

Continuation

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

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SPECIAL DOUBLE ISSUE



1962

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TUCSON CORVAIR ASSOCIATION

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. The Tucson Corvair Association is a chartered member of the CORVAIR SOCIETY OF AMERICA (COSA).

MONTHLY MEETING are held on the 4th Wednesday of each month except December. One technical/social event is planned for each month except July and August.

MEMBERSHIP DUES are \$10 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairman.

COSA MEMBERSHIP DUES are \$22 per year and include a subscription to the COSA Communique, a monthly publication. See a TCA Officer for a membership application.

CLASSIFIED ADS are FREE to all TCA members and are \$1.00 per line to others. The deadline for materials submitted for publication is the 10th of the month for that month's issue. Mail or deliver all materials to the Corvairsation Editor.

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Current TCA Officers,
Mark McKenna, Carole Sanford,
and the Corvairsation Editor.

NON-MEMBERS:

We would like to invite you to join the Tucson Corvair Association. We will send you three complimentary issues of the Corvairsation and welcome you to attend all of our activities. This is a great chance to get to know us. No matter what your Corvair interests are, you'll find a lot of good folks with similar interests in the Tucson Corvair Association. If you decide to join us, the dues are only \$10 per year.

from the President

This Saturday, September 20th, we will be taking off on our Kitt Peak Tour, which is a special mid-month event. This kicks off our resumption of our mid-month events signalling the end of summer. I think the whole family will enjoy this tour with out resident host displaying some of the exciting astronomy techniques, events and facilities. In addition, we will see his auto restoration project. We will culminate the trip with a potluck cookout on the big grill on top of the mountain.

So....Potluck instructions:

1. Bring what you want to grill, such as steak, chicken, fish, etc.
2. Bring either a salad, vegetable or desert, with appropriate utensils, to share with others.
3. Bring plates, silverware and condiments for each family member.

TCA will provide ice, charcoal, lighter fluid and sodas for all.

We will meet in front of the Bosa Donut Shop in the shopping center on the northeast corner of Mission and Ajo at 9:00 am. The we tour Kitt Peak in Corvair style this Saturday.

The 9th Annual CHVA Swap Meet and Car Show is coming October 4th and 5th. See the flyer in this Corvairsation.

Casa de los Niños Car Show is Sunday October 19th. We will have entry forms at the September meeting, but I know some of you will want to start preping your cars now for this event. I have just counted 10 or 12 beautiful Corvairs I hope will be in the "Casa" Show.

Other exciting things are coming up too! We are getting ready for a videot to be shown at the October or November meeting on Corvair restoration.

Several people have expressed an interest of a tour to the Palm Springs Fan Belt Toss. See Alan Atwood or me at the next club meeting if that sounds interesting to you too! This event takes place November 7, 8 and 9.

A major topic at the TCA board meeting is membership. Carole and Ed Sanford have been working hard to maintain all membership records, publish accurate up-to-date rosters, and provide incentives for us to continue our memberships. I think we can best help them and the club with the buddy system. Keep track of your buddy! Does he or she have a need the club should provide? Don't let your buddy drift away.

Don Robinson

TCA Clubnotes

Larry Dandridge will have a booth at the CHVA Swap Meet on October 4th & 5th. He will take any or all of your Corvair items (or other old car parts) on consignment and take a small commission if the items are sold. Please contact Larry during the day at 622-0478.

Gerald Pearce is having a big sale on Corvairs and parts in Snowflake, Arizona on September 12th & 13th. This publication will probably not be in your hands before that date, but it is suggested that you might give him a call anyhow to see if there is anything left. (I can't

imagine that there will be crowds of people rushing to Snowflake for Corvairs. He is selling 20 "rust free" cars and FCs - everything from 1960s to 1967s at \$100 to ??? His list includes brand new genuine GM parts and a whole raft of used stuff including engines. His number in Snowflake is 1-536-7364.

Soon to be available from TCA: an index of tech tips and technical articles for the Corvairsation and the Corsa Communiqué. Plans are to publish the index for the Comminique first and make it available through the Merchandise Chairman for a minimal cost. The index for the Corvairsation would follow at a later date.

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 PM by President Don Robinson on Wednesday, August 27, 1986 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

Two visitors were introduced.

Alan Atwood announced that the mid-month activity for the month of September will be on the 20th and will be a special tour and picnic. In October will be the Casas de los Ninos car show and the Contemporary Historical Convention. Coming up in November will be the Fan Belt Toss in Palm Springs, California.

Gordon Cauble gave a detailed report about the National Convention in Grand Rapids, Michigan which he attended. Next year the convention will be in Chicago, Illinois.

Under new business, Ed Sanford announced that members will be reminded once about their dues being due, and if not paid will be automatically dropped from the mailing list of the Corvairsation.

Following a short break, the drawing was held for gifts donated by the Cunningham Corvair, Inc. and the Tucson Corvair Association. The following license numbers were drawn, RJR 009, 503 D, TTR 429, 650, 64 VAIR which was claimed by Jim Wright. Other winners were Frank McKenna, Kirt Britton, Pete Moga, Pat Bender, and Ed Sanford, and Dave Baker.

For sale items were announced and a short tech session was held concerning flooding carburetors.

The meeting was adjourned at 9:10.

Respectfully submitted,

Beverly

Bakers Note: The equipment, blower bearing luber and tow bar owned by the TCA is now with the library at Dave's home.

KITT
PEAK OR
BUST!

SEPTEMBER
20th

Man At His Best

A GENTLEMAN'S GUIDE TO QUALITY AND STYLE

MATERIAL VALUE

Recalling the Corvair



ILLUSTRATIONS: ARNOLD ROTH

Everyone knows how much Elvis Presley loved Cadillacs. He gave Caddys to his relatives—there was the famous pink one for his mother—he gave Caddys to the guys in his retinue, he even gave Caddys to total strangers, on impulse. But to Priscilla Presley, before they were married and when she was still in high school, Elvis gave a red Corvair.

That was the kind of car the Corvair was: a practical but fun car, a sporty car but not a sports car, a car with style and pep but nothing the girl could get in trouble with. After school, Priscilla would load her chums into the red Monza—the Corvair always looked best in red—and head off to the hamburger stand.

The Corvair was small but sleek, with lines as different from the lines of most American cars as a Beatle cut was from Elvis's D.A. They were fleet, subtle European lines, suggested by Porsche, Alfa Ro-

meo, and BMW. A long, flat, finless rear deck covered its rear-mounted, air-cooled, "pancake six" aluminum engine. The car's grill-less front hid the absence of a radiator behind a Cheshire grin: the double headlights in their drop-shaped enclosures and a button-nosed center ornament gave the Corvair a face that was feline, if not downright feminine.

