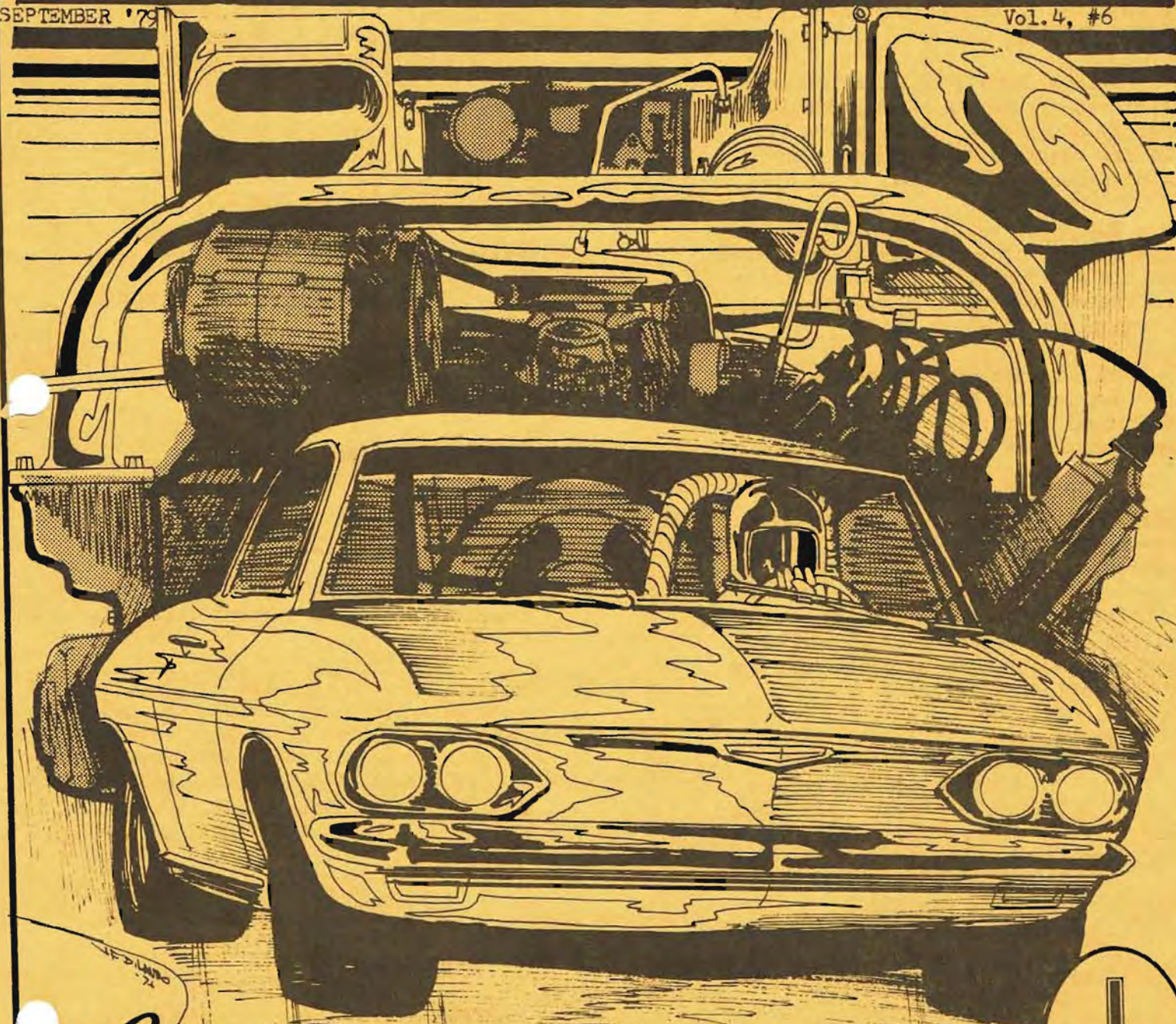


Corvairsation

SEPTEMBER '79

Vol. 4, #6



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 \$9.00, and upon 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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Pat Bender, Gordon Cauble, Bill Fournier,
Frank McKenna, and current officers.

Material for publication in CORVAIRSATION
such as articles of a technical nature,
tech tips or news of general interest to
Corvair owners is welcome. Submit to
either GORDON CAUBLE or JOHN NORTH by the
2nd Tuesday of each month. ED.

