

Dave Baker

Corvairsation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

Thanks to BOB FISHER of CACTUS CORVAIR CLUB in Phoenix for this months CORVAIRSATION COVER.

I would suggest that you CUT IT OUT, and paste it on a cardboard sheet and display it on your VAIR at the PARK MALL SHOW ON FEB. 25th & 26th.

SEE DAVE THOMPSON'S ARTICLE INSIDE.

LOTS OF NEWS IN THIS ISSUE...Thanks to our many contributors..

NOTE: Our paper goes to clubs all over the U.S. and Canada..Got a Vair to sell...? Get an ad in YOUR paper..Those clubs are LOOKING FOR good, "rust free" Arizona cars.

**I LOVE
MY
CORVAIR**



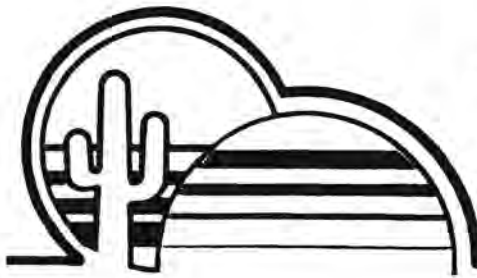
ONE OF THE FABULOUS

VOLUME 9, NUMBER 11

FEBRUARY 1984

LL TOLL FREE IN ARIZONA to EXPRESS YOUR OPINION ABOUT PENDING STATE LEGISLATION..STATE SWITCHBOARD is 1-800-352-8400...You MUST ask for your Representative by name..Tell the Switchboard operator who you are, your phone number, and she will put you through. Let your thoughts be known.

Help defeat "Ninny Mawhinney's" \$55. registration fee proposal on cars.



Wheel & Spokes

TUCSON CORVAIR ASSOCIATION

CORVAIRSATION IS A MONTHLY NEWSLETTER FOR THE MEMBERS OF THE TUCSON CORVAIR ASSOCIATION AND OTHERS INTERESTED IN THE PRESERVATION AND RESTORATION OF THE CORVAIR AUTOMOBILE. THE TUCSON CORVAIR ASSOCIATION IS A CHARTERED CHAPTER OF CORSA (CORVAIR SOCIETY OF AMERICA)

MONTHLY MEETINGS ARE HELD ON THE 4th WEDNESDAY OF EACH MONTH. ONE ADDITIONAL SOCIAL AND/OR TECHNICAL EVENT IS PLANNED AND SCHEDULED EACH MONTH. DETAILS ARE PUBLISHED IN THE NEWSLETTER.

DUES FOR TUCSON CORVAIR ASSOCIATION MEMBERSHIP ARE \$10.00 PER YEAR, PAYABLE TO THE MEMBERSHIP CHAIRMAN. ANY TCA MEMBER WHO IS A MEMBER OF CORSA RECEIVES A \$1.00 DISCOUNT ON THEIR TCA DUES.

CORVAIR SOCIETY OF AMERICA (CORSA) MEMBERSHIP IS \$14.00 PER YEAR AND IS HANDLED DIRECTLY BETWEEN INDIVIDUALS AND CORSA AT, 2506 GROSS POINT ROAD, EVANSTON, IL. 60201.

DEADLINE for all material to be published is the 10th of the month. Got something to say...Send it in...Let your thoughts be known.. Type it if possible...Short articles can be called in to Lee... Send all material to the Editor...Mail it by the 7th so I get it...

CLASSIFIED ADVERTISING IS FREE TO ALL TCA MEMBERS AND A \$ 2.00 PER/4-LINE AD TO NON-MEMBERS. COPY SHOULD BE MAILED TO THE CORVAIRSATION EDITOR AT THE ADDRESS LISTED ABOVE. COMMERCIAL ADVERTISING IS ARRANGED THROUGH, GORDON CAUBLE, 5950 N. CAMINO ARIZPE, TUCSON, AZ. 85718 PH: (602) 299-1122.