The Corvair was launched in 1959 as General Motors' first compact, with the emphasis on economy, but what lent it the immediate affection of the public was its sportiness. The name was meant to echo the sporty, nautical tones of "Corvette" and the dashing, piratical ones of "corsair," and the shape carried out the theme.

It is the shape that in the last few years has won the Corvair a place in the hearts of car buffs and a happy niche in the world of collectible cars. The shape and, of course, the technical innovations: not only the rear-mounted engine, but the four-

wheel independent suspension, the unibody construction, the turbocharging—all now standard parts of Detroit's "Euro-style" sell, but then years ahead of their time.

"The Corvair was the last innovative car that Detroit turned out," says French Lewis, a mechanic from Englishtown, New Jersey, who has been repairing and restoring Corvairs for twenty-five years. Lewis's sentiments reflect a view of the "Cor" as "the poor man's Porsche," a proposition firmly accepted by the eight thousand-odd members of CORSA (the Corvair Society of America) and the many restorers who, since the early 1980s, have been driving up the prices of classic models by 100 percent a year for the most prized models, the Monzas and Corsas. One man recently advertised a "never titled" 1969 Monza with only eighteen miles on the odometer in the classifieds of the *Corsa Communique* for \$10,000. Cars in less fine shape still go for \$4,000 or \$5,000.

NADER'S RAID

That the Corvair should have become the darling of collectors is only one of the many ironies that have attended its fortunes. To the average consumer, of course, the Corvair name is most readily associated with Ralph Nader. For the Corvair's innovations were also the source of its bad reputation, an image created by scores of lawsuits and by Nader's singling out its handling problems in his 1965 book, *Unsafe at Any Speed*. As much as any car, the Corvair was the inspiration for the government regulations that followed Nader's book and the investigations of the Ribicoff Committee. The irony here is that the problem Nader cited—a tendency for the rear

wheels to "tuck under" in turns and for the car, with its weight to the rear, to fishtail out of control—had been fixed years before.

Still, the cover-up of the Corvair's problem and the paranoia that its revelation elicited from the top echelons of Detroit, the whole sordid story of the private detectives and the mysterious temptresses GM sent after Nader in an effort to discredit him, damaged the reputation of all Detroit. GM president James Roche was forced to issue a humiliating apology to Nader in front of a Senate subcommittee, and the huge monetary settlement of Nader's civil suit against the auto giant funded his subsequent crusading.

A BIT OFF-CENTER

The Corvair was an exception from the start. Only the personal charisma of Chevrolet chief Ed Cole, who had been nursing his pet idea of a small, rear-engine car since the 1940s, had made the Corvair possible at all. No energy crisis, no sudden surge in import buying, had driven Chevrolet to produce the Corvair. It is true that by 1959, when the car was introduced, there were definite suggestions that the huge cruisers of the 1950s had had their day. But in those days, it didn't take Detroit so long to move with trends. In the late 1950s the industry shaped the Corvair, as well as its compact brethren the Ford Falcon and Plymouth Valiant, to be the car of the 1960s.

The Corvair was the strangest of the three, a car of almost willful eccentricities. It felt odd, in 1960, to get into a car that lacked the huge pipe-like hump of a drive shaft. Odd cooling vents punctuated the rear deck, and there was a funny little overhang over the rear window, borrowed from BMWs and suggesting the

Man At His Best

brim of a catcher's backward baseball cap. Some of the details were even stranger, like the shift control for the automatic transmission, a lever like the controls of a toaster oven projecting from the dashboard.

One of the eccentricities was a serious flaw. The European cars on which the Corvair was modeled had semi-independent suspensions. The Corvair, however, began with the fully independent suspension common to front-engine sports cars. With 60 percent of the Cor's weight aft of center, it tended to slide in a turn. A good driver could handle the slide—it even gave a kind of road-rally quality to turns—but the average American driver, used to the huge dreadnoughts he did not so much drive as aim, was unprepared.

GM executives quickly discovered the problem: test drivers rolled two of the first Corvairs on the test track. But the same stubbornness that enabled Ed Cole to get the Corvair built kept him from addressing the problem, despite the efforts of other GM executives. Not until Cole was promoted and Bunkie Knudsen became head of the Chevy division in 1961 was anything done. Knudsen had to threaten to resign, but he got his way: the rear wheels were linked with a tie bar.

But it was too late. In 1964 a certain Rose Pierini, who had lost an arm in a Corvair crash in Santa Barbara, successfully sued GM for damages. The list of Corvair crash victims and lawsuits grew—comedian Ernie Kovacs was killed in a Corvair. Chevrolet put together a team of top legal talent and technical witnesses, including racing driver Stirling Moss, to defend the car, but the record provided Ralph Nader with all the ammunition he needed.

CORVAIRS BY THE ACRE

The Corvair's low power, compared to other compacts, had probably doomed it before Nader. By the mid-1960s the compact market had split into the buyers of cars like the nonsense Chevy II and the more fun-loving patrons of Lee Iacocca's Ford Mustang. The

car continued in production through the 1969 model year. The last Cor, an Olympic Gold Monza, rolled off the production line at Chevy's Willow Run plant on May 14, 1969.

It took more than a decade for the car huffs to rehabilitate the Cor. An early fan, Fulton Floyd of Loris, South Carolina, owns fifty-two Corvairs, many of which he picked up in the early 1970s for a couple of hundred dollars apiece. For years, he has driven a Corvair every day, choosing each morning either a '65 sedan with air or a '66 turbo convertible or the latest Corvair he's restored. Floyd owns more Corvairs than anyone he knows of, and he's planning to hang on to all of them. When the Corsa folks get together for their annual conventions, however, stories circulate of some fellow in Ohio with more than a hundred "under cover," or the guy in Louisiana who totals his by the acre.

Floyd's Corvairs all date from 1965 or later. Beginning with the 1965 model year, the car was restyled. These "Series II" Corvairs, reflecting the influence of Italian Pininfarina and Ghia designs, are some of the loveliest of 1960s machines, with more rounded contours and a slim, graceful version of the rear "hips" that, in exaggerated form, were to dominate auto design in the late 1960s and early 1970s. The finest may be the 1966 Monza, although some argue for the turbocharged 1962 Monza Spyder with Kelsey-Hayes wire wheels (of which only four hundred sets were produced).

