

# Continuation

TUCSON CORVAIR ASSOCIATION    TUCSON, ARIZONA

Volume 18    Number 3

June 1992



CORVAIR 95 MODELS

# 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 of General Motors. 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 each month with the exception of July and August.

**MEMBERSHIP DUES** are \$12.00 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairperson.

**CHANGE OF ADDRESS:** Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Editor.

**CORSA MEMBERSHIP DUES** are \$25 per year and include a subscription to the CORSA Communique, a monthly publication. CORSA membership is not require for membership in TCA but is highly recommended. See any TCA officer for information.

**CLASSIFIED ADS** are free to members and \$1 per line to all others.

**DEADLINE** for all materials submitted for publication in the Corvairsation is the 10th for that month's issue. Mail or deliver all materials to the Editor.

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

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# President's Word



HERE I AM, NEW IN THIS ROLE OF PRESIDENT OF TCA, AND IT SEEMS ALL PROBLEMS SHOWED UP AT ONCE.

VAN PERSHING, AFTER NINE YEARS OF BEING CORVAIRSATION EDITOR, WANTS TO RETIRE. AFTER NINE YEARS OF EDITING, I COMMEND YOU FOR ALL YOUR GOOD WORK. MANY THANKS TO YOU, VAN, FROM ALL OF US.

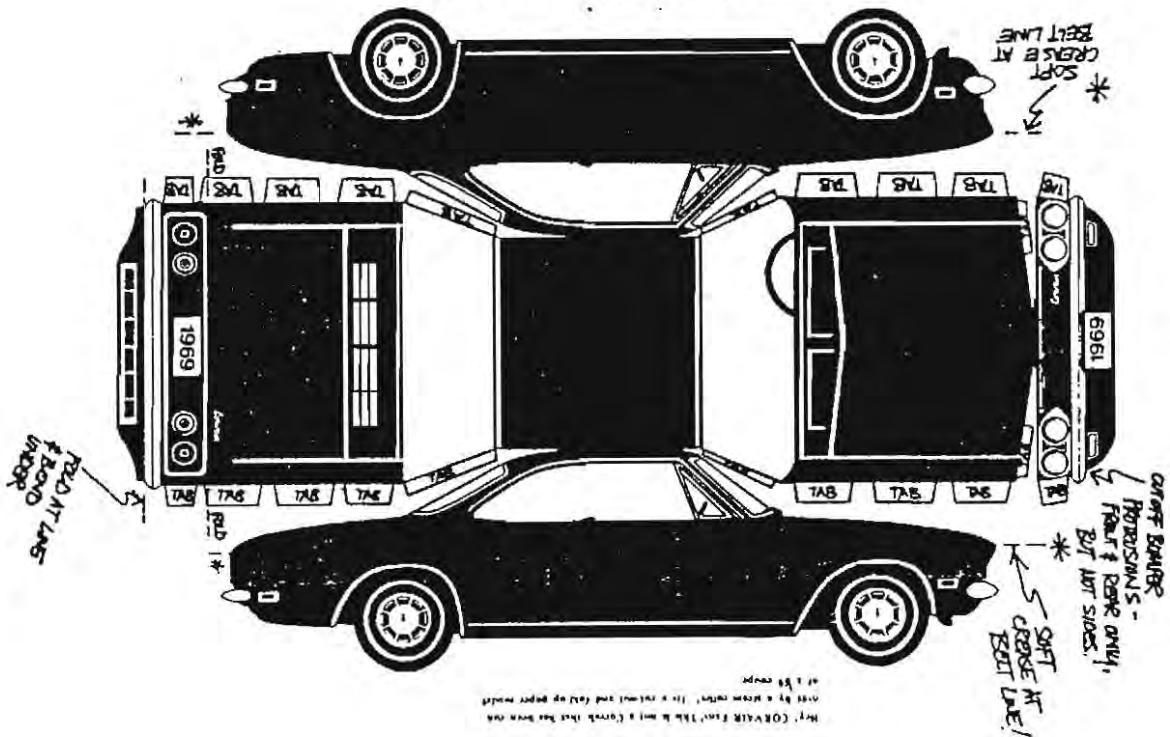
AT OUR LAST BOARDMEETING WE SAT DOWN AND HOPEFULLY HAVE SOLVED OUR MANY PROBLEMS.....MARCY TUCKER HAS ACCEPTED THE TASK OF BEING MEMBERSHIP CHAIRPERSON, LYNN BLOOM IS THE CORVAIRSATION EDITOR, AND OUR TREASURER RON ALLEN IS STILL WORKING TO GET THINGS UNTANGLED. THE LATEST NEWS IS HE HAS THE CHRISTMAS PARTY CHECKS IN HIS LITTLE HAND! SEVERAL MEMBERS HAVE VOLUNTEERED TO HELP OUR NEW EDITOR. IN FACT, ALL OF US WILL HELP TO KEEP OUR TCA GOING IN THE RIGHT DIRECTION.

