

# Continuation

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

VOLUME 13

NUMBER 1

APRIL 1987

# 1968

A good year for Corvairs,  
but not a good year for photos!

TCS HAS A NEW PRESIDENT!  
AL RIVAS

MID-MONTH ACTIVITY: CAR SHOW  
APRIL 26th





## 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 (CORSA).

**MONTHLY MEETINGS** are held on the fourth Wednesday of each month except December. One technical/social event is planned for every month except July and August.

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

**CORSA MEMBERSHIP DUES** are \$25 per year and include a subscription to the CORSA Communique, a monthly publication. See a TCA Officer for a membership application.

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

**BUSINESS MAILING ADDRESS:** P.O. Box 50401, Tucson, Arizona 85703.

### WHEELS & SPOKES

#### **PRESIDENT**

Alfonso Rivas  
3439 Via Guadalupe  
Tucson AZ 85716  
(602) 327-7695

#### **MEMBERSHIP CHAIRMAN**

(Dues & Change of Address)  
Carole Sanford  
1710 S Ceylon Place  
Tucson AZ 85748  
(602) 885-9214

#### **VICE PRESIDENT**

(Temporary)  
Frank Held  
2413 S 4th Ave, Apt 1  
Tucson AZ 85713  
(602) 884-7333

#### **LIBRARIAN**

Dave Baker  
7041 Arrowhead Drive  
Tucson AZ 85715  
(602) 883-4337

#### **TREASURER**

Mike Hayden  
6971 N Blue Sky Terrace  
Tucson AZ 85741  
(602) 297-6219

#### **CORVAIRSATION EDITOR**

Van Pershing  
4842 W Paseo de las Colinas  
Tucson AZ 85745  
(602) 743-9185

#### **RECORDING SECRETARY**

Beverly Baker  
7041 Arrowhead Drive  
Tucson AZ 85715  
(602) 883-4337

#### **BOARD OF DIRECTORS**

Current TCA Officers, Don Robinson, Carole Sanford, and the Corvairsation Editor

#### **BOARD MEMBER-AT-LARGE**

Alan Atwood  
4287 N Limberlost Place  
Tucson AZ 85705  
(602) 888-4433



#### **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.....**

Everyone can breathe easier now, at least for another year anyway. As many of you know, TCA now has a President for 1987. I'm really not sure if I got the job because I volunteered for it or if the Board actually elected me. Maybe it was a combination of these things, but it really doesn't matter. What matters is that the Club now has a President and that we get TCA back on the track.

I hope that we can pick up where Don Robinson and the 1986 Board left off. It will be tough act to follow because they did such a great job last year. Helping me this year will be; Mike Hayden - Treasurer; Beverly Baker - Recording Secretary; and Alan Atwood - Board Member at Large; as well as all the others holding positions.

You will notice that there is no Vice President. That position was left vacant when I assumed the presidency. Frank Helt volunteered at March meeting to serve as Vice President for 90 days. Frank is also the new Can Man for the Club. He'll take your old newspapers as well. But if anyone out there wants to become more involved with TCA, please volunteer to serve as Vice President. You would really be helping the Club.

We should reflect on the recent events at TCA and ask ourselves just why we belong to a Corvair club. I'm here to get technical advise and parts information to restore my Corvair-powered Devin. For whatever reason you're here, whether to preserve and enjoy your Corvair or just starting to learn about them, isn't important. What is important is that we all benefit from our membership in the Club. If you're a crack mechanic, share your knowledge and experience with the other members. On the other hand you may not know which end of the car the engine is in. You can help the Club in other ways. Everyone can contribute to the Club in some way. Attend the meetings. Go to the mid-month activities. Bring a friend along to the meetings.

**DO SOMETHING !!**

Let's not become a club with a complacent membership. Remember it's your club and if you want it to remain healthy and active, we must all work at it. Let 1987 be the year that you renew or strengthen your commitment to TCA.

In closing I just want to say that things sure happened quickly for me at TCA. It doesn't seem like it, but just over a year ago I showed up on Don and Betty Chastain's doorstep to ask for help with my Devin. Shortly after meeting these fine folks, I joined the Club. I've been a member for over a year now and look forward to my second year. I also hope to become better acquainted with all of the members in the months to come.