The waning of the energy crunch made collectors begin to look anew at all 1960s cars, and the Corvair's oddities would always have attracted interest. But the true boosters seem to have taken up the car's cause chiefly because they think it got a raw deal. In their telling, it always figures as one of the most important cars of all time, the abandoned model, the road not taken.

"You can't buy a new car today," swears French Lewis, "for anywhere near the money, that's as good as an old Corvair." —Phil Patton

A WORD FROM THE EDITOR

The first Corvairsation was published in June of 1976. It was a three page newsletter and that included a club roster (19 members) and the meeting minutes. The newsletter has changed a lot since that first edition, but it still serves the same purpose -- to serve the club members with information about Corvairs and the people who enjoy them the most -- you and me.

The Numbers and Volumes listed on the front cover are not as accurate as you might think. Back in July of 1983, during a time when we were changing editors every other month, the numbers went from Volume 8 Number 3 to Volume 9 Number 4 in one month. So you can't really tell how many issues have been published by looking at the numbers. (A little known fact that I'll bet you are really excited to hear!!)

I have heard some rumors that some of you folks would like to see more technical articles and/or tech tips in the Corvairsation. If that is true, please drop me a line or give me a call and let me know what subject you'd like to see. We have lots of references and technical people in the club and I'm sure we could come up with some good words about your desired subject. Please give me a two-minute call at 743-9185.

Back in the days when Gordon Cauble was the editor, there was a series of articles in the Corvairsation called "Vairy Tales". You can guess from the title what the subject matter of the articles was. Different people would submit their stories for publication in the Corvairsation. (See this month's "Vairy Tale" elsewhere in this issue for a sample). So if you've had something interesting happen to you and would like to share it with us, please jot it down and slip it in the mail to me. I think its high time we had a few more vairy tales!

Once again, thank you for your support and please feel free to express your likes and dislikes about your Corvairsation.

Van Pershing

CORVAIR FOREVER !

This is the third month we are spotlighting each year of the Corvaire in the Corvairsation. This month will spotlight the 1962 Corvaire.

1962 PRODUCTION: 328,500 units

Coupe: <u>186,457</u>	Sedan: <u>83,427</u>
500: 16,245	700: 35,368
700: 18,474	Monza: 48,059
Monza: 144,844	
Spyder: 6,894	Station Wagon: <u>6,078</u>
	700: 3,716
R-95: <u>47,557</u>	Monza: 2,362
Rampside: 10,787	
Loadside: 2,475	Convertible: <u>16,569</u>
Corvan: 15,806	Monza: 13,995
Greenbrier: 18,489	Spyder: 2,574

TUNE-UP SPECS

Distributor: dwell: 31-34 deg
gap: .016"(used) .019"(new)
breaker arm tension: 19-23 oz.

Timing: 80 HP-Manual (Dist P/N: 1110269): 4 degrees BTDC
80 HP-Automatic (Dist P/N 1110271): 13 degrees BTDC
84 HP-Automatic (Dist P/N 1110278): 13 degrees BTDC
102 HP-All (Dist P/N 1110272): 13 degrees BTDC
150 HP Turbo (Dist P/N 1110298): 24 degrees BTDC

Spark Plugs: Standard: AC 44FF (44FF on 102 & 150 HP)
Colder: AC 44FF
Very Severe Service on 150 HP: AC 42FF
Tightening Torque: 20-25 Ft-Lb

ALL CORVAIR ENGINES:

Firing Order: 1-4-5-2-3-6 (Front to Rear; Right Bank = 1-3-5, Left Bank = 2-4-6)

Compression @ cranking speed with throttle valves wide-open: 130 psi
Maximum Variation between cylinders: 20 psi

Blower Belt Tension: 55 lb. \pm 5 lb.(used); 75 lb. \pm 5 lb. (new)

SPECIFICATIONS

1962
Overall length 180.0 in.
Height 51.3 in.
Width 67.0 in.
Wheelbase 108.0 in.
Displacement 145 cu. in.
Bore x Stroke 3.437 x 2.60 in.
Horsepower/Torque:
Turbo-Air 80 @ 4400/128 pounds-
feet @ 2300
Monza w/Powerglide .. 84 @ 4400/130
@ 2300
Super Turbo-Air 102 @ 4400/134
@ 2800

Compression Ratio:
Turbo-Air 8.0:1
Monza w/Powerglide 9.0:1
Super Turbo-Air 9.0:1
Transmission Ratios:
3-speed 3.50, 1.99, 1.00:1
4-speed 3.88, 2.38, 1.44, 1.00:1
Automatic 1.82, 1.00:1
Rear Axle Ratios:
Standard 3.27:1
Optional 3.88, 3.89:1

MANUFACTURER'S SUGGESTED RETAIL PRICES

1962
500 sedan 2-dr 1,992
700 sedan 2-dr 2,057
700 sedan 4-dr 2,111
700 wagon 2,407
Monza sedan 2-dr 2,273
Monza sedan 4-dr 2,273
Monza wagon 2,569
Greenbrier 2,855



'62 CORVAIR MONZA

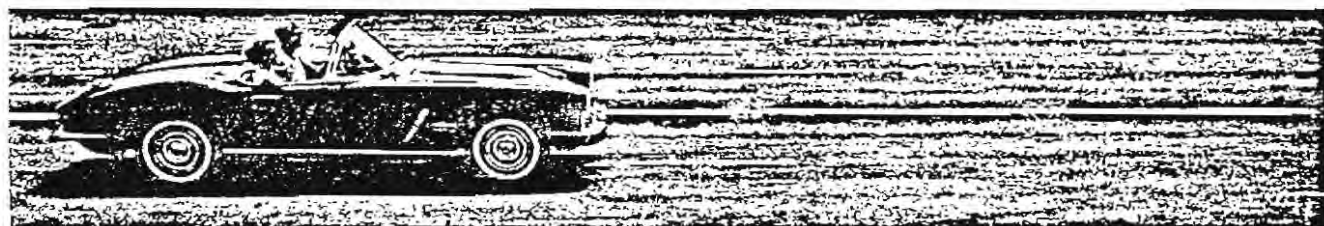
GOES AROUND PRETENDING IT HAS POWER STEERING

We'd like to see the look of pleased surprise on your face the first time you park a '62 Corvair. Easy is the wrong word for it, because it's more than that; it's a pleasure. It's hard to pinpoint the reason, but there's a feeling of fun connected with the simple act of steering a Corvair. You wouldn't guess that you could get all this effortless ease without power steering. You also get the crisp control and superb response of a *real* road car, due to all the sports car ideas that went into the Corvair design. Four-wheel independent suspension and the rear-mounted air-cooled engine make this one of the nicest cars anybody ever transported a family in. And, what's more, you get all this pleasure and practicality at a remarkably low price. It's a real sugar-coated way to save money, and you needn't give up even a rickel's worth of luxury.