LAST MONTH IN MAY, THANKS TO DON ROBINSON, WE HAD A VERY NICE RALLY. WE'RE EXPECTING MANY PEOPLE WILL SHOW UP FOR THE KITT PEAK PICNIC, SATURDAY, MAY 13.

WE HOPE DON ROBINSON WILL CONTINUE AS OUR MERCHANDISE CHAIRMAN THANKS, DON, FOR ALL YOUR GOOD WORK. ALSO, MANY THANKS TO THE BOARD MEMBERS FOR THEIR IDEAS AND SUPPORT.

*Cecil Alex*

COURTESY OF MILWAUKEE CORVAIR CLUB



# Vice President's Column

Let me introduce myself to those members who don't know me. My name is Ron J. Bloom, My wife's name is Lynn. I have been a member since 1991. I own a 61 vair with a/c which I purchased from a former member.

I don't know how I became Vice President, I guess I was the only one asked, that didn't say --NO! I said yes, because I want to give something to the club.

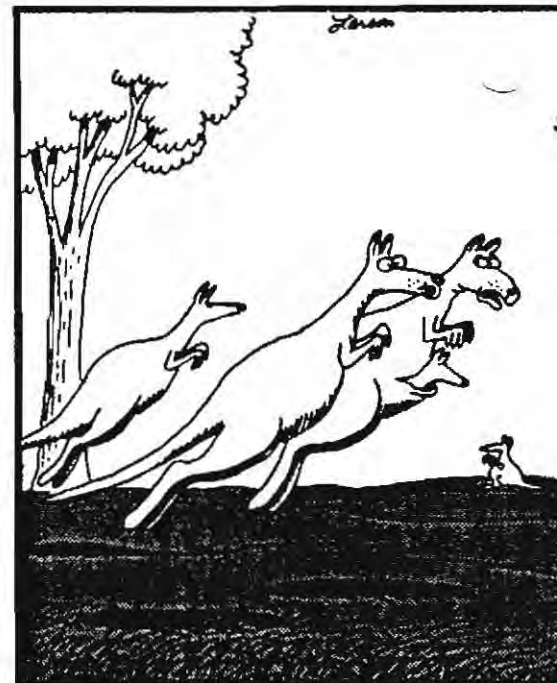
The major responsibility of the V.P. is to schedule mid-month activities, there is some activities planned in the months ahead as of this writing, HOWEVER, I need every members assistance in accomplishing this task. If you have any ideas, or are willing to help, PLEASE give me a call.

Our June activitie to Kill Pill Sat. was fun and enjoyed by all, Don and Cecil was in the lead, the rest of us was bringing up the rear, Finn and my self took more time coming up the peak as we wanted to enjoy the view, Mack told us a joke that maybe he will share at our next meeting! Easter asked the blessings on the pot luck, Barry and his friend came trailing in later. As we were enjoying our dip to the city, the Bakers flew past us like we were sitting still and we haven't seen them since! There was thirteen of us there and a future Corvair owner was there and his name is "Zee". There was four Corvairs.

We need to ask ourselves just why we belong to a Corvair club. For what ever the reason you're here, whether to preserve and enjoy your Corvair or just starting to learn about them, isn't important. Please share your knowledge and experience with other members, on the other hand you may not know which end of the car the engine is in. 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!