TREASURER'S REPORT

INCOME (July & Aug)	\$402.55
EXPENSES " "	\$315.33
BALANCE (31 Aug, '79)	<u>\$656.75</u>

--Don Bortle, Treas.



SUMMER'S OVER, THANK HEAVEN.....
and wasn't it one of the hottest we have
EVER had! All those days in a row with
the temperature over 100 got to be a little
much.

Your CORVAIRSACTION editors are back, and at
our desks once more, ready to pass on all
the news. We had a great time in Colorado,
and thank everyone who jumped in to help
put together both the July and August
issues during our absence.

--Verne and Gordon Cauble

IS YOUR NAME HERE?

DUES ARE DUE for:

MAY Jack Martin

JUNE Gary Lewis

JULY Pierre Lijon
Randy Nelson

AUG Barney Goodwin

SEPT Dave Stafford

OCT Joe Enright
Georgia Lewis



Please pay our Treasurer:
DON BORTLE

From the Prez.....

The turnout for our monthly meetings
is growing every month! More people. More
Corvairs.

Parking at the Village Inn is becoming
a problem. May I suggest we park along
the trailer park fence west of the Inn, at
an angle, and facing 22nd Street. Passing
cars will see our Corvairs....maybe attract
a few new members!

I've received several calls from the
windshield flyers placed on parked Corvairs.
Many members are putting these to good use.
Thanks!

We are now listed in the Newcomer Guide,
thanks to Sam Sharp, who brought this to
the president's attention. This publication
will be put out by the Arizona Daily Star,
and it will be ready in mid-September.

Thanks to Frank McKenna and John North
for articles submitted to CORSA, and published
in the Communique. Let's keep Tucson on the
map! Gordon Cauble needs articles for the
Corvairsation each month. Let's hear from
you--Tech Tips, problems, suggestions to
help our club continue to grow.

Paint jobs.....who does the best job?
I have seen a few from Earl Schieb. Not bad,
if all the chrome is off....and they will
paint your muffler and engine, so I'm told..
same color.

Our Activity Chairman will give you a
complete rundown on our potluck and weiner
roast held at the Lynch's September 9th, plus
pictures of the cars (taken to be shown at
our next meeting). Marilyn remarked at one
time that we had near 50 in attendance. Frank
McKenna could be heard saying he didn't know
there were that many different kinds of salads!
Marilyn and I want to thank everyone who
helped serve and cook. Larry Bissey, our new
member last month, was some hot dog chef!
Thanks to the clean up crew, and Don Bortle
for taking care of the pop and beer.

I received so many favorable comments
on this type of activity. How about a Mexican
potluck later in the Fall? One complaint--
JoAnn Gemberling cleaned out the chili pots
and I'm still looking for more. Love that
chili!

--BRYAN LYNCH

CORVAIRS -

10
YEARS
AFTER

CORSA NATIONAL CONVENTION

Detroit, Michigan was the logical place to celebrate the 10th anniversary of the demise of the Corvair. We were blessed with good weather and the accommodations at the Michigan Inn were excellent.

If numbers impress you, here are a few of the statistics. Over 1500 Corsa members attended the convention with the Saturday night banquet seating 850 plus diners.

The GM assembly line tour was such a huge success that additional GM people were asked to work overtime to oblige our numbers.

Talk about Corvairs--have you ever seen 290 Corvairs in one parade? Well, that was the number of Corvairs that caravanned from the Michigan Inn to the GM Tech Center on Saturday morning! That computes to blocking every major intersection enroute for 12 minutes! I imagine the people of Detroit knew that Corsa was in town.

The Concours judging took place at the GM Tech Center, and on display were several models of Corvair prototypes--i.e., Super Spyder, Monza GT, and Electrovair. Exciting cars that generated nostalgic thoughts of what might have been. A few lucky members were allowed to drive or ride in these cars, and the sound of them negotiating the straight-aways and corners of the Tech Center reminded one of the Grand Prix racing.

The cars competing in the Concours were exceptional. I've heard many stories about the drastic consequences of exposure to salt and snow, cars rusted out up to the windows, etc.; however, very few of these cars were in evidence. Most appeared to have been kept in heated garages since new, and only driven on warm sunny days. That is probably a facetious statement because I do realize the time, money and dedication that is required to restore a concours car.