Al Rivas



I would like to take this opportunity to thank Lucy Post for taking the minutes of the last Corvaire Club meeting. It is gratifying to know that we have such nice people in our organization who will step in at the last minute when the occasion arises. Thanks a million, Lucy!

*Lucy*

CORVAIR 14 PRESENT 46

The regular meeting of the Tucson Corvaire Association was called to order at 7:45pm by Immediate Past President Don Robinson on March 25, 1987 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

The meeting was conducted by Vice-President Al Rivas.

Discussion was held on trying to get a member to volunteer to be President. Milt Evans suggested the Board meet at breaktime to vote who will be President.

Guests were Tony Berver from Safford, Arizona and Bryan Lynch III, grandson of Marilyn Lynch and the last Bryan Lynch.

Don Robinson announced Jim Davis would be conducting an antique car show at the Copper Ridge Plaza on April 26th and would like to have some Corvairs displayed in the show. TCA would receive \$60 if 12 cars were shown. A display of hands indicated that 12 cars would be shown.

Pete Moga will be with annual Tucson Pima Energy Fair at Park Mall on April 2, 3, 4 and 5.

During the break the Board met and announced that Al Rivas will be President for this year and Frank Held will be Vice-President temporarily for 90 days until the position can be filled permanently.

Ed Carey won the door prize for the license plate drawing which was a \$10 gift certificate from the Picadilly Cafeteria. Other prizes, donated by TCA, were won by Bryan Lynch III, Betty Chastain, Gordon Cauble, Ernie Alloy and Mike Hayden.

A tech session followed and for sale items announced.

The meeting ajourned at 8:50pm.

Respectfully submitted,

*Lucy*

**APRIL'S MID-MONTH EVENT  
CAR SHOW**

at

COOPER CREEK CENTER,  
Limerlost & Oracle

**APRIL 26, 1987**

**12:30 to 4:30**

in front of the old Gemco Building

April's Club event is a car show at the Cooper State Center in front of the old Gemco Building at the southwest corner of Limerlost and Oracle.

This is a great time to show off your Corvair. Spring is here so shine up your car and get ready for the show. Who knows, you may win the best of show ribbon.

TCA will provide sodas!

# CORVAIR FOREVER !

This month the Corvairsation is featuring the 1968 Corvair.

**1968 PRODUCTION:** 15,399 units.

Coupe: **14,013**  
 500: **7,206**  
 Monza: **6,807**

Convertible: **1,386**  
 Monza: **1,386**

## TUNE-UP SPECS:

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

Timing: 95 HP-Standard (Dist No 110434): 6° BTDC  
 95 HP-Automatic (Dist No 110311): 14° BTDC  
 110 HP-Standard (Dist No 110389): 4° BTDC  
 110 HP-Automatic (Dist No 110319): 12° BTDC  
 140 HP-All (Dist No 110371): 4° BTDC

## MANUFACTURER'S SUGGESTED RETAIL PRICES

**1968**  
 500 hardtop 2-dr ..... 2,220  
 Monza hardtop 2-dr ..... 2,484  
 Monza convertible ..... 2,628

## SPECIFICATIONS

Overall length ..... 183.3 in.  
 Height, coupe 51.3; convertible 51.5 in.  
 Width ..... 69.7 in.  
 Wheelbase ..... 108.0 in.  
 Displacement ..... 164 cu. in.  
 Bore x Stroke ..... 3.437 x 2.94 in.  
**Horsepower/Torque:**  
 Turbo-Air ... 95 @ 3600/154 pounds-  
 feet @ 2400; 110 @ 4400/160 @ 2600;  
 140 @ 5200/160 @ 3600  
**Compression Ratio:**  
 Turbo-Air ..... 8.25, 9.25; 9.25:1  
**Transmission Ratios:**  
 3-speed ..... 3.11, 1.84, 1.00:1  
 4-speed ..... 3.11, 2.20, 1.47, 1.00:1  
 Automatic ..... 1.82, 1.0:1  
**Rear Axle Ratios:**  
 Standard ..... 3.27:1  
 Optional ..... 3.55:1 (also standard)