In closing I just want to say that things sure happened quickly for me at TCA. Less then a year ago I meet Larry and he showed me how to seal all the oil in my vair. Shortly after meeting Larry I joined the club. I look forward and hope to become better acquainted with all of the members in the months to come.

Ron Bloom



"Just jump, fool!... You don't have to go,  
Boing, boing, boing!"

# From our Editor

My name is Lynn Bloom and I've just recently accepted the duties of editor.

I would like to take this time to express our appreciation for all the hard work Mr. Pershing has done for our organization paper and for everything he has done to help wherever he was needed.

THANK YOU VAN FOR ALL YOUR HARD WORK!

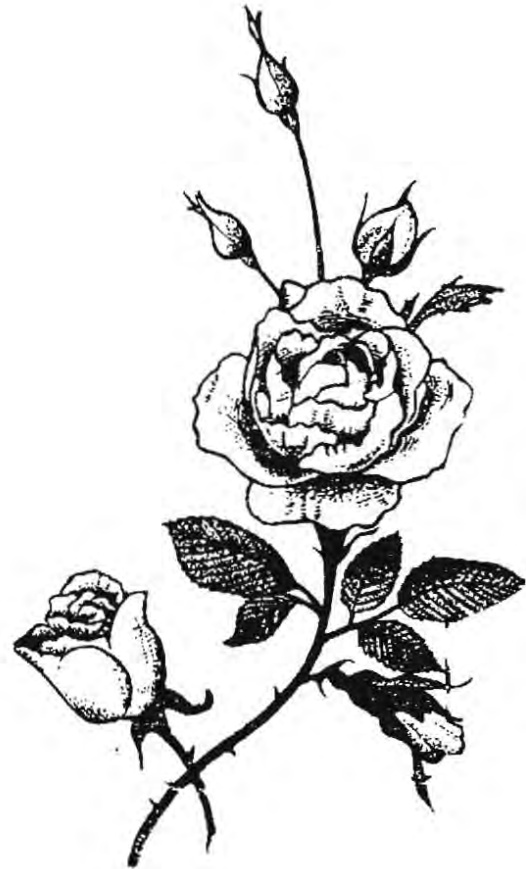
As editor I'll try to bring all exciting and upmost articles about your corvairs.

With all help from you all, we will be able to accomplish all tasks.

And I'll be hitting on all of you for all and any information, articles and even photos.

In closing I just want to say, I'm excited that I have the opportunity to give something to the club. I look forward to meeting all the members and to become better acquainted in the months to come.

Lynn Bloom



## 10 COMMANDMENTS OF HUMAN RELATIONS

1. **Speak to People.** There is nothing so nice as a cheerful word of greeting.
2. **Smile at People.** It takes 72 muscles to frown, only 14 to smile.
3. **Call People by Name.** The sweetest music to anyone's ears is the sound of his own name.
4. **Be Friendly and Helpful.** If you would have friends, be a friend.
5. **Be Cordial.** Speak and act as if every thing you do is a genuine pleasure.
6. **Be Genuinely Interested In People.** You can like almost everybody if you try.
7. **Be Generous with Praise** — cautious with criticism.
8. **Be Considerate with the Feelings of Others.** There are usually three sides to controversy: yours, the other fellow's, and the right side.
9. **Be Alert to Give Service.** What counts most in life is what we do for others.
10. **Add to This a Good Sense of Humor** — a big dose of patience and a dash of humility, and you will be rewarded many times over.



PLEASE SUBMIT ALL ARTICLES, OR ANY INFORMATION THAT YOU WOULD LIKE TO CONTRIBUTE TO OUR NEWS LETTER, NO LATER THAN THE 10TH OF EACH MONTH. THANK YOU FOR YOUR CONTRIBUTION TO OUR PAPER.

TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:40 p.m. by President CECIL ALEX at Picadilly Cafeteria Wednesday, May 27, 1992.

Visitors were: WAYNE BACHMAN, DON HUDSON, and MICKEY ZACKRY.