There were many immaculate interiors and exteriors in addition to the stock versions.

If I were going to show a car outside, I would select the color RED. None looked better than the RED ones.

One of the high points of Saturday's activities was the first public showing of the GM film "Car on Trial". This film was originally produced by GM to familiarize and educate their lawyers in areas that were alien to their formal law training--i.e., understeer, oversteer, "G" forces, tuck-under, response characteristics, etc., so they could properly defend the Corvair in the liability suits that arose shortly after the Corvair's introduction. The film was 1½ hours in length, and viewers were on the edge of their seats throughout the showing. The chief narrator was Mr. Winchell, now Vice President of GM and Director of GM Engineering Staff, and our guest speaker at the banquet that night.

For those of us who have any fears about the safety of the early model Corvairs, viewing this film would completely dispel them. Every aspect of the Corvair's supposedly unsafe handling characteristics was investigated in detail. None were proven. The results of the subsequent court decisions verify that fact.

Saturday night was awards and banquet night, and the inadequacies in the menu were made up by the Guest speaker, Mr. Winchell. He recapped the litigation that GM was involved in during the defense of the Corvair. Those of us who had viewed the film that afternoon could really identify with his presentation. Needless to say, it was the high point of the convention.

Following Mr. Winchell's presentation the Concours results were announced. No done as professionally as in San Diego, but the same excitement and appreciation was exhibited by the winners. I would like to see everyone win an award since each entry reflects the culmination of

(CONVENTION....CON'T)

ny hours of hard work.

Most of the Tucson contingent left on Sunday afternoon prior to the awarding of the Ed Cole Trophy, so look for the results in a future issue of the CORSA Communique.

Those who attended from our club were: Don and Marty Bortle, Pat Hayhurst, Gordon Cauble, John North, Jim Wright and myself.

Next year the convention will be in Atlanta, so make your plans now. Think about friendly people, yo'all, legendary Peachtree Street, Atlanta Underground, Stone Mountain, and Six Flags over Georgia. I know Gordon is.

--FRANK McKENNA

MORE REFLECTIONS FROM THE CONVENTION:

Much has already been written about the 20th anniversary of the Corvair's birth and the writer has no intention of going over that ground again. What is put down here are some of the things that stick in his mind as imponderables.

The GT Monza trundled out of the dusty reaches of the GM Tech center basements was something to behold. Two of the development engineers "on duty" for the Corsa visit introduced themselves and made a horrible admission. When they had finished the little jewel they cranked up the engine and slipped it into gear. The car lurched and moved..backward, second gear...she picked up speed...third, faster..finally into high..wow....hit the brakes..reverse..very slowly..well the scenario wasn't quite like that but the results were the same..they had forgotten that, in making a mid-engine car out of the standard turbocharged engine and transaxle, they had four very fast speeds in reverse, and one very slow speed forward. They turned away to carry on the conversation with another proper...the author was seen on his belly,

oking at the simple but exotic rear suspension. Did they ever correct the problem? I dunno.

How about all that chrome and stainless on the steam-engined Pontiac in the Tech Center Visitor Center. Yes, the boiler had a license

on it from the Michigan Dept. of Labor.

Sorta reminds one of the chrome plated high pressure lines on the "Best of Show" car...pretty, but was it necessary, considering the car was trailered in. All it proves in both cases was that both parties had the money to do it.

MORE REFLECTIONS:

The only guy who seemed to be putting out on the GM assembly line was the poor kid trying to untangle the gas lines which had been bundled and tied for shipment;

The biggest man in the plant had a minor job of inserting a brass drift just as the power train was jostled into place. His timing was perfect. If he had only 2 seconds to make it back to the position, he made it right on the button;

The rapidity with which touch-up body and paint men and women took care of minor dings and bumps which happened during assembly operations;

The surprise of Jim Wright, a railroad man in our club, at the size of the huge Chesapeake and Ohio locomotive in the Henry Ford Museum;

How intrigued Pat Hayhurst was in the taped description of the old steam power plant now reposing in the same museum;

The guy who got roped into taking group pictures on the grounds of the Tech Center with some very patriotic Corvairs in the background..red,white,blue,stars & bars;

Sixteen yr. old son, John, getting 2 glasses of milk at the banquet and the confused waiter not picking up his \$12 meal ticket. He could have sold it a dozen times outside the awards banquet hall;

Frank McKenna being urged from 5 different directions to turn right, left, stop, straight up..directions which were to get the gang to the Willow Run Assembly plant. We made it just moments after the first Corvairs arrived and we went at least 10 miles out of the way, according to the caravan leaders.