A New World of Worth

Chevrolet • Chevy II • Corvair • Corvette

CHEVROLET



'62 CORVETTE . . . MAKES GOING BETTER THAN GETTING THERE. The Corvette proves that you can have a full measure of sports car pleasure without discomfort or inconvenience. And 1962 is a good year to try one. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

CHANGES--1962 by Mark Ellis

Cosmetically, the '62 Corvairs were changed only enough to distinguish them from the previous year's models; basic '61 series features were continued unchanged. All models feature twin ornament grilles on the front body panel with a triangular emblem in-between. On the rear deck there's a "Corvair" nameplate. On cars equipped with the optional 102 HP engine, a crossed flags emblem was placed beneath the "Corvair" plate. Monza Spyderys have a large round "Turbocharged" emblem here. New tail lights with trim rings and a new rear grille with horizontal bars are featured on all (except Greenbrier & 95) models too.

Monzas have new standard wheel covers with Monza inserts and new Monza emblems on the lower front fenders. Monza Spyderys also have a "Spyder" script nameplate beneath the Monza fender emblems. Both 500 and 700 series have a new design series nameplate on the front fenders, on the 700 ahead of the wheel wells, on the 500 behind. The '62 700s again have stainless steel belt mouldings but only along the trunk, front fenders and front portion of the doors. A new hubcap was standard on both the 500 and 700, aluminum this year with an embossed triangular Corvair design with blue painted accents. Both were optionally available with full wheel covers identical in design with the standard Monza covers, but with inserts similar in design to that on the hubcaps. 700 and Monza models have full length aluminum body sill mouldings approximately 4 inches wide in a ribbed design.

Greenbriers and 95s continued unchanged, although the optionally available wheel covers (14") were the same as the big Chevrolet covers, which changed each year. Station wagons are identical to their series coupe and sedan features and no longer carry the "Lakewood" name; '62 Corvair wagons should not be referred to as such. Wagon buffs would appreciate it; it's much in the same vein as Porsche owners cringing when hearing their car called a "porsch" — it's pronounced "porsch-aah." Verstehen Sie? Gut!

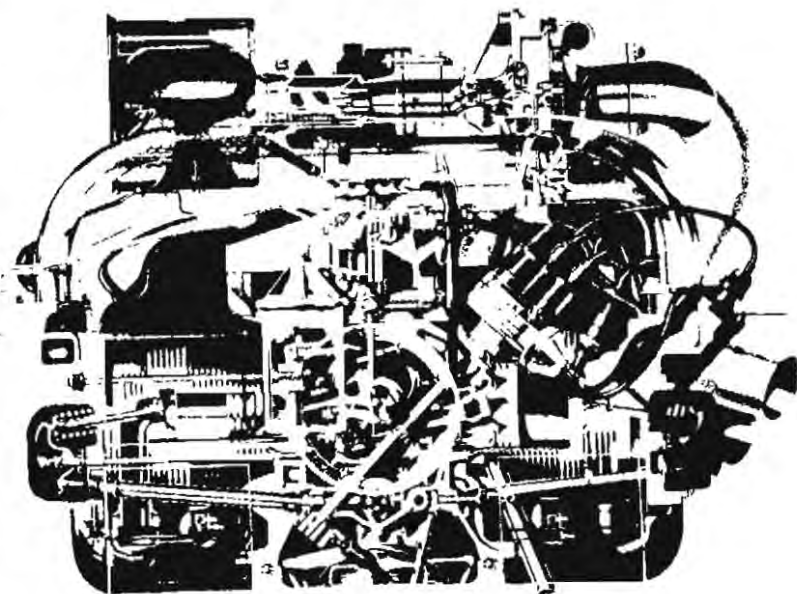
On the inside all feature new upholstery designs and new "checkerboard" dash trim: an aluminum plate embossed with horizontal lines and silver painted vertical bars. Standard on all (except Greenbrier and 95s) were: direct-air heater and defraster, front door armrests, dual sunvisors and a cigarette lighter.

The '62 all vinyl bucket seat interior (standard on Monza coupes & convertibles, optional on Monza sedans and station wagons) is easily identified by the seven chrome round buttons on the seat backs and the 4 inch bright aluminum trim plate running lengthwise along the door panels. Monzas continue the use of standard carpeting, deluxe steering wheel with horn ring, chrome armrest frames, vinyl headliner, fold down rear seat, glove compartment light, etc. Monzas with the Spyder option have special instrumentation, with a tachometer, manifold pressure and head temperature gauges set in a brushed aluminum dash panel with matching glove box door and radio trim plate. Spyderys also had their own horn button and nameplate on the glovebox door.

The 500 and 700 models continue as described in our '61 installment, but with new upholstery designs. The 500 continues with black rubber floor mats and the 700 with vinyl coated color keyed mats. All '62 Greenbriers and 95s had a standard fawn interior, a change from the 61's silver and charcoal. Greenbriers were available with an optional deluxe interior as part of a complete deluxe package (chrome bumpers, windshield mouldings, chrome hubcaps, etc.). Greenbriers and Corvairs had new inside side door locking devices; a push-pull button replaces the 61's turning knob. All other features remain unchanged.

Mechanical refinements include automatic chokes, a new distributor, new cooling blower, and new brake master cylinder & pedal linkage. Two ply, low profile tires continued, having been made standard late in the '61 production run. Optionally available for the first time in '62 were: Positraction rear axle, sintered metallic brake linings, and a heavy duty suspension featuring stiffer front & rear springs & shocks a front stabilizer bar and rear axle rebound straps. Engine lineup remained the same except for rating the Super Turbo-Air engine from 98 HP to 102HP (no basic changes).

Biggest news mechanically of course was the Spyder's 150HP turbocharged engine. So new and different was this engine that Chevrolet devoted its entire April, 1962 dealer service bulletin to its description and service. Internal changes from the lower horsepower engines included heavy duty main and rod bearings, heavier connecting rods, new crankshaft and piston rings and new cylinder heads with 8.00:1 compression ratio. Externally, besides the turbocharger assembly itself, the following changes were made: a single side draft Carter YH carburetor, new fuel lines, new distributor assembly and timing tab, new exhaust pipes and muffler, new wiring harness to incorporate heat indicator and warning buzzer system and air recirculation plates as used on the air conditioned vehicles.