April Meeting notes were accepted as printed in the Corvairsation after correction was made to show that our picnic took place in April rather than in January.

RON ALLEN stated that the treasurer's books had not been audited as yet; therefore, there would be no treasurer's report.

DON ROBINSON announced that he had some Corvair T shirts for sale.

DAVE BAKER stated that, in the absence of BEVERLY, there was no library report. They have just moved to 6110 E. 5th, Apt 227. New phone number is 747-0840.

RON BLOOM & BARRY CUNNINGHAM said that our mid-month activity is a trip to Kitt's Peak Saturday, June 13. Meet at 10 a.m., Mission and Ajo near the Donut Shop.

THE GRIFFITHS were the big winners in the great Rally last month, and were presented a trophy by Don Robinson.

GORDON CAUBLE reported about a new enterprize in Tucson--Arizona Auto Storage. Open 9-5. Group rates. Also, Clark's catalogue has not been distributed as yet.

BARRY CUNNINGHAM'S show and tell described the various clutch discs of the Corvair. He showed the heavy duty clutch disc which is now available at Clark's.

Announcement was made that the May issue of the Corvairsation was the last one put out by Van --who has served us so well for such a long time--and the Club asked for volunteers to serve in his place. In the meantime, it's up to the rest of us to see that our paper gets published each month.

RAFFLE PRIZES were won by RON ALLEN, AL CRISPIN, LYNN BLOOM, JOHN HEISCH, ESTHER ALEX, and JOHN LIGHT. LARRY DANDRIDGE (License Plate).

VOLUNTEERS FOR PRIZES IN JUNE:

GORDON CAUBLE	JOY STAFFORD	AL CRISPIN
JOHN HEISCH	VERN GRIFFITH	JOHN LIGHT

Meeting adjourned at 9 p.m.

Respectfully submitted:

*Verne Cauble*

VERNE CAUBLE, SECRETARY

*Straight From  
OUR SECRETARY'S  
Pen .....*



16

Corvairs:

30

Attendance:

# Early Model Speedometer Gears

By Bob Kirkman, Corvanatics  
**F.C. Speedometer Gears**

Tom Silvey suggested an article on speedometer gears (at the rear axle) because of frequent substitutions of a Corvair "passenger car" rear axle assembly into an F.C. There often is a question of what to do about speedometer gears since there is an obvious difference in tire size. It seems logical that the Corvair axle would turn slower (revs per mile) and would need gearing to speed up the speedometer. It needs about a 5% boost or about 1 tooth less on the driven gear fitting. But **CAUTION!** Read on before you simply do that!

I looked in my February, 1972, P & A Catalog for help. My advice is don't look in that book for

help. It contains more errors than good stuff.

Following that, I obtained gear drawings, design layouts and assembly manuals to put together the following information. It does not agree with supplier catalogs. They probably tried to decipher the P & A stuff.

## Speedo Drive Gear (Steel)

This is the gear on the rear axle pinion shaft that looks like it is made as part of the shaft itself. It's very difficult to remove and replace without damage. 1960 Corvairs did have the gear machined as part of the shaft. This was changed to a pressed on gear in 1961 partly due to introduction of the 3.27 axle ratio that required a larger steel gear.

All drive gears have 8 teeth. You can see 8 "starts" on the end of the gear. It's difficult to count teeth across the top of the gear.

While all have 8 teeth, there are two different outside diameters and pitch diameters. Therefore you cannot off-hand switch parts around.

## Speedo Driven Gear (Plastic)

This is the gear on the end of the torpedo housing that is removable from the rear axle housing. These gears have 20 or more teeth. This is what the "factory" put in to match your axle ratio of 3.27, 3.55, or 3.89.

**Instrument Cluster** is that unit with a "glass" front that mounts to the instrument panel. Within it is the **Speedometer Head Assembly** that is a removable unit containing the **Speedometer**, which is the "needle" and miles per hour part of the business. The Head Assembly also contains the **Odometer** which is the miles traveled row of numbers. With the odometer is a set of gears that take 1001 revolutions of the speedometer shaft or cable to roll up one (1) mile. All early model Corvairs and all F.C.'s had this same gearing of 1001 revs per mile. (For reference, the 1965 9 Corvair with left front wheel speedometer cable drive had odometer gearing for 825 revs per mile.)