The last stone was not quite the last stone thrown by kids into the reflecting pool at the GM Tech Center. Whatever that means. It was a good convention.....at least, that's what we say now that we have spent our money.

--JOHN NORTH

What's Doin' on Cars.... by John North

Since the August issue of the CORVAIRSACTION, much has transpired. What this means is simply that all the efforts of the author to build a reliable road car out of an ugly duckling have been nearly proven. Some of the results are mixed.

The "test" was a 5,000 mile round trip jaunt to Detroit for the Corsa National Convention. The subject of the test was supposed to be the car, a 1961 Lakewood. In reality, it was a test of the occupant to be able to absorb the punishment --or if possible the joy and satisfaction -- of having done a good job of preparation, restoration, and ultimately, driving ability.

Let's look at the good side first. Mechanically, there were no problems. The new '95', 164 engine had 600 miles on it before taking off a week before the convention. Legal speed limits virtually assured that nothing would be overstressed. Gas mileage would vary from 23-24 MPG, depending on the terrain and wind direction. On the one occasion when heat was needed above 6,000 ft elevation proved the engine could put it out and the system could deliver it. The wipers proved to operate and the washer took care of some bugs and lots of road spray.

Yes, 30 hours of rain had a lot to do with the durability of the driver. What seemed to be high winds tossing the car about turned out to be rutty highways pounded out by 18-wheelers.

What seemed to be lack of good engine tune turned out to be high elevation and thin air..

What would seem to most to be poor seating turned out to be a total lack of padding on the derriere. Near bedsores took a toll on the driver. The last leg back to Tucson from an hour west of Amarillo took 12 hours....650 miles.

A poor starter electrical connection worried the driver as it could mean a jump start from a gas pump stop. It never came to that specifically but a short jumper

lead was kept handy and was used a couple of times for sleep and food stops.

Bouncing front tires from minor road variations could not be handled by the shocks. Gross movements were well snubbed. It was just that 1-2 inches of travel either side of static position that started the cupping and it got to a point when it seemed that new tires would be needed. Even after getting home and checking out the shocks, JonDonCo looked at wheel bearings in search of a rum-rum that was caused by the cupped tires. Another thought about tires....a well balanced tire can still be out of round, and too high tire pressures can work the shocks more than normally required. The search for better gas mileage on a long trip by raising tire pressure probably uncovered the shock problem. What this means is simply that specified tire pressures are meant to allow the tires to flex with a bounce and absorb some of the grief handed out by the road surfaces.

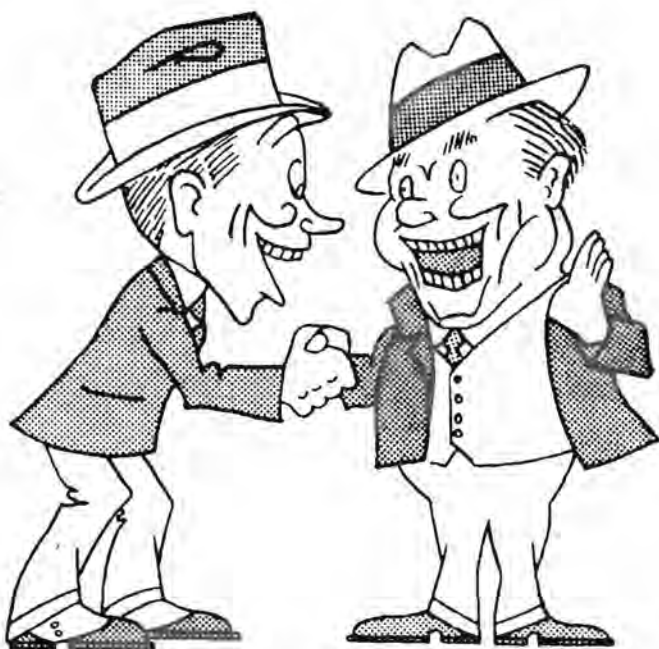
Most of this column seems to be full of grief. Not so. The author is not known for his patience and has on occasion been known to drive on regardless of the consequences. Well, he did on this trip. Long hours at the wheel, 5½-6 hours between gas stops, no fluids during those runs, lots of cigarettes, not much contact on the AM radio, tortuous loneliness with no conversation were sometimes rewarded with a complete circling of the wagon by curious drivers, a knowing and appreciative gesture from a '56 Vette driver, the surprise of gas station attendants younger than the car.