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VAN PERSHING

4842 W. PASEO DE LAS COLINAS
TUCSON, AZ. 85745
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VICE PRESIDENT

BOB EGGERS

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TUCSON, AZ. 85730
PH: (602) 885-4779

SECRETARY-TREASURER

ED CARY

1501-A E. PRINCE ROAD
TUCSON, AZ. 85719
PH: (602) 327-4469

RECORDING SECRETARY

LUCY POST

114 N. AVENIDA CAROLINA
TUCSON, AZ. 85711
PH: (602) 326-3351

EDITOR

Byron " Lee " Miller
P.O. Box 126
Cortaro Az- 85230
PH: (602) 742-7289

MEMBERSHIP CHAIRMAN

BOB THOMPSON

619 S. MOUNTVALE DR.
TUCSON, AZ. 85710
PH: (602) 296-1991

LIBRARIAN

DAVID MARTIN

820 E. ADELAIDE DRIVE
TUCSON, AZ.
PH: (602) 884-7785

DIRECTORS

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WILCOX, BOB THOMPSON,
CORVAIRSATION EDITOR AND
CURRENT OFFICERS.

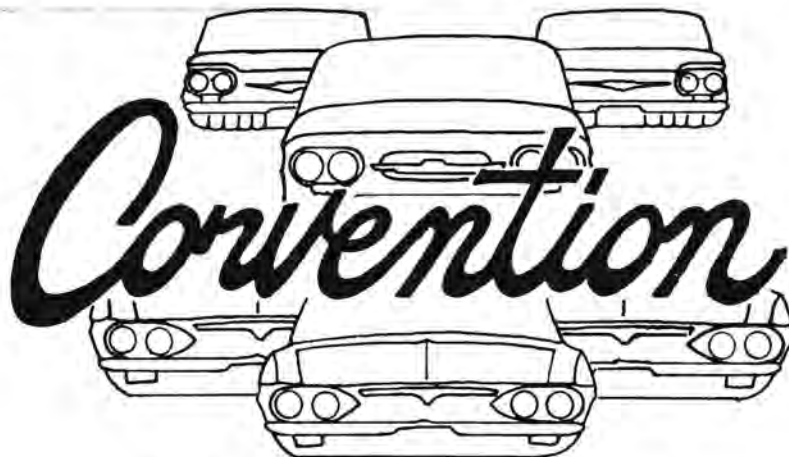
FEBRUARY --- A VERY IMPORTANT MEETING

I hope we have a packed house at this month's meeting.
First - It is our annual election of officers. Let's show them your support by attending and casting your vote.

Second - This will be our last get-together prior to the Park Mall Show. If you want to enter your car or sign up to take a shift at the show this will be your last opportunity. Remember, we can always use a few extra bodies setting up in the morning, so let Dave Thompson know if you can help out.

Third - As you know, the Cactus Corvair Club is in the final stages of preparation for their Mini - Convention. However, they do need some help in the Concours Judging area. Tom Schrum, their President, and their Concours Chairman will be at the February meeting to address this subject, so if you participated in the last Convention as a judge, come to the meeting.

CACTUS CORVAIR CLUB AND CORSA PRESENT A



APRIL 27, 28 and 29 1984

•Kick-off party •Rally •Swap Meet •Vendor Space •Tours •Parking lot beauty contest (cars only)
•Prizes & Awards •Games •Slalom •Saturday nite Banquet •Concours •GymkhanaAND MORE

HEADQUARTERED AT - RODEWAY INN - METROCENTER PHOENIX, ARIZONA

REGISTRATION PACKETS: SEND \$3.00 TO - ANN FISHER, 1808 No. 46th St., PHOENIX, ARIZONA 85008

INQUIRIES TO: TOM SCHRUM 4020 GRAND AVE. SUITE 2 PHOENIX, ARIZONA, 85019 (602) 841-1339

Rally Point

TCA REGULAR MEETING - Wednesday, January 25, 1984. The meeting was called to order by President, Van Pershing, 7:30 p.m., at the Filling Station Restaurant, 6934 E. Tanque Verde Rd.

PRESENT: 52 CORVAIRS: 19

The minutes of the November 23, 1983 regular meeting were approved as published in the Corvairsation.