The **Speedometer** can be recalibrated to register faster or slower by a speedometer shop regardless of any gearing at the axle end of the speedometer cable. It's a matter of magnetism, eddy currents and balance springs.

A speedometer shop cannot recalibrate an **odometer**. All they can do is to put an external adapter (read that "gear box" and \$\$\$) to speed up or slow down the speedometer cable. Whatever an adapter does to affect the odometer also affects the **speedometer**.

So, that's why Tom asked for a few (unknowingly) thousand words.

Speedometer gearing almost never produces absolute accurate results. Generally, they kept on the "fast" side by about 5% except for 1960. Essentially, no one uses original tire sizes today, so your speedometer is now more, or less, accurate than original.

If you get information from your tire supplier on revolutions per mile, you can do some calculations:

$$\begin{aligned} & \text{(Revs/Mile)} \\ & \times \text{(Axle Ratio)} \\ & \times (8/1001) = \\ & \text{Number of teeth in driven gear} \end{aligned}$$

Use fewer teeth and your speedometer head runs fast. Use more teeth and it runs slow.

As a summary caution, according to records I can piece together, 20, 21, 22 teeth gears may be interchanged in a rear axle. Gears of 23, 24, 25, 26 teeth may be interchanged in an axle, but you can't mix between the groups I have experienced gears. on axle rebuild, that I could not get together because the teeth were jammed together too closely. I have heard of the plastic gear having the teeth chewed off in just a few revolutions when just "some gear" was put in there to fill up the hole.

To the best of my knowledge this is the right information. If there is an error that you know of, please contact me so it can be straightened out later.

### TIRE SPECIFICATIONS USED BY CHEVROLET TO CALCULATE GEARINGS

TIRE SIZE	REVS/MILE (@ 30 MPH)	REVS/MILE (@ 60 MPH)
6.50 - 13 Corvair	851	810
7.00 - 14 Greenbrier	810	799

### GEARING SPECIFICATIONS

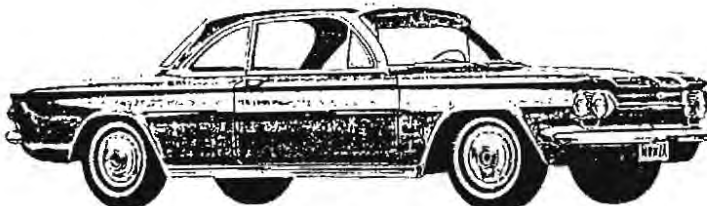
Axle Ratio	F.C.		CORVAIR**	
	Drive Gear Outside Dia.	Driven Gear Teeth	Drive Gear Outside Dia.	Driven Gear Teeth
3.08*				
3.27	1.844 (#3783093)	20	1.844 (#3783093)	21
3.55	1.844 (#3783093)	22	1.761 (#3783099)	23 24 (early 1960)
3.89	1.761 (#3783099)	24	1.761 (#3783099)	25 26 (early 1960)

\* Some design reference to this ratio, but no gear information. 3.08 was used for a short period in 1963 on cars with 102 HP engine and 4 speed transmission. You don't want this ratio for an F.C. unless you also have a big V 8 engine.

\*\* I could not recognize anything to change gearing for various 13" tire sizes.

### CROSS USAGE

Corvair Axle Put Into An F.C.	Driven Gear Information
3.27 Ratio	Re-use your old F.C. 20 tooth gear.
3.55 Ratio	There is no recognized good substitution. You need a 22 tooth gear, but there is none to fit the steel drive gear. If you use the Corvair 23 tooth gear, your speedometer/odometer will read about 5% slower.
3.89 Ratio	Re-use your old F.C. 24 tooth gear.



By Gary Baxter

The March 1983 CORSA *Communique* had some good information on wheel and tire selection. To carry it a little further, I would like to show some of the effects tire size has on speedometer accuracy and engine speed.