RPO 649	102HP Engine.....	\$26.90	all except R1200 series
RPO 360	Powerglide.....	156.60	all except R1200 series
RPO 667	Powerglide.....	156.60	R1200 series
RPO 651	4-Speed.....	64.60	all except R1200 series
RPO 652	4-Speed.....	64.60	R1200 series
RPO 693	3.55:1 axle ratio.....	2.20	-27,-69,-67 only
RPO 662	3.89:1 axle ratio.....	2.20	all except R1200 series
RPO 480	Positraction rear axle.....	37.70	all except R1200 series
RPO 481	Positraction rear axle.....	37.70	R1200 series
RPO 696	Heavy duty suspension.....	21.55	all except R1200 series
RPO 686	Sintered metallic brake linings...	37.70	all except R1200 series
RPO 255	Heavy duty front springs.....	10.80	R1200 series
RPO 213	Heavy duty front shock absorbers...	7.55	R1200 series
RPO 690	Spyder equipment.....	317.45	927, 967 only
FOA 114	Air conditioning.....	349.70	all except R1200 series (n/a Monza Spyder)
FOA 103	Manual radio and antenna.....	47.90	all except R1200 series
FOA 123	Manual radio and antenna.....	47.90	R1200 series
FOA 104	Pushbutton radio and antenna.....	56.50	all except R1200 series
RPO 398	Tinted glass - all windows.....	26.90	all except R1200 series
RPO 398	Tinted glass - windshield only....	12.95	all except R1200 series
RPO 664	Fold down rear seat.....	26.90	527, 727, 769
RPO	Front Bucket seats.....	53.80	969, 935
FOA 120	Comfort & convenience group.....	28.00	900 series
FOA 120	Comfort & convenience group.....	38.75	500, 700 series
RPO 248	Rear door armrests.....	9.70	769, 735
RPO 427	Instrument panel pad.....	16.15	all except R1200 series
FOA 117	Wheel covers.....	10.80	500, 700 series
FOA 133	Wheel covers, wires design.....	26.90	900 series
FOA 133	Wheel covers, wire design.....	27.70	500, 700 series
RPO 661	Thinline whitewall tires.....	28.60	-27,-69,-67 only
RPO 449	Thinline whitewall tires.....	28.60	735, 935
RPO 647	Whitewall tires.....	31.80	R1200 series
RPO 384	Spare wheel & tire lock.....	5.40	-27,-69,-67 only
RPO	Paint, two-tone.....	10.80	all except R1200 series
RPO	Paint, two-tone.....	26.90	R1205, R1206
RPO	Paint, two-tone.....	32.30	R1244, R1254
RPO 645	Double left-hand side doors.....	80.70	R1205, R1206
RPO 134	Level pickup box floor.....	48.45	R1244, R1254
RPO 431	Deluxe equipment.....		R1206
FOA 138	Direct air heater & defroster.....	74.25	R1200 series
FOA 128	Gasoline heater & defroster.....	91.50	R1200 series

CORVAIR REAR AXLE IDENTIFICATION

1962

CORVAIR	3 or 4 Speed (3.27 ratio).....	-	HA
CORVAIR	3 or 4 Speed (3.55 ratio).....	-	HB
CORVAIR	Automatic Transmission (3.27 ratio).....	-	HC
CORVAIR	Automatic Transmission (3.55 ratio).....	-	HD
CORVAIR	Positraction (3.27 ratio).....	-	HG
CORVAIR	Positraction w/Automatic Transmission (3.27 ratio).....	-	HH
CORVAIR	Positraction (3.55 ratio).....	-	HJ
CORVAIR	Positraction w/Automatic Transmission (3.55 ratio).....	-	HK
CORVAIR	Positraction (3.89 ratio).....	-	HL
CORVAIR	Positraction w/Automatic Transmission (3.89 ratio).....	-	HM
CORVAIR	3 or 4 Speed (3.89 ratio).....	-	HE
CORVAIR	Automatic Transmission (3.89 ratio).....	HF	-
R10...	Positraction (3.89 ratio).....	-	HL
R10...	Positraction w/Auto Trans. (3.89 ratio).....	-	HM
R10...	3 or 4 Speed (3.89 ratio).....	-	HE
R10...	Auto Trans. (3.89 ratio).....	HF	-

ENGINE SERIES NUMBER SUFFIX CHART

1960-62

Manual Trans.	YC
Manual Trans. and High Performance	YN
Manual Trans.	YH
Manual Trans. and C.A.C.	YL
Manual Trans., C.A.C. and High Performance	YM
Manual Trans. and High Performance	Y
Turbo-Charged with 4-SPD.	YR
Automatic Trans.	ZB
Automatic Trans. and C.A.C.	ZD
Automatic Trans. and High Performance	ZF
Automatic Trans., C.A.C. and High Performance	ZG
Automatic Trans.	ZH
Automatic Trans. and C.A.C.	ZJ
Automatic Trans. and High Performance	ZK
Automatic Trans.	ZL