All in all the "little red wagon" is as complete a car by today's standards as the author-driver is...only barely adequate, cantankerous, presumptuous, demanding, loving and lovable, expensive to own--or maybe above the author's ability to earn enough to support it.

P.S: After all, the car is a 19 year old model. The author-driver is nearly 3 times that. What a combination! Every man that age dreams. Every man that age should have such a challenge from a 19 year old model.

P.P.S: The odometer now shows 126,000 miles. The author-driver? No contest!

--JOHN NORTH



NOW WE'LL KNOW THEM BETTER.....

Have you met JACK AND JAN HARRIS yet? They joined us back in January.

Jack is a native of Santa Maria, California, and Jan hails from Illinois. They first met at Vandenburg Air Force Base.

Jack is a construction manager for the M. M. Sundt Company. He has been employed with them for 13 years.

The Harris's enjoy tennis, swimming, and trap shooting.

Their family consists of a son 19, a daughter 18, and a son 11.

They're very proud of their 1964 Monza 2 dr.

* * *
How about GLENN AND DORCAS URSCHEL, our Indiana natives? They came out to Tucson two years ago from Indiana--where they first met.

Glenn and Dorcas have a son, 16, and a daughter, 14 years of age.

Glenn is employed at the Modern Machinery Company.

The Urschels were the previous owners of a '64 Monza coupe, and they presently sport a '66 Monza coupe. Between seasons, Glenn keeps busy restoring old cars. His other hobby is hunting.

BOB THOMPSON
Membership Chairman

TECH TIPS-



TIGHTENING '65 CORVAIR POWERGLIDE CONTROL KNOBS

It was reported that sufficient torque can be applied to the Powerglide bright chrome surfaced control knobs without damage by the following:

1. Obtain two sections of rubber hose (#3854408) 3/8" I.D.
2. Tightly insert over the knobs and turn by hand or grip with pliers.

-- Corvaire Club of Cincinnati
in NEGATIVE CAMBER

CARBURETOR JETS

Have you wondered about the proper carburetor jet size for your particular engine and transmission? Here is a compilation of what was installed in your engine at the factory:

Original Jet Size (Per transmission & engine)

1960	PG 50, Standard 51
1961	PG 49, Standard 50
1962	PG 49, Standard 50, Standard 102 hp. 49
1963	PG 48, Standard 50, Standard 102 hp. 49
1964	PG & Standard 51, 110 hp, A/C & F.C. 53
1965	PG & Standard A/C & F.C. 51, PG 110 hp. 50, 140 Secondary 48
1966	PG 50, Standard 49, 140 secondary 46, smog Standard All 50, PG All 49
1967	PG 50, Standard All 49 / Smog All 50
1968-69	All 52, 140 secondary 49

Thanks to Cal Clark in his 1978 catalog.

--Gordon Cauble
TCA

ENGINE RESEAL SPECIAL - For the next 30 days, Barney will reseal your Corvair engine with a discount of 15% off parts and labor. Go to Barney's, 3029 N. Alvernon, and tell h you want the TCA ENGINE RESEAL SPECIAL.