First, an explanation of rolling diameter vs. free diameter. When a loaded tire rolls, it flexes causing the effective diameter and thus the distance traveled to be less than that of a non-loaded or free tire. The distance the free tire travels is its circumference, or 3.1416 times the diameter. By measuring the distance that a loaded tire travels we can calculate its effective diameter and the percent that this is of the free tire. For a set of radial tires I measured, I came up with an effective loaded diameter of 97.6% of the free diameter. This means that the free diameter has to be 1.025 times larger than the loaded diameter that I want to end up with. Other styles of tires might vary slightly from this.

Late speedometers have a sticker showing that they are designed for 825 revolutions per mile. At 60 mph, the speedometer cable has to be turning at 825 rpm. Because these

speedometers are driven directly by the front wheel, the tire has to make 825 revolutions per mile also. This requires a tire with a rolling diameter of 24.45 inches, or using the 1.025 valve from above, a free diameter of 25.05 inches.

Interestingly enough, the standard tires used by GM did not match this diameter. Several Corsas I've driven show about 3180 rpm on the tach when the speedometer shows 60 mph. The tach should only show 2933 rpm for the ideal size tire. This means the speedometer needle is registering properly for a tire that is only 92.6% of the ideal, or a free diameter of 23.1 inches. I have measured 6.50x13's with free diameters of 23.25 to 24.3 inches. The smaller tire is close to what the needle appears to be set for. The odometer, however, seems set for the ideal tire. I also measured a 7.00x13 diameter at 24.75 inches.

Changing tire diameters also affects the engine speed at a given road speed. A smaller tire has the effect of lowering the gear ratio, which increases the engine speed. A

larger tire has the opposite effect. Usually the change is slight. However, changing to something like a 180-70x13 has the effect of changing the final drive ratio from 3.55:1 to 3.84:1 and increases the engine speed by 8%.

You probably noticed a wide variation in dimensions for the same size tire. This has always been a problem with the old number and letter size tires. The metric size tires eliminates such wide ranges from one style or brand to another. The first number, 180 in the above example, shows the width at the widest point. The second is the ratio or percent that the height between the rim and the tread is of the width, or 70% of 180 which is 126. These numbers are in millimeters, so we need to convert to inches to find the diameter: 126 divided by 25.4 equals 4.96 inches times 2 since there is a section of tire on each side of the rim gives us 9.92 inches for the tire plus 13 inches for the rim for a total diameter of 22.92.

## More on Tires, Speed, etc.

The first chart below shows the free diameter for several available tire sizes.

The second shows engine speed vs ground speed for both 3.27:1 and 3.55:1 final drive ratios. This Assumes that the ideal size tire is used.

SIZE	50	60	70	75	80	
<b>13x</b>						
175	19.89	21.27	22.65	23.33	24.02	
185	20.28	21.74	23.20	23.93	24.65	185-80 is 1.60% too small
195	20.68	22.21	23.75	24.52	25.28	
<b>14x</b>						
185	21.28	22.74	24.20	24.93	25.65	185-75 is .48% too small
195	21.68	23.21	24.75	25.52	26.28	195-75 is 1.88% too large
205	22.07	23.69	25.30	26.11	26.91	205-70 is 1.0% too large
215	22.46	24.16	25.85	26.70		215-60 is 3.55% too small (this equals 3.69 gear ratio)
<b>15x</b>						
185	22.28	23.74	25.20	25.93		
195	22.68	24.21	25.75	26.52		
205	23.07	24.69	26.30	27.11		
215	23.46	25.16	26.85	27.70		