Visitors and new members were introduced.

Dave Thompson discussed the forthcoming Corvair Show at Park Mall to be held February 25th & 26th. Corvairs to show are to be at Park Mall by 7:00 a.m. on Saturday, February 25th.

March mid-month activity will be a trip to the Desert Air Museum with the Cosworth Vega Club as guests. The Technical Clinic and Picnic was rescheduled for May. More information will be forthcoming on these events in the Corvairsation.

The Mini Convention will be held April 28 & 29, 1984 at the Metro Center in Phoenix.

Fred Zimmermann discussed an article that was in the newspaper in regards to the \$55.00 flat registration fee for cars. Suggested members write to Senator John Mawhinney opposing it.

Van Pershing thanked the Nominating Committee for their efforts in getting members to run for the various offices. Election in February and installation in March.

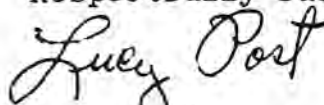
Dave Baker announced the Tucson Street Rod Assn. will present the 1st annual Parts Exchange & Car Show in Tucson Mall, Feb 5, 1984, from 8:00 a.m. to 3:00 p.m.

Following break, the license plate and grab bag prizes were won by: Don Bortle, Barbara Eggers, Betty Chastain, H. Wood & Woodroe Wilkins. Donors were Tucson Corvair Association and Barney's Auto Service.

Sale items and technical tip sessions followed.

Meeting adjourned at 9:15 p.m.

Respectfully submitted,



Lucy Post,
Recording Secretary

1983 CHRISTMAS PARTY REPORT by FRANK MCKENNA, CHAIRMAN

What can I say...Great food, A Great time, with good friends.. Too bad we don't do this more often. Thanks for your cooperation in getting your money in on time with your food selections. An EXTRA SPECIAL THANKS to Barnie, Sherri, Doris, Jerry Bishop, Jack Sherlock & Rolling Hills Country Club for prize donations. Also a special thanks to Doris and my daughter Kelly for wrapping prizes. I'm looking forward to next years party, so someone else can be the Chairman, and I can relax and enjoy the party too....

Located on the carb base, the idle vent solves a good deal of hot soak troubles, so be sure it's adjusted properly (specs covered in rebuild kit instructions and shop manuals), and where possible, update your 61-63 carbs with the newer carb bore.

Before the 64 style carbs were around, Chevrolet recommended drilling a hole in the side of the car body to give a vent for those excess vapors. This was a rather last ditch fix, and definitely not recommended for dusty roads. Again, better to dig up some newer carbs than make the old ones look like Swiss cheese.

When smog pumps became standard throughout the GM line in '68, all rebuilds were given a fuel return line to help cope with the higher engine temperatures. The return line bleeds off the excess fuel pressure left in the system after the engine is stopped. This helps prevent an excess of ready to vaporize fuel, as we covered earlier. In the case of the Corvair, all '68 and '69 models used a 4 way tee at the fuel pump, then a 3/16 line back up to the fuel tank. 64-66 turbo models used the same set up, but tapped fuel off an extra fitting at the fuel filter.

In any event, addition of a fuel return line (if not already there) would be most helpful to prevent hot soak. Clarks just started selling a kit with all the pieces you need to add such a system if you think it's too hard to scrounge the parts locally.

Again, we've left motor problems for last, since such difficulties will be obvious when running, too. With the engine hot and at an idle, the crankcase vent tube should not be like Mt. St. Helens. More than a slight drift of blow by (as opposed to a steady gush) would indicate the piston rings have taken a permanent vacation. Burned or misadjusted valves will also make hot starts a chore. A compression check will give you all the bad news you need to know if the engine is sacked. If a motor needs a rebuild, you just can't expect it to start well no matter how good the electrical and fuel systems are.

Larry Claypool

Chicago Land Corvair Enthusiasts

Exhaust Pipe Tips From All Over

ROTORS.....ROTORS....ROTORS....

