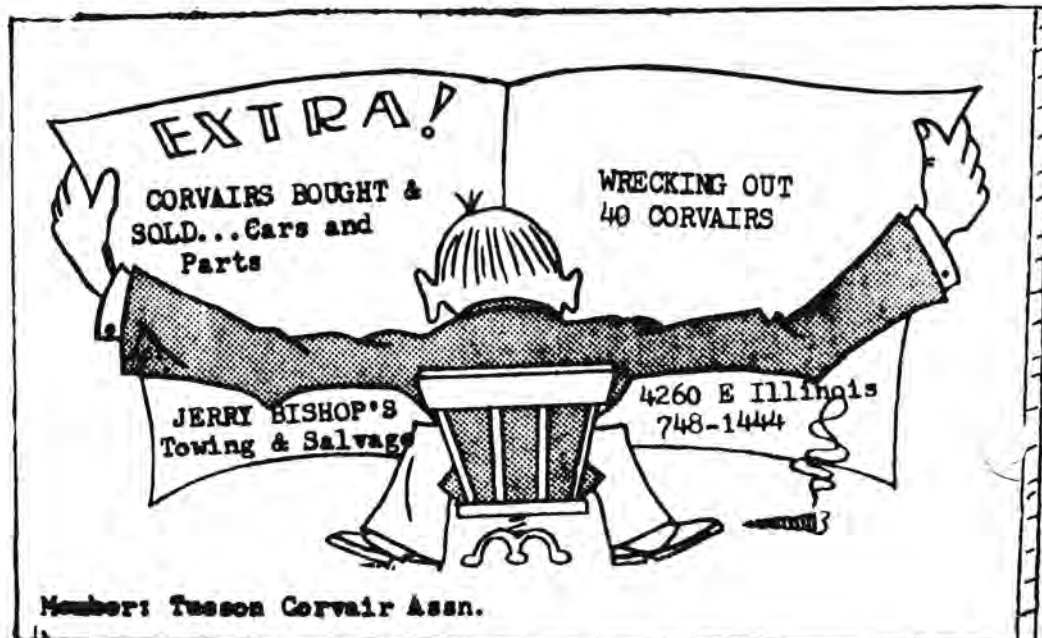
VITON "O" RINGS, GM Oil and air filters, spark plugs, and carb shaft seals. Also many new and used hard-to-find Corvair parts. Corvair Consultant Gordon. Call 299-1122.

'64 MONZA conv, auto, red/black interior. \$1500. Jerry. 748-1444.

'64 Rr A-FRAME for 4 speed, & manual top for '64 convertible. \$50 each. Gordon. 299-1122.

PAINTING, repairs, parts, '60-69. Sat. & Sunday, weekdays after noon. ACE. 882-4483.

HYDRAULIC TOP MOTOR, lines and actuator. \$40. Frank. 885-8571.



# It's still a very good year!

For the connoisseurs of automotive excellence who still fondly maintain the most distinctive Chevrolet ever built, Matthews Chevrolet, Tucson's most distinctive automobile dealer, would like you to know that your good taste in automobiles has not been forgotten.

Matthews still maintains an extensive inventory of Corvair parts and accessories, and our service department continues to service all models of Corvairs with tender loving care.

No matter what model Corvair you own  
... at Matthews, it's still a very  
good year!  
Honestly!



**MATTHEWS**  
**CHEVROLET**

22nd & Park 792-3950

Honorary Member:  
Tucson Corvair Association



Tucson, AZ 85718  
7602 Placito de Los Amigos  
Bryan Lynch  
297-0987 AUG

EDITOR  
5950 N Camino Arizpe  
Tucson, AZ 85718



### REGULAR MONTHLY MEETING

Wednesday, Aug. 23

- + + At SHAKEY'S PIZZA PARLOR, 106 W. Drachman
- + + Dinner served at 7 p.m. sharp!
- + + All you can eat for only \$2.10
- + + SLIDES AND PICTURES OF ROSE CANYON OUTING & NATIONAL CONVENTION

NOTE: Arrangements have been made with the management to have our meeting room more comfortable

COME EARLY.....SHOW YOUR CORVAIR

## LOOK AHEAD

- 23 AUGUST, Wednesday .....Regular Monthly Meeting
- 17 SEPTEMBER, Sunday.....Fall Tune-Up Clinic & Safety Check  
Bring your family and a picnic lunch
- 27 SEPTEMBER, Wednesday.....Regular Monthly Meeting
- 14 OCTOBER, Saturday.....Kitt Peak Rally and Picnic
- 25 OCTOBER, Wednesday.....Regular Monthly Meeting