## 1968 CHEVROLET CORVAIR SPORT COUPE

CALCULATED DATA:		PERFORMANCE:	
Lb./bhp (test weight) .....	21.2	Top speed (4870), mph: .....	98
Cu. ft./ton mile .....	95.2	Test shift points (rpm) @ mph: .....	
Mph/1000 rpm (high gear) .....	20.1	3rd to 4th (5100) .....	70
Engine revs./mile (60 mph) .....	2980	2nd to 3rd (5100) .....	47
Piston travel, ft./mile .....	1460	1st to 2nd (5100) .....	34
CAR LIFE wear index .....	43.6	<b>ACCELERATION:</b>	
Frontal area, sq. ft. ....	19.9	0-30 mph, sec. ....	5.5
NHRA-AHRA class. ....	J/S-M/S	0-40 mph .....	9.0
<b>SPEEDOMETER ERROR:</b>		0-50 mph .....	11.2
30 mph, actual .....	28.2	0-60 mph .....	15.6
40 mph .....	38.1	0-70 mph .....	22.7
50 mph .....	48.4	0-80 mph .....	33.3
60 mph .....	58.0	0-90 mph .....	
70 mph .....	68.3	0-100 mph .....	
80 mph .....	78.5	Standing 1/4-mile, sec. ....	19.84
90 mph .....	88.7	speed at end, mph .....	66.6
<b>MAINTENANCE:</b>		Passing, 30-70 mph, sec. ....	17.2
Engine oil, miles/days .....	6000/180	<b>BRAKING:</b>	
oil filter, miles/days .....	6000/180	Max. deceleration rate from 80 mph- ft./sec. <sup>2</sup> .....	26
Chassis lubrication, miles .....	6000	No. of stops from 80 mph (60-sec. intervals) before 20% loss in de- celeration rate .....	7, 15% loss:
Antismog servicing, type/miles .....	replace PCV valve/12,000, tune- check/12,000	Control loss? None:	
Air cleaner, miles .....	clean, 6000	Overall brake performance: very good.	
Spark plugs: AC44FF		<b>FUEL CONSUMPTION:</b>	
gap, (in.) .....	0.031	Test conditions, mpg: .....	17.1
Basic timing, deg./rpm .....	4BTDC/650	Normal cond., mpg .....	16-20
max. cent. adv., deg./rpm .....	26/4400	Cruising range, miles: .....	200-260
max. vac. adv., deg./in. Hg .....	24/15	<b>GRADABILITY:</b>	
Ignition point gap, in. ....	0.019	4th % grade @ mph: .....	10 @ 44
cam dwell angle, deg. ....	31-34	3rd .....	14 @ 38
arm tension, oz. ....	19-23	2nd .....	20 @ 33
Tappet clearance, int./exh. ....	0/0	1st .....	27 @ 29
Fuel pressure at idle, psi .....	5.5	<b>DRAG FACTOR:</b>	
Radiator cap relief press., psi. ....	none	Total drag @ 60 mph, lb. ....	82

# CORVAIR MONZA SPORT COUPE

*More Fun-Per-Dollar Than Any Other  
American Passenger Car*

WHEN WE DECIDED to road test a Corvair, some staff members voiced their disdain, dismay, and disbelief at the wisdom of testing a car which obviously (?) is destined for imminent demise. However, after an all-too-brief test period it is our opinion that, if Chevrolet decides to let the Corvair die a lingering death through lack of advertising and further development, it will be a tragic mistake. It's too much car to kill.

The Corvair, in its present form, comes closer to being a real sports car than any of the current crop of Ponycars. True, the Corvair does not feature the lugging, neck-snapping acceleration of Ponycars equipped with monster 400-cid engines. But around town, through mountain passes and over winding secondary roadways, the Corvair is pure pleasure. Response-killing excessive understeer that plagues most domestic automobiles is absent from the Corvair. Agility and cornering power are qualities that make the Corvair worth driving. And, these are the qualities that make driving worth doing.

CAR LIFE's test car was a Monza Sport Coupe, with 140-bhp engine, 4-speed manual transmission, optional suspension package and 7.00-13 white sidewall tires. A few other options added nothing to performance, but did supply some additional luxury, completed the \$2862 list price. Note this price carefully, because a well-equipped automobile selling for less than \$3000 is a rare occurrence in today's domestic market. Also, if the test Corvair was stripped of extraneous lighting packages, trim decor and non-essential nits, the list price drops to less than \$2700. This price includes 4-carburetor engine, 4-speed gearbox and HD suspension. This has to be America's best bargain in sporting machinery.