With the Introduction & Production of the '69 Corvair, G.M. changed the design of the Distributor Rotor, along with the development of the resistor type spark plug. This developed a Hotter Spark to the plugs. This is great IF you're driving a '69, but only for the '69.... For a long time after the Intro of the '69 Models, there were THREE part numbers for ROTORS...NOW there are only TWO...ie: '60 & '61 AND '69...Go in a parts store and ask for a rotor for a 1962 thru 1968 and you'll get a 1969...WHICH IS WRONG...

Your '62 thru '68 Corvair does not use RESISTOR TYPE SPARK PLUGS, so you will find the '69 Rotors are wrong for your vehicle. '69 Rotors will create a "WRONG" spark pattern...The OLD TYPE ROTORS are .075 of an inch longer than the '69 Resistor Type...IMPROVE YOUR CORVAIRS PERFORMANCE BY PUTTING the OLD TYPE ROTORS BACK IN YOUR CORVAIRS...The OLD TYPES are not hard for you to find...Our guys have located them for you. They are available at our Club Meetings. They are also available from NAPA parts dealers. Ask for ECHLIN # RR-1820...They also have points, condensers & Distributor Caps to "MATCH UP" with the Rotors for super performance.

Don't just ask for a "Corvair Rotor"....you'll get a '69 you don't need.

Researched & recommended by Don Chastain & Frank McKenna..Tucson Corvairs..

A LIST OF REPLACEMENT OIL FILTERS FOR YOUR "VAIR"... Courtesy of... Roger King, Corvair Atlanta...(Partial List, keep in your library)

AC- PF-4 * ATLAS (Exxon) G-66 * FRAM PH-4 * PUROLATOR PER-14 * WIX PC38P *
NAPA 1038 * MOTOCRAFT FL 13-A * TEXACO T-10 * WIZARD R-5836 *
LEE PF-14 * AUTOLITE FL-8 * HASTINGS P-215-A *

If you " FLIP YOUR BLOWER BELT" and Parts House doesn't list CORVAIR BELTS, you need to know that your Corvair requires a 56 inch "V" Belt..Be sure it fits the pulleys properly...Forstall such problems by always carrying a spare replacement...One "Rhinstone Cowboy " out here in Tucson keeps a spare curled up in his Stetson... Another has his wife carry a couple in her Bra....Helps to " Fill her out a mite "...With A little practice, you can twist one direction with each hand, and make that 56" belt into a small enough coil to fit in an editors "Big Mouth"...



● TECH TIP ●

One problem we hear frequent complaints about, particularly during the summer months, is hard hot engine restarts.

Tighter clearances, increased blow-by, and soaring carburetor temperatures are all working against you when you've just shut off the engine to run in for a six-pack of Bud. When restarts get so difficult as to make you want to: A. Not turn off the motor, or B. Sin in the parking lot and drink most of the six-pack before trying to leave; one could certainly decide it's high time to correct the problem(s).

Hard restarts fall into two distinct categories: A. Slow engine cranking, and B. Prolonged normal cranking with no result.

Let's look at slow cranking first. Naturally we'll assume you've checked the obvious — discharged battery, loose connections, battery ground cable connected to the motor (as opposed to the body—it happens!), or low voltage regulator setting.

If all those items seem to be good at a glance, try jumping the battery with another car next time you hot restart. Even tho a battery may kick a car off every morning, it might not have what it takes during the prolonged use of a hot start. If the motor cranks over normally when jumped, a stop at the battery store is the next step. Be sure to get the largest battery for your car, too. At most stores, the price is based on warranty time, not size. A group 27F battery, for example, has over 100 amps more cranking power than the standard size 22F, yet costs no more. Also, just because a battery is new, don't discount the possibility of it being inadequate. You could buy a dozen brand new "D" cells for your car but they, of course, won't get it going. Don't fail to jump test the car just because of a recent battery purchase.

But let's say that the engine shows little or no improvement with the help of another battery. Look closely at the battery cable ends. Any sign of corrosion on the cable itself or the starter solenoid terminals is a sure sign of extra resistance. Corrosion on the cable ends often extends into the cable itself, so replacement is the surest cure. Although somewhat more difficult to locate, 6 volt cables of the same (or close) length cost little more but the positive cable has a lock washer under the nut at the solenoid, and the ground cable has the same (or a star washer) where it bolts to the motor.