CORVAIR MODEL SERIES IDENTIFICATION

MODEL USAGE

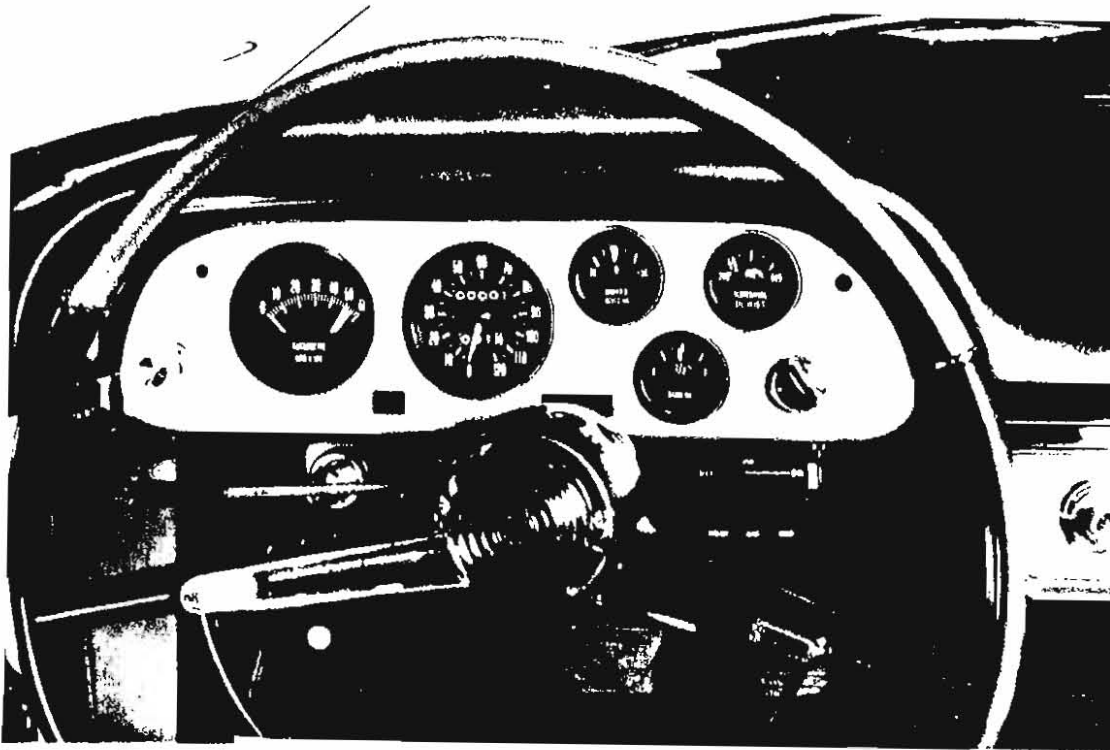
1962-63

Corvair	500-700-900
Corvair (2-Dr.)	527-727-927-967
Corvair (4-Dr.)	735-969-935-969*
Corvair Std.	527
Corvair Deluxe	727-735-769-927-935-967-969*
Corvair (Sta. Wag.)	735-935*
Corvair Deluxe (2-Dr. Sed.)	727-927
Corvair Deluxe (4-Dr.)	735-769-935-969*
Corvair Deluxe (2-Dr.) (exc. Monza)	727
Corvair Deluxe (4-Dr.) (exc. Monza)	735-769*

Corvair Deluxe (4-Dr. Sed.) (exc. Monza)	769
Monza	927-935-967-969*
Monza (2-Dr. Sed.)	927
Monza (4-Dr.)	935-969*
Monza (4-Dr. Sed.)	969
Monza (Sta. Wag.)	935*
Monza (Conv.)	967
F.C.	R1205-06-44-54†
Pick-Up	R1244-54†
Pick-Up (exc. Side Ramp)	R1244†
Side Ramp	R1254
Panel	R1206
Greenbriar	R1206

*NOTE: Station Wagon models (735-935) are not available for 1963.

†NOTE: Pick-Up model (R1244) is not available for 1963.



Instrument cluster for 1962 Spyder.

A Monza four-door, 1962 version. The '62 was essentially unchanged from the previous year although there were new wheel covers, new side trim and more attractive interiors. Changes in the spring rates made the car handle better "at the limit."



THE SAN DIEGO CORVAIR CLUB PRESENTS THE
9TH ANNUAL GREAT WESTERN FAN BELT TOSS AND SWAP MEET

NOVEMBER 7th, 8th, & 9th 1986 - ANGEL STADIUM - PALM SPRINGS, CALIFORNIA

The San Diego Corvair Club extends an invitation to all Corvair members and Corvair Friends to join us in what once again promises to be a fun filled weekend. The entire Angel Stadium has again been reserved for our Corvair pleasure. RV's and campers may reserve a space on the grass field to stay Friday &/or Saturday night. (No hook ups, but water is available) \$5.00 per night. Motel rooms will be available Friday and Saturday nights at the QUALITY INN with special discount rates, but ONLY if advanced reservations are made through the San Diego Corvair club.

The festivities will begin Friday evening with a Welcome Party from 5:00 to 7:00PM in the Convention Center at the Quality Inn. Lots of Corvair talk, hors d'oeuvres and a no host bar.

Along with registration, the swap meet will begin at 8:00AM Saturday & Sunday. Venders will be charged \$5.00 per day for a 20' X 20' space. No limit to the number of spaces you may rent. Once again there will be a special area set aside for Corvairs for sale. Due to limited space inside the park, cars for sale will be in the parking lot and there will be no charge.

Food and cold drinks will be available at the field on both Sat. & Sun.. Saturday night a banquet will be held at the Pavilion adjacent to Angel Stadium and will include several nice door prizes. A band will play from 9:00PM till 12:00AM after the banquet.

Upon arrival at Angel Stadium you will receive a packet with a schedule of events and a dash plaque. The Peoples Choice Car Show will be Saturday with an entry fee of \$2.00 per car. Fan belt tossing and games will be Saturday only. Awards for games will be presented at the banquet on Saturday night.

Please Note: RESERVATIONS MUST BE MADE BEFORE OCTOBER 15, 1986.

Make checks payable to: "San Diego Corvair Club"
Send to Etta Herman, 8632 Somerset Avenue, San Diego, Ca. 92123

Registration:	per family. (includes all activities & dash plaque)	\$3.00	
RVs & campers,	\$5.00 per night. Fri. Sat.		
Banquet	\$14.50 per adult	#	
Banquet	\$10.50 per child (10 yrs & under)	#	
Dance to band no dinner.	\$2.50 per person	#	
20' X 20' Swap meet space	\$5.00 per day	#	Sat. Sun.
People's Choice Car Show entry	\$2.00 per car	#	
QUALITY INN rooms:	Fri Nov. 7th Sat Nov. 8th		
	SGL Occupancy.....(w/tax	\$34.88 per night)	
	DBL Occupancy.....(w/tax	40.33 per night)	
	Extra Person	(w/tax 5.45 per night)	

Name _____
Address _____

Chapter _____

If you have any questions, please call: John Evans (619)277-8248

CASA CAR SHOW '86



**Sunday, October 19, 11 a.m.
Reid Park, Tucson, Arizona**

**Arizona's Largest Special Interest Car Show
Over 450 Cars on Display!**

GRAND DOOR PRIZE 1965 Mustang Convertible

Door Prize Ticket available for a donation of
\$1 each or family packet of 6 for \$5

Door Prize Drawing at 5 p.m., October 19
(Winner need not be present)

Food Fun Family Entertainment!

All proceeds benefit Casa de los Niños and its care for children in crisis. Children in crisis include those from families with emotional, financial or medical crises, as well as abused, abandoned and neglected children.

For tickets and information about Casa Car Show '86
call 624-5600

(Donation not necessary to participate)

CASA DE LOS NIÑOS CRISIS CARE CENTER FOR CHILDREN

Proceeds from the Casa Car Show help keep the doors of Casa de los Niños open twenty-four hours a day, seven days a week to children in crisis.