Corvair styling has long been considered excellent, one of the better examples of contemporary automotive design. The test car was finished in medium metallic blue, and was pleasantly free of exterior ornamentation. The Monza interior was attractively done, adequately trimmed without being overdone in the Wurlitzer-Pullman pattern of current American cars. As one observer stated, the Corvair interior features "practical plushness." Instrumentation is legible, controls are easily reached and operated, and surfaces are shaped and finished to minimize glare. Seats in the Monza were of the pseudo-bucket type. Though lacking in side support, these seats were well designed, with acceptable seatback rake, adequate padding, and good leg and shoulder support.

Seat-to-wheel and seat-to-pedal relationships in the Corvair were excellent for average-size drivers, but lacked sufficient seat track adjustment for those of above average height. A tall owner probably would want to move the seat tracks rearward, obtaining additional leg room at some sacrifice of rear seat knee room. With the seat positioned for proper pedal and steering wheel control, another defect became apparent. The gearshift is too far away from comfortable selection of first and third gears. Obviously, present gearshift location is designed to accommodate a bench front seat (available on low-priced Corvair 500 models). Owners of bucket-seat versions could rework the shift lever to bring the knob rearward, and would then find city traffic operation much more acceptable.

For 1968, all Corvairs will feature the emission controls used in California since 1965. The test car incorporated the air pump system used on nearly all manual transmission-equipped 1968 GM models. It was expected that all sorts of driveability problems would be apparent with

emission controls and four carburetors. Surprisingly, starting and driveability were good, displaying none of the symptoms frequently noticed on other cars with air pumps.

This is not to say, however, that overall engine operation of the Corvair was perfect. The throttle linkage used on 4-carburetor versions of Corvair have been cursed since its introduction in 1965, and it is no better for 1968. Idle speed fluctuated, part-throttle hangups were common, and an occasional full-throttle sticking plagued the Corvair. This is really unfortunate, as drivers often form a poor opinion of Corvair driveability because of the miserable linkage. Surely the engineering staff of Chevrolet could solve this perpetual problem, even if a couple of dollars need to be added to the sales price. A driver has to use the throttle to drive any car, and such an oft-used control should operate flawlessly. A throttle that sticks at wide-open position is sure to start the adrenalin flowing, if it doesn't cause an accident.

Malfunctioning throttle linkage and poor gearshift location aside, the Corvair was a delightful car to drive. Corvair handling has been the subject of analysis, legislative investigation, and ill-founded rumors. In the face of all this, it seems worthy of careful discussion. First, the old saw about "treacherous rear-end steering" or "vicious oversteer" is a lot of hot air. The Corvair was one of the best-handling automobiles tested by CAR LIFE. Certainly the Corvair handled in a manner different from conventional front-engine, nose-heavy domestic sedans, but different does not mean poor.

Steering response in the Corvair was excellent, despite a too-slow ratio steering system. Transient oversteer could be detected, but was not vicious or uncontrollable. On the contrary, this oversteer was useful in rapid maneuvering, and was easily controlled by a competent driver.



# CORVAIR

Driving the Corvair at the limits of adhesion showed the car to understeer ultimately in slow turns, become neutral at 40-50 mph, and oversteer slightly in high-speed bends. At low speeds, transient oversteer yields to fairly strong understeer as front wheel adhesion is exceeded, although tire pressures can be juggled to alter this transition. Factory-recommended pressures specify 11-15 psi differential between front and rear tires, with the fronts carrying the lesser pressure. This obviously is done to insure understeer, but we found ourselves raising front pressure to promote response and decrease understeer at low speeds. It should be noted that the test car was equipped with optional HD springs and shock absorbers. These do not alter basic handling characteristics, but do improve response and reduce roll. At \$10.55, this package is a real bargain for the sporting driver.