If the battery, cables, and connections check out, we're left with the starter. The only parts within the starter that we can easily check by visual inspection are the brushes. Just unbolt the end cover to see how close the brush holders are to the armature. The holders are designed to break contact when the brushes are severely worn. This shows up as a quick deterioration from a slow down to a complete starter failure. Brushes are cheap and easily replaced, and it will often fix you right up.

If the brushes don't look seriously worn, our problem is likely deeper into the starter—armature, windings, brushes, etc. In light of the difficulty and expense in obtaining separate parts, a rebuilt starter is usually the faster and cheaper fix. Several rebuilders also have high torque windings available for only a few bucks more, so where time permits, have them make one up for you.

I've left slow crank problems due to motor ailments last, since these are most likely to be apparent when running, too. Engines that literally seize up when hot are suffering from internal difficulties—don't waste your time trying to get one started when you should be taking it apart. Usually high engine temperatures also have a direct affect on cranking, so you'll have to adjust the thermostats, clean the fins, tighten the fan belt, or whatever it takes to get the motor at normal temperature.

Timing that is advanced too far for the octane of gasoline being used will slow things down a good deal. Pinging that is heard while cranking the motor is telling you to set your initial advance back some. Too much advance also always causes pinging during normal operation, also, but that's a whole different tech tip. Back the timing off 4 or 5 degrees and see if that doesn't get the starter whirring.

COURTESY...CORVAIR ATLANTA

Now that we've got our motor to crank over, let's look at those times when we have to crank it over for an eternity before it fires. Prolonged normal cranking can be broken down to two areas—ignition and carburation.

To test the ignition circuit, pull back a spark plug wire boot to expose the metal terminal end. Position the wire to leave a 1/4" gap between its end and some metal part of the motor. Now, have someone crank the motor while you check for a nice sharp blue spark. A weak or orange spark would indicate things aren't up to par. Start with the obvious—points clean and gapped? Condenser and coil wires secure? Cap and rotor contacts clean? Next, get out the voltmeter and connect it to test the positive terminal of the coil. With the ignition on, the coil should be getting something around 9 volts due to the ballast resistor circuit built into the harness. (62-63 Spyders have a separate resistor block.) Now have someone crank the motor while you look at the voltmeter—it should be up at almost 12 volts. If the voltage does not rise while cranking, the resistor bypass circuit isn't doing its job. Check the yellow wire at the starter solenoid, and the various connector plugs in the engine compartment to see if its even hooked up. A faulty solenoid could be checked with a voltmeter to see if it's sending the power to begin with.

If the coil is getting all the volts it's supposed to, yet the spark is still weak, a coil change might be in order. Coils do tend to breakdown a bit when hot, but failure is really very rare. Just swap one off another car and try it a few days before you buy a new one. Several companies make high voltage models (the Accel coil Bosch's Blue Max, etc.) that will give you an extra spark over the entire operating range, so keep that in mind when you do go coil shopping.

Carburetion problems leading to hard hot starts are more common than the previously mentioned ignition troubles. Here we can have two different symptoms—not enough or too much gas. With the air cleaner off, look down the carb throat, then work the accelerator linkage. Two distinct strong squirts of fuel should be discharged within each carburetor. (One shot in the middle of a turbo.) If a weak or no discharge is seen, it's time to disassemble the carb to replace the accelerator pump, if not rebuild the whole carb. While it's apart, pay attention to the float level, as it too will affect restarts.

If the problem seems to be related to too much gas (big puff of black smoke when it finally starts), take a look down the carb. throat just after you shut off the motor. If gas is dripping off the venturi clusters, the needle valve and seat are worn, or the float level is wrong. Either will require some carb. disassembly.

When the restart becomes difficult only after sitting a while (like 15 minutes), you've encountered the most difficult trouble—hot soak.