Who are children in crisis? Children whose families temporarily cannot feed, clothe or care for them — Casa cares for these children - without charge - until parents and families can resolve their problems. The Casa also provides shelter for abandoned, neglected and abused children.

Casa de los Niños' programs for children in crisis — from birth to age eleven — provide a warm, homelike environment. Casa has a school program so that youngsters will not miss school — an additional problem in young lives already under stress. Staff social workers, psychologists and medical advisors help to make available needed services and programs to both children and their families.

Casa also has programs for the prevention of child abuse — the Parent Aide Program which makes available supportive friends and role models to parents having problems — and an Outreach Program to help teach parenting skills.

Casa de los Niños is a community project — founded by Sister Kathleen Clark, R.N., and is supported by volunteers and public contributions. The Casa Thrift Shops, 2719 N. Campbell and 708 E. Prince Road are also supported by volunteers and donations and their proceeds also help to keep the doors of the Casa open to children in crisis.

Join everyone in supporting the Casa Car show — the **one, annual Casa de los Niños sponsored event** which helps to care for children in crisis. Because of you — Casa cares! Thank You!

**Casa de los Niños
347 E. Speedway
624-5600**

Steering Boxes

The following article comes from Bill Reider of Corvairs of New Mexico.

There are more steering boxes than you might think. The 1960 box (first design) has a single row of ball bearings. This was used through late February of 1960, when a double row design was introduced. The different styles of boxes would list as follows:

1. '60-1st design (these two can
2. '60(late)-63 interchange)
3. '64
4. '65 1st style w/o telescopic wheel
5. '65 1st style w/ telescopic wheel
6. '65(late)-66 w/o quick steering
7. '65(late)-66 w/ quick steering
8. '67-69 w/o quick steering
9. '67-69 w/ quick steering

The '64 (and early '65 w/o telescopic wheel) used a cast iron case with a one-piece shaft from the box to the steering wheel. Lengths between early and late are different.

The '64 box has a smaller diameter shaft, so if you were to put a '64 box into a '60-63 car, you'd need a '64 steering wheel and the plastic bearing shim at the upper column bearing. Conversely, a '60-63 box could be used in a '64 car if you discarded the bearing shim and used a '60-63 steering wheel.

Early '65 cars w/ telescopic steering column used a steering box with a one-piece coupler (just like the '60-63 coupler) about 15" out of the box. It looks similar to the late '65-66 style box, but the shaft is about 3/4" shorter.

In late '65 a two-piece coupler (similar to the one that had been used for years on regular Chevrolet models) was introduced on all Corvairs. The telescopic columns were modified to accept the new coupler, so a different steering box was not required when this option was ordered.

At the same time, a quick ratio box became available. Its external appearance is identical to the regular box.

Since the steering column required a lower bearing with the late '65-66 style

box, a different steering column is used on these cars than the early '65. Holes in the floor pan where the steering column goes through must be redrilled in order to fit. If you find one for an unbelievably low price at the swap meet, be sure you know what year and style it came from, and what style your car is.

An early '65 telescopic column must have an early telescopic steering box to work and the late telescopic column must have the later style box to work. You can put the whole works into a different style car but you have to redrill the holes at the floor to secure it.

The '67-69 box used the late '65-66 style coupler, but it is located only 2" out of the box. Both regular and quick ratios were available.

The '67-69 style box may be installed into a '65-66 car without cutting by simply installing two flat washers between the box and the frame on each of the two rear-most bolts. This cocks the box a bit giving just enough clearance. The coupler takes care of the slight misalignment.

The complete pedal hanger (parking brake anchor - brake master cylinder reinforcement) piece is removable and interchangeable between the '65-66 and '67-69. This is really part of the "collapsible" feature but must be anchored well enough to work.

For repair of the box itself, the pitman shaft seal #5673120 is discontinued, but it is available as Victor #48823 or C/R #8627. The lower pitman shaft bushing GM #5674018 is still available for about \$4. This bushing is commonly worn and should be replaced. Clark's offers a bushing #1640B for the upper end of the pitman shaft too. The wormshaft bearings are GM #5673113 (about \$3 each) but are usually not worn too badly.

As a final note, synthetic grease may be used in the box for reassembly which makes steering a little easier if you live where the weather gets down below zero.

Next month we'll go into the details of rebuilding a steering box, so stay tuned!

9th Annual C.H.V.A. Swap Meet & Show



**SATURDAY & SUNDAY
OCTOBER 4 - 5, 1986**

PUBLIC FREE *Car* **SHOW**
(Sunday Only)
10AM ... 3PM

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JUDGING

TROPHIES !!!!

All get Dash Placques
\$2.00 Entry Fee

Old Cars & Parts
SWAP MEET

SAT. 7-5 SUN. 7-3

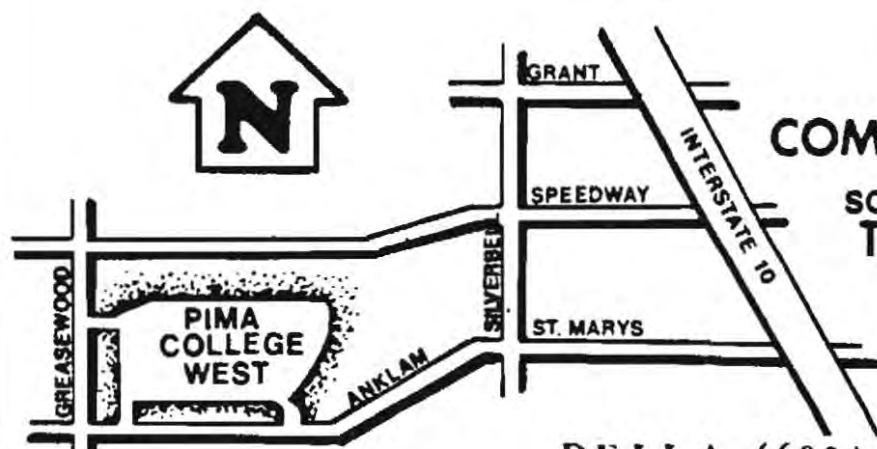
CARS FOR SALE - \$2.00 ea. day

SWAP SPACES 20 X 20

\$7.00 ONE DAY

\$10.00 TWO DAYS

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Glendale AZ 85308
1-978-5696 Sep86

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Tucson AZ 85705
293-4156 Feb87

Cecil & Rosalle Allain
775 W. Roger Rd. #156
Tucson AZ 85705
293-3706 Nov86

Cecil & Rosalle Allain
121 S. Ludlow
Rantoul IL 61866
n/a Nov86

Ernie Alloy
3434 E. 5th St.
Tucson AZ 85716
327-3121 Jan87

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Rt. 2 Box 1460
Atlanta MI 49709
517-786-2889 Jul87

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888-4433 Feb87

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293-6668 Feb87

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888-2224 Dec86

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748-1444 Apr87

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9202 E. Roberto St.
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298-4166 Jan87

Raymond Britton
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Green Valley AZ 85614
1-625-3031 Mar87

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Tucson AZ 85718
299-1122 Feb87

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Tucson AZ 85706
294-4994 Mar87

Gerald E. Chapman
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Willow Hill IL 62480
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742-1823 Jul87

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Spokane WA 99206
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721-1999 Mar87

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Sheri Roberts
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Vairo 'n Spares

FOR SALE: '64 MONZA Coupe, Good running engine. 110 HP automatic transmission. Body needs work. Leave message at 327-4718.