Straight-line acceleration is not the Corvair's forte, even with the top-output 140-bhp engine. This engine develops peak bhp at 5200 rpm, and peak torque of 160 lb.-ft. occurs at 3600 rpm, very high engine speed for peak torque development. Coupling these output figures with the Corvair's test weight of just under 3000 lb. results in an expected lack of initial acceleration. The excellent traction afforded by Corvair's rearward weight bias eliminates wheelspin as a means for avoiding engine "bogging down" on takeoff. Thus, the alternatives are to either accept some bogging and stumbling, with attendant slow initial acceleration, or resort to excessive clutch slipping.

Because we had no desire to return the test car with a burned clutch, we chose to accept some stumbling for the first few feet, and take the consequent lag in acceleration. Figures given in the data panel, therefore, are handicapped by a very slow takeoff, and are not really representative of the Corvair's best road performance. Although takeoff was rather slow, performance in the mid and upper speed ranges was more than adequate, and the engine remained smooth and free-running up to 5000 rpm. For some reason, the test car was reluctant to rev beyond 5000. But it is doubtful that an additional 500 rpm would have

materially altered acceleration times.

The Corvair's 4-speed transmission was excellent. Ratios were spread fairly wide, as they should be in a transmission designed to increase flexibility in a standard passenger car. First gear (3.11:1) was low enough for easy starts, and third gear provided additional passing acceleration up to 70 mph. Top gear was a satisfactory compromise between general flexibility and effortless high-speed cruising. Synchronizing was perfect in all respects, although shift linkage added excessive effort to rapid gear changes. With its relatively low torque output, the Corvair requires frequent use of the transmission for satisfactory performance, and it is fortunate the Corvair's transmission is such a pleasure to use.

A strong point in Corvair performance was the brake system. Stopping is aided by the Corvair's rearward weight bias, as weight transfer during hard braking tends to equalize tire loading. The Corvair attained a maximum sustained deceleration rate of 26 ft./sec.<sup>2</sup>, a commendable figure. Along with this outstanding deceleration rate, the Corvair maintained a rate of 22 ft./sec.<sup>2</sup> through seven stops from 80 mph, stops being made at one minute intervals. This is superb braking performance, and such figures are obtained from only a handful of the best-stopping cars in the world. This performance was realized from the standard Corvair braking system. No discs, power boosters or special optional linings were fitted to the test car, and none were needed. Indeed, the Corvair sets a commendable performance goal for standard-equipment brakes, a standard which is not likely to be met by other models for several years, if ever.

Tempering the pleasurable handling and braking of the test car was an overall quality level that borders on the worst seen by *CAR LIFE*. Admittedly, the Chevrolet personnel from whom the test car was obtained had almost no time for checkout and preparation. Still, there is no excuse for assembly quality of this level. Surely, Chevrolet could have spared the required two screws to hold down the

rubber gearshift lever boot, and could have installed the clutch actuating rod so that it wouldn't beat against the floorpan when the pedal was released. Then there were things like windows that missed vertical seals by several hundredths of an inch, a clock that operated only when the ignition was turned on (engine-hour meter?) and a speedometer cable that failed at 28 miles. True, a dealer would, or should, take care of most such problems. But, wouldn't it be better to build the car properly in the first place? We certainly think so. At least the customer would be spared the trouble of returning to the dealer to have deficiencies corrected, and would not get the initial feeling that his new Corvair was a basket case awaiting rebuild.

Why would anyone want a Corvair? This question was asked of testers, and the answers generally followed a standard pattern. First, to the driver of a conventional sedan, a driver who rates a car as it relates to practical, inconspicuous transportation, the Corvair would not be a wise choice. It is a small car, and although space utilization is fairly efficient, the Corvair is less utilitarian than a front-engined, square-shaped conventional sedan. Noise level, particularly engine noise, is quite high in the Corvair. Additional insulation in the engine compartment would help some, but the standard Corvair is a noisy car. Thus, the driver seeking isolation from automotive mechanical function would be displeased with the Corvair. The seeker of sensual thrills through brute acceleration would also find the torqueless Corvair unsatisfactory, although performance is perfectly adequate for general city and highway operation.

The Corvair appeals to the driver who is a driver. That is, the Corvair is a car in which to enjoy the application of skillful handling. The Corvair is not a car for luxurious, smooth, silent transportation in the current domestic manner. The Corvair possesses qualities of agility, maneuverability and cornering power that enable a good driver to cover stretches of twisting pavement rapidly, and with a feeling of satisfaction.