Carburetors remain relatively cool when running because of the air and fuel passing through them. Shut the engine off, tho, and the engine heat rises right into the carbs. This is an especially bad problem on our Corvairs, since the head temperatures are often in the 400 degree neighborhood, and the carbs are literally bolted to the head. Spyders and turbo Corsas aren't in much better shape with the carb mounted directly over the fan opening, subjecting it to a blast of hot air every time the motor is shut off.

Temperature of the fuel inside the carb rises to where the gas starts to vaporize. The fuel vapors collect in the intake manifold, carb throat, and air cleaner. All those fuel vapors create a very rich condition (almost flooded), and yet you've never even touched the gas pedal. As you know, the fuel pump holds pressure in the lines for some time after the motor is shut off. When some of the fuel vaporizes out of the fuel bowls, here is the fuel pump, all ready and pressurized to put some more gas into the carbs. Just what we don't need—more gas to vaporize.

Solving hot soak is not quite as easy as some of our other carb troubles.

First, try to keep carb temperatures down. The carbs should have 3/16 bakelite insulator between the carb and the head, instead of the thin paper gasket as supplied with some carb kits.

1964 and newer Corvair (except turbo) carbs have an idle vent that opens a passage between the carb body and the atmosphere to let some of the fuel vapors out, thus reducing fume build up inside.

IMPORTANT NOTICE

PARK MALL ' 84

YES, IT'S PARK MALL SHOW TIME AGAIN. THIS YEAR OUR PARK MALL ANNUAL CORVAIR DISPLAY WILL BE HELD FEBRUARY 25th AND 26th, 1984.

SO FAR WE HAVE 18 CORVAIRS SIGNED UP FOR THE SHOW. WE COULD USE A FEW MORE, AS THIS IS A FUND RAISING EVENT FOR THE CLUB. PARK MALL DONATES TO TCA \$5.00 FOR EACH CORVAIR DISPLAYED, AND OUR TREASURY COULD USE A BOOST.

THE REQUIREMENTS FOR THE PARK MALL SHOW ARE MINIMAL. YOU DO NOT HAVE TO HAVE A CAR IN CONCOURS CONDITION. JUST A CAR THAT LOOKS LIKE IT HAS A PROUD OWNER. A FEW PAINT CHIPS AND A LITTLE FADED PAINT IS TO BE EXPECTED OF A CAR THAT IS DRIVEN VERY OFTEN.

ALL MEMBERS SHOWING CARS WILL MEET AT THE MAIN ENTRANCE ON EAST BROADWAY AT 7:00 AM. WE WILL LINE UP THE CARS AND ENTER THE MALL AT 7:30 AM. AFTER THE CARS ARE POSITIONED IN THE MALL ALL NON-LOCKING GAS CAPS WILL BE TAPED AND ALL BATTERY CABLES WILL BE DISCONNECTED, THE BATTERY TERMINALS WILL BE TAPED ALSO. THIS IS MALL SAFETY REQUIREMENT. ALL CAR OWNERS WILL KEEP THEIR KEYS. ALL CARS WILL BE LEFT IN THE MALL UNTILL 6:00 PM SUNDAY.

WE COULD ALWAYS USE EXTRA VOLUNTEERS TO BE AROUND THE CARS ON DISPLAY TO ANSWER QUESTIONS ABOUT THE CLUB.

SO LETS CLEAN EM UP, WAX EM DOWN AND SHOW TUCSON WE REALLY BELIEVE ---

----- NADER WAS WRONG-----

ANYONE WANTING TO JOIN THE PROUD ONES AND SHOW THEIR CAR, IT'S NOT TO LATE;
CALL DAVE THOMPSON, PARK MALL SHOW CHAIRMAN, AT 748-7105, AFTER 6:00 PM.