FOR SALE: TUNE-UP PARTS for 1960 and early 1961. See the Mechandise Chairperson, Pete Moga at the next meeting.

FOR SALE: ESPECIALLY for the do - it - yourselfers: tune-up kits, distributor caps, wrapped fan belts, air filters & oil filters; also viton O-rings, trunk and engine lid weather strips; plus many other Corvair parts. Call Gordon Cauble @ 299-1122.

FOR SALE: '61 LAKEWOOD, 110HP/Automatic, alternator, Bright Yellow paint, brown / tan velor / vinyl interior w/ cut pile carpet, 3-prog wire wheel covers, radials, good looking inside & out. Was 4-speed-have most of the parts to change it back. PLEASE MAKE OFFER! Call Van @ 743-9185 (home) or 799-4012 (office).

"Vairy Tales" by Van Pershing

August 22, 1986, Mile Post 11 on the Mt. Lemmon Highway: The Greenbrier turns over its 200,000th mile. The John Denver song goes, "Back in 1958 we drove an old V-8, and when it'd gone a hundred thou' we got out and pushed it a mile." It was so exciting and if we'd been on our way down from Mt. Lemmon instead of on our way up, we just might have got out and pushed it a mile!

My wife has a cousin in Denver who runs a parking lot striping business and for a year or so he used a Greenbrier to haul his equipment about. But alas, he could not keep clutches in it, so he parked it in front of his house and left it there. It really pained him since the little truck was perfect for his business because the floor was nice and low to the ground and the big striping machine could be loaded easily. The new Chevy van he bought to replace it was, and is still, a real pain in that respect. Some time later I get a call from this cousin telling me if I don't come and get this piece of juck out from in front of his house he was going to have to haul it to the juck yard because the police had ticketed the vehicle so many time for cluttering up the street. So in 1976 we inherited the Greenbrier with 118,000 miles on it and cover with splotches of bright yellow striping paint.

FOR SALE: '65 MONZA Coupe Resealed engine, rebushed rear suspension and new exhaust one year ago. New battery and regulator. New steel radials. No rust, very original, runs great, drive anywhere. \$800. Don Robinson 297-1356.

FOR SALE: '63 CORVAIR 700 Sedan, 102 HP/4 speed, no rust, engine out & needs rebuilding, Spyder dash, new seats, Good restoration project. Price negotiable. Call Gordon Cauble 299-1122

FOR SALE: Very parts at a resonable price: '65 telescopic steering column w/ wheel, \$150; NOS rear panel '65-69 couple or 4-door, \$100; '63 black steering column w/wheel; vent window assys for early convertible; Corsa air cleaner asm; '65 Corsa wheel covers; '66 Corsa wheel covers; '63 rear engine grill, '63-64 rear axle & bearing; '64 rear suspension w/ transverse spring; good carb cross shafts and other parts for both early & late. Call Gordon Cauble, 602-299-1122.

When I pulled the engine out to check on the clutch situation, besides several head bolts stripped from the block, I discovered that someone had tried using a late model flywheel with and early model pressure plate. When the clutch disk was new it would work okay, but after a couple weeks of driving, it didn't work so pretty good. I fixed the head bolts and threw in an old pressure plate I had laying around and drove the truck 10,000 miles before I got disgusted with being passed on the hills by VW Microbuses and loaded semis and installed a rebuilt 110 hp engine. I also replaced the 3.27 axle with a 3.55:1. With this new set up I could even break the speed limit on those same hills. What treat!

The Greenbrier is our only "family" car. Whenever we have to go anywhere far with the whole family, the Greenbrier is the only one that will carry us all. Consequently, it has been all over this Country, usually with the cruise control set right at 65 mph. It gives us a good honest 20 mpg and it cost about \$12,000 less than a contemporary mini-van. Sure it needs things done to it once in a while, but I figure I spend about one car-payment a year on keeping it alive plus about \$1,000 every 6 or 7 years to repaint and redo the interior and what have you.

Do I love my Greenbrier after 10 years of service? Why ask!!

TREASURER'S REPORT

Balance August 1, 1986.....\$1094.28

Income

Dues.....40.00
Corvairsation ads..... 7.50
Raffle tickets.....24.00
Merchandise sales.....16.00
Aluminum cans.....

Total Income.....\$87.50

Expenses

Corvairsation.....123.60
Merchandise-raffle.....41.74

Total Expenses.....\$165.34

Balance September 1, 1986.....\$1016.44

Alan Atwood



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MANY NEW PARTS**

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- Rebuilt fan bearing ass'y
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- '61 '65 Counter shafts
- Throw out bearing collar, steel
- High temp diff gasket sets
- 4 spider diff kits
- Reconditioned connecting rods
- Corv B mid engine kits

NEW '86 CATALOG NOW AVAILABLE \$4.00
Catalog FREE with \$20.00 minimum order

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FOURTH WEDNESDAY of each month.
Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:30 pm: Parking Lot Bull Session
7:00 pm: Dinner (Optional)
7:40 pm: Meeting Starts

COMING EVENTS

SEP 20: Kitt Peak Tour & Cookout. This trip will include an opportunity to see things that the average visitor does not get to see, also the best buys anywhere on Papago baskets.

Oct 4 & 5: CHVA Car Show & Swap Meet. See details inside.

Oct 19: Casa Car Show '86. Start cleaning up that "Vair for this one! See President's Message and flyer inside this issue.

Nov 7, 8, & 9: Great Western Fan Belt Toss and Swap Meet. See details inside.

TUCSON CORVAIR ASSOCIATION
P.O. Box 50401
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