With a few changes, like greater engine displacement to increase low speed torque, redesign and relocation of gearshift linkage, improved sound-proofing in the engine compartment, and a few minor alteration to interior and running gear, the Corvair could move from a very good car to a great one. Unfortunately, this appears unlikely. The Corvair will be allowed to die, through lack of promotion and development—a sad commentary on today's automotive industry. This really enjoyable automobile deserves a much better fate. ■



# Vairo 'n Spares

**FOR SALE:** '61 MONZA, 4-door, 3-speed 90K miles, all original, in good condition, new tires & battery. Asking \$1300. Call Jackie Mueller 326-8346

**FOR SALE:** '68 MONZA, 2-door, 110 HP, 4-speed, recently overhauled w/ pistons, jugs, et al., paint and upholstery needs attention, Good body new tires. You need to see it. Will drive it to Tucson if interested in looking at it. Anthony Berver, 110 E. 3rd St., Safford, AZ, 85546, 1-428-2634

**FOR SALE:** '61 GREENBRIER, no motor or transmission, lots of extra parts (2 old engines), Good body. Anthony Berver, 110 E. 3rd St., Safford, AZ, 85546, 1-428-2634

**FOR THE DO-IT-YOURSEFER:** Mag ignition wires & long rotors, plus all regular ignition items. Wrapped fan belts, air & oil filters plus viton o-rings and oil cooler seals. Call Gordon Cauble 299-1122.

**FOR SALE:** New and Good Used Parts. Early & late clutch cables, clutch discs and bolted flywheels; '66 Corsa wheel covers; '65-'66 headliner for 4-door, light blue; early & late blower bearings; '63-'64 rear axle bearings w/ axles; '65 Corsa wiring harnesses; '65 tail & back-up light assemblies; Corsa air cleaner assembly. Call Gordon Cauble @ 299-1122.

**FOR SALE??:** '63 MONZA Coupe, engine apart, good body. '64 4-door, not running. Please - you can have them if you'll come and get them! Call 887-4324 or 293-4509.

**FOR SALE:** '64 MONZA 2-door, automatic, needs work but sound body, engine & air conditioning. Call Del Light 883-6794.

**FOR SALE:** '65 MONZA 2-door, reconditioned engine installed, running, needs body & interior work. 3-speed manual transmission. Call Del Light 883-6794.

## Tech Tip

### CRANKSHAFT PILOT BUSHING REMOVAL

"The ol' how-to get-the-pilot-bushing-out trick."

Take a 5/8 NC starting tap and a 6" or 8" crescent wrench and just thread the tap into the bushing until it bottoms out in the hole. Continue turning the tap and it will force the bushing out. This takes about 1½ minutes. Just remember that the bushing is **NO GOOD** now. A cheap tap is just as good as an expensive one because the bushing is only brass. Bushing part is #6256648, section 0.649. (GM calls it a Bearing Crankshaft Clutch Pilot. Clark's calls it a Clutch Pilot Bushing.)

Milt Halter & Dave Homes, San Diego c. c.

\*\*\*

TRESURER'S REPORT

928.74

Balance March 1, 1987.....~~\$1,052.60~~

Income

- Dues.....80.00
- Corvairsation ads.....45.00
- Raffle tickets.....40.00
- Merchandise sales.....13.00
- Aluminum cans..... 9.00

Total Income.....\$187.00

Expenses

- Corvairsation..... 27.13
- Raffle prizes..... 15.11

Total Expenses.....\$42.24

Balance April 1, 1987.....\$1,073.50

Alan Atwood



**Jerry Bishop**  
 is wreckin' em out -  
100 plus Corvairs!!!

**JERRY BISHOP'S TOWING**  
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4260 E. ILLINOIS,  
 TUCSON, ARIZONA 85714

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RICHARD & PEGGY  
AUFMUTH  
PROPRIETORS



TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

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

April 26: Car Show at Cooper Creek Center, Oracle &  
Lumberlost. 12:30 - 4:30pm Details inside.

May 31: Picnic at Agua Caliente Park. It's going to  
be a good one. Stay tuned for details.

Tucson Corvair Association  
P.O. Box 50401  
Tucson Arizona 85703



FIRST CLASS MAIL