FROM THE MEMBERSHIP CHAIRMAN

DUES DUE IN JANUARY

ERNIE ALLOY
NEIL CLEMENTS
RICHARD LUCHT
DAVE TAIT
DAVE THOMPSON
LEN DROZ

FEBRUARY

ALAN ATWOOD
GORDON CAUBLE
DON CHASTAIN
THOMAS LOCASCIO
THOMAS MORGAN
BILL WILCOX
WILLIAM SEARS
AL AGULAR
JIM GUGGERTY
WALTER WILSON
PATRICIA TAIT

MARCH

HENRY LANNOO
ARNOLD OGGIER
ED SANFORD
ROBERT RENTSCHLER
BOB THOMPSON
LEE VADER
BOB GAY
RAYMOND BRITTON
LEE MILLER

PLEASE SEND YOUR DUES TO MEMBERSHIP CHAIRMAN, BOB THOMPSON, 619 S.
MOUNTVALE DR., TUCSON, AZ. 85710.
FOR DUES INFORMATION, SEE INSIDE FRONT COVER OF THE CORVAIRSACTION

Vairo 'n Spares

FOR SALE: '61 Lakewood Wagon....Near Show Condition
'62 Corvair 95- 6 Door Window Van
'65 Monza Coupe- 2nd Owner...38,000 Miles..Automatic..Factory installed Arizona Desert Package
'65 Monza Coupe- 3 Speed, Low Miles, Parts Car...
Corvair Powered Dune Buggy
16 Ft. Light Weight, Heavy Duty, tandem axle trailer
Call CHESTER BOCKSTEDT, 1301 W. Newton Dr., Tucson Az 85704
Phone (602) 297-5693

FOR SALE: '61 Rampside Pick-Up W/Factory Made camper...New Radials...No RUST..
Minor Body Damage...Clean Interior...All good glass..
Full Size Bed....Sink & Water Tank...4 Burner Stove..
Porta-Potty...Propane Tank...Carpeted...A Real Rare Jewel..
Engine Rebuilt 2,000 Miles ago...19 MPG...Best Offer....
'61 -95- Standard Pick-Up...No Heavy Rust...Needs Tires & Windshield
is Cracked...Rebuilt Motor has 5,000 miles...Up On Blocks
for past 2 years...Needs Upholstery on seat...Dash and
all else is in good shape... Best Offer...
'60/'61 Full Front Corvair Suspension....Best Offer...
'80 Ford Pinto Pony-- Excellent Mechanical Condition. Banged in
Left Front Door, rest of body like new...Runs Perfect.
Best offer over \$2,500... Well Maintained vehicle...
Call Lee Miller - (602) 742-7289 After 4:00 PM Daily

BEDTIME STORIES

TWO OF OUR YOUNGER CLUB MEMBERS ARE PROUD NEW PARENTS. DAVE AND MAUREEN THOMPSON ARE THE PROUD PARENTS OF A VERY LITTLE SON, JOSHUA DAVID, BORN JANUARY 9, 1984, WEIGHING IN AT 4 LBS. 9 OZ. EVEN THOUGH JOSHUA DECIDED TO ARRIVE A MONTH EARLY, MOTHER AND BABY ARE DOING FINE.

CRAIG AND TAMMY AVERY WHO JOINED TCA IN NOVEMBER, 1983, WELCOMED A LITTLE GIRL TO THEIR FAMILY ON JANUARY 29, 1984. ASHLEY MICHELLE WEIGHED 6 LBS. 13½ OZ. MOTHER AND BABY ARE DOING FINE.

THIS IS THE FIRST CHILD FOR EACH OF THESE PROUD YOUNG PARENTS.



This Beautiful wall hanging was made by SHERI WILCOX and was one of the lovely Gifts given away at the Xmas Party...Picture cannot do it justice...It was in full color & 14 X 16 inches.

Thanks for your beautiful Latch-Hook Donation ,Sheri.

Vairs 'n Spares

IF YOU NEED HELP WITH: Repair Info, Part Numbers, Part Locating, or "Will-It-Fit" Info, call our club members...Many substitute parts are still being made that will fit..IF..you know what they are & where they are...Call....

Gordon Cauble, Corvair Consultant, at 299-1122, available 'most anytime.

Frank Mc Kenna, Tucson Parts Locator, at 885-8571, available evenings.

Don Chastain, Part Number Consultant, at 325-3526, Available anytime.