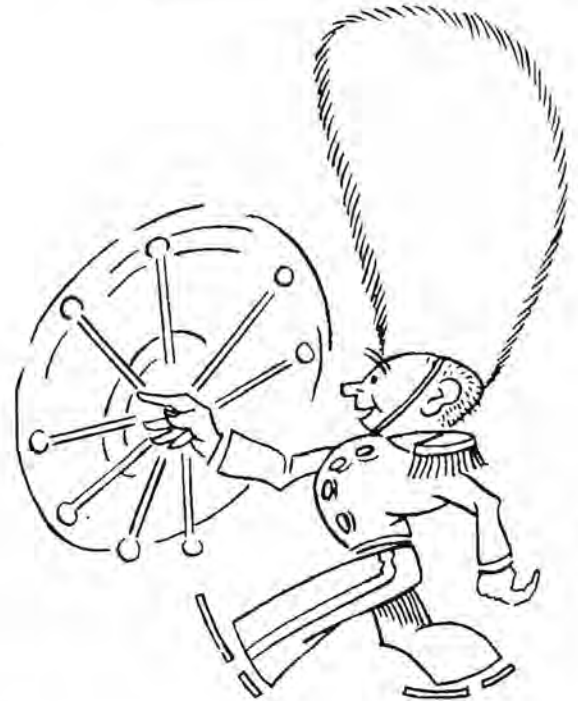
DO YOU HAVE good used or extra new parts to sell? Remember, Corvairsation will advertise free --for members of Tucson Corvair Association, that is. Simply contact the Corvairsation Editor, Gordon, 299-1122.



Barney's Auto Service

3029 N. Alvernon Way
881-1315

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



WELCOME, NEW MEMBERS!

Sam & Harriet Angus 517-786-2889
Route 2, Box 185AA
Atlanta, Michigan 49709

Larry and Robin Bissey 744-1038
3670 West Eastham Lane
Tucson, AZ 85704

Tom and Carol Kerby 885-9230
434 S. Brown Avenue
Tucson, AZ 85710

Ronald and Phyllis Richmond 299-2612
2355 E. Miraval Segundo
Tucson, AZ 85718

TO THE TUCSON CORVAIR CLUB:

Thanks! Thanks a million! What a great parade we had and what enthusiasm you all displayed! Even though it was hot and the sun was merciless, everyone showed such cooperation and friendliness that the parade came off like a dream.

It's over for this year. We learned a great deal...When we plan next year's, we'll be better coordinated. Did I say next year's? Yes, we hope, if you agree, to make it an annual event. So mark your club calendar now. And thanks again...it's just great to work with individuals such as you.

Sincerely,

/s/ Sandra Mellor
TUCSON TRADE BUREAU

(This letter of thanks was sent after our club drove our Corvairs in the Tucson Birthday Parade).

TUCSON CORVAIR ASSOCIATION GENERAL MEETING
AUGUST 22, 1979

The meeting was called to order by the President, Bryan Lynch, and the minutes were approved as corrected: Park Mall Car Show is to be held February, 1980, instead of September, 1979.

The treasurer, Don Bortle was absent, so no exact treasury balance figure was given.

Guests and prospective members were introduced. They received complimentary Corvairsations.

The President announced the Board's decision to have a stamp made to notify delinquent members (3-4 months) "This will be the last issue of your Corvairsation".

Pat Bender, Activities Chairman, reported a good turnout for our Rose Canyon Tour. Eric Bender had slides to show for this, as well as the San Diego Convention and tune up clinic.

August 25th will be the 204th Birthday Parade for the city of Tucson. Interested participants from TCA meet with Pat on Saturday, the 25th, bet. 8:30 and 9 at Scott & Franklin.

Sept 9th will be a weiner roast at Bryan & Marilyn Lynch's. Gertrude King and her telephone committee will coordinate the potluck. Hot dogs, beer & pop will be furnished.

TCA sale items will be sold at intermission. We now have license plate frames, 2 for \$5, as well as T-shirts and Car Collector magazine--which carries a feature article on Corvairs.

Gordon Cauble asked for a discussion and motion if TCA should purchase Oregon Underground and Clark's Corvair catalogues for resale at \$1.75 ea. Motion carried we buy 15 of each.

Tonite and at future meetings, there will be a bulletin board for sale items & tech questions. The Tech Chairman will answer them after intermission.

Can Chairman Don Chastain announced collection of \$21.10 from aluminum cans last month. Also, Don has had the job for a year. Any takers? Louis Lage...maybe?

An amusing letter received from Don Chastain regarding John North's trip to Detroit with his concours Lakewood was read. TCA wishes John well.

After intermission, Frank McKenna announced Car covers and bag are available for \$55.37 plus postage if we order 5 or more. See Frank. Frank also gave an interesting explanation of car classification: antique, classic & milestone. Motion made to print this in Corvairsation.

Alan Atwood announced an update membership roster will be in the next Corvairsation. For change of address or phone number, see Alan.

It was brought to the attention of the club as discussed at the last Board meeting that the entry fee for the last Heavy Metal Car Show was \$5.00 per car. After discussion, motion was made and seconded that in the future the entry fee to a car show when it is a club sponsored project shall be paid by TCA.

Minutes of the Board meeting will be published in Corvairsation from time to time. Club members are invited to attend if they wish. Meetings are the Wednesday following regular meeting nite, here at the Village Inn, 7:30 p.m.

Tech tip questions and items for sale were discussed by Pat Hayhurst.

After the showing of slides and the grab bag drawing, the meeting was adjourned.

Respectfully submitted,

/s/ Marilyn Lynch, Sec'y. pro tem



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-Classified Ads-

PARTS FOR SALE OR TRADE: '66 Saginaw 4 sp; late model 3:55 PosiDif; '66 Corsa Rear Eng. grill; Pr. of 145 102 heads. Call Jim Freeh, 323-1337.

TAIL LIGHT LENSES with ornaments- '60-'65 mis NEW (not all in sets). See John North at the meeting.

LATE MODEL BUMPERS - Very good condition. See Don Chastain at the meeting.

BARNEY now has the capability of re-boring Corvair cylinders. If you are planning to rebuild an engine and want to go oversize, contact Barney

for further information. Re-bored cylinders will be shown at the next meeting.

WILL TRADE GOOD '65 3:27 differential for good '63 or earlier 3:55 differential. John. 326-2086.

VITON "O" RINGS, GM oil and air filters, carb shaft seals. Many hard-to-find parts. Corvair Consultant Gordon. 299-1122.

WILL TRADE '66 push button radio with re-coned speaker for '63 '64 push button radio with speaker. Call John. 326-2086.

SET OF EICO QUICK STEERING ARMS for early model Corvair. \$20. Frank, 885-8571.

REAR SEAT BACK REST for '64 Monza Coupe. Tan or light brown. Perfect condition, but not stock. \$20. Call Gordon, 299-1122.

'76 KAWASAKI 100, like new, only 346 original miles. \$400. Call Jerry Bishop, 748-1444.

\$38.00 FLY WHEEL SPECIAL. If you take it out, we will rebuild it for you. Barney's Auto, 881-1315.

FOR LOAN TO MEMBERS WITHOUT CHARGE--Workshop manuals '61-'69. Temporary only--must be returned for others. Call librarian John, 326-2086.



Jerry Bishop

is wreckin' 'em out --

40 plus Corvairs!!



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AS A MEMBER OF THE TUCSON CORVAIR ASSOCIATION, YOU ARE ELIGIBLE FOR A 20% DISCOUNT ON MOST GENERAL MOTORS PARTS AND A 15% DISCOUNT ON OUR REGULAR LIST PRICE ON OUR NEW LINE OF "ROAD KING" TIRES BY DAYTON.

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6160 E. BROADWAY
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PARTS DEPARTMENT HOURS
8A.M. TO 5:30P.M.
MONDAY-FRIDAY

GORDON & VERNER CAUBLE, Editors
5950 North Camino Arizona
Tucson, Arizona 85718

FIRST CLASS MAIL



REGULAR MONTHLY MEETING

Wednesday, September 26, 1979

22nd Street Village Inn Pizza Parlor
5133 East 22nd Street

We have a room all to ourselves, with a buffet menu of spaghetti, pizza, and ravioli, soup, salad, and garlic toast. Top it all off with a nice big frozen custard cone for only a dime.

The meal--all you can eat-- costs \$2.40 for adults, \$1.89 for children under 12. You can hardly eat that cheaply at home!

Bring the whole family.....have a fun nite out.....

SHOW YOUR CORVAIR AT 6:30 p.m.....We eat promptly at 7:00 p.m.

PLAN IN ADVANCE FOR THE NOVEMBER TUNE-UP CLINIC AND SWAP MEET!

Start planning now to sell your good used and extra new parts at our

PICNIC AND SWAP MEET
11 November '79

You'll hear more details later when the date is closer.....meanwhile, start cleaning up those good but dirty parts now!

So that all will have equal opportunity, the SWAP MEET will open before the Tune-Up Clinic begins.