Dave Martin, Club Librarian, at 884-7785, Vair Books to Loan, evenings.

+++++

FOR SALE: '62 Monza 2 Door Coupe..Auto/Trans..Body work completed,ready for Painting..Needs Interior re-worked..Good Running Cond.. Good Tires..Car located in Kearny Az @ (602)-363-5611.. More Info, Call Dale Webb in Tucson @ 298-0924 Asking \$950..

FOR SALE-3 Prong,Spinner type ,wire wheel covers in mint condition (4) \$90. Vinton "O" rings at \$9.50 set. Air & Oil Filters. Weather Strips for trunk & engine lids. Early & Late model shocks. Other hard to find parts. Call Gordon Cauble @ 299-1122..Parts Locator...

FOR SALE-61 Rampside Pick-up. Good running Condition. Needs some body work on right rear quarter. Good interior. \$ 850.

62 Spyder Convertible. New Paint. New Upholstery. New Top. New Tires. Wire Wheels. Runs Good. \$ 3200.

66 Corsa Coupe. 140 HP, 4 speed, new tires, newly rebuilt engine, Clutch & Flywheel. Also includes IECO accessories of: (1) Fast steering arm,(2) Sport Steering Wheel, (3) Quick Shift Linkage. (4) Oil Radiator, (5) Large capacity finned oil pan. (6) Tuned Extractors, (7) Ram Induction System W/Holley 4 Barrel Carbureator. (8) Mallory Hi Performance Distributor. Much, much more invested, but asking \$2500. or interesting SAAB Sports trade. Call after 5 PM and keep trying. (Don Davis) All 3 vehicles must be seen to be appreciated. Call 296-9811...AFTER 5:00 P.M....Keep Trying...

FOR SALE- CAR ON ASSIGNMENT..FOR SALE THRU GORDON CAUBLE- 299-1122
66 Corsa Coupe. New lacquer Paint & metal repair (No bondo)
All parts included to assemble into a Concours show car. Regal Red, New Radial Tires,Air Conditioning. Needs Clutch job. Over \$5000. invested. Sacrifice @ \$3000. Call Gordon @ 299-1122 for details.

WANTED- Rampside door for 61 Pick-up..Lee Miller 742-7289

GOT SOMETHING TO SELL, OR NEED SOMETHING...? These ads are FREE to our Members & only \$ 2.00 for each two lines from Non Members...

DISPLAYADS...help defray the cost of printing your CORVAIRSATION..

Rates Are: \$ 3.75 for business card size...\$ 7.50 for 1/4 Page ...
\$ 15.00 for 1/2 Page.... Display Ads are handled by Gordon Cauble at 299-1122... Advertize your business in your paper



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MEMBER

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AIR CONDITIONING

15% OFF CORVAIR PARTS

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881-1315

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IT'S THE PLACE TO GO!!



Jerry Bishop

is wreckin' em out -
100 plus Corvairs!!!



JERRY BISHOP'S TOWING & SALVAGE 748-1444
4260 E. ILLINOIS, TUCSON, ARIZONA 85714



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Cornerstone Printing

700 N. Stone Ave. Tucson, AZ 85705

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

- * THE TIME: Fourth Wednesday of each month, 6:30 pm
- * THE PLACE: The Filling Station, 6934 E. Tanque Verde Rd.
- * THE MENU: An All-You-Can-Eat Buffet, Including Salad Bar
- * THE COST (for the meal): \$3.99 plus drinks.

COMING
EVENTS

FEB 22nd...ELECTION OF 1984 OFFICERS...PLEASE ATTEND

FEB 22...WEDNESDAY NIGHT MEETING ..6:30 P.M.

FEB 25th AND 26th...PARK MALL CORVAIR SHOW

MARCH 17th AND 18th..Car Show/Swap Meet...Mesa

The Tucson Corvaire Association is a chartered chapter of the Corvaire Society of America (CORSA). Monthly meetings are held on the 4th Wednesday of each month.

CORVAIR SATION EDITOR
P.O. BOX 126
CORTARO AZ- 8 5 2 3 0



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