SPEED mph	TRANS RATIO	ENGINE RPM			
		3.27 final drive	3.55		
1	1:1	45	48.9		
10	3.11:1	1399	1520		
20	2.20:1	1980	2151		
25	1.47:1	1654	1797		
30	1.47:1	1984	2156		
35	1:1	1575	1711		
40	1:1	1800	1956		
45	1:1	2025	2200		
50	1:1	2250	2444		
55	1:1	2475	2689		
60	1:1	2700	2933		
65	1:1	2925	3178		
70	1:1	3150	3422		
<b>RPM</b>	trans ratio— speed	3.11	2.20	1.47	1:1
6000		42.9	60.6	90.7	133.3 (3.27 rear end)
6000		39.5	55.8	83.5	122.7 (3.55 rear end)
7000		46.0	65.1	97.4	143.1 (3.55 rear end)

The above gear ratios are those of the '66-'69 Saginaw 4 speed. The ratios for '61-'63 are 3.65, 2.35, 1.44, and 1:1 for 1st, 2nd, 3rd, and 4th respectively. '64-'65 are 3.20, 2.18, 1.44, and 1:1.

Major tire companies should be able to supply tire diameter, revolutions per mile, and recommended rim widths for their tires, particularly their performance tires. Don't expect the discount brands to know what you are talking about, let alone have any information.





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**NOTICE:**

A treasurer's report will be available as soon as a complete audit is performed. Look for a report in the next Corvairsation.

Ron Allen  
Treasurer



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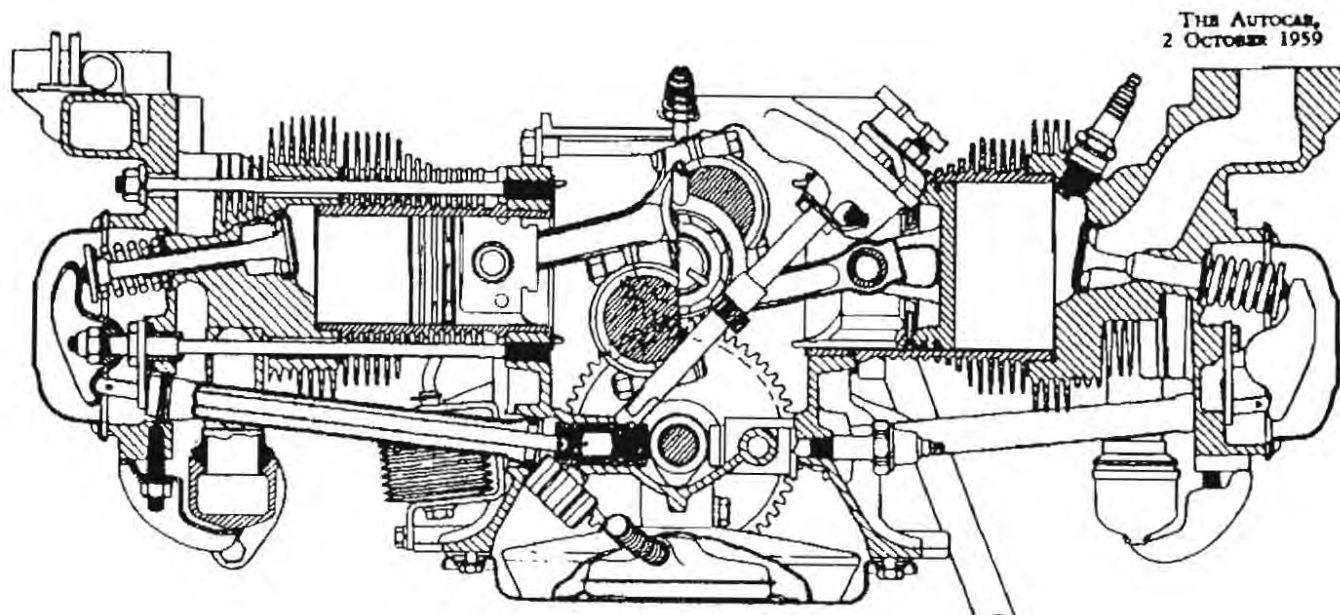
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**NOTE--**Ads in VAIRS 'N SPARES are free to TCA members. Non-members can place a 4 line ad for \$2.50. Members send ads directly to CORVAIRSATION editor. Non-members send ad and payment to Gordon Cauble, 5950 N Camino Arizpe, Tucson, 85718.

**PARTING OUT '66 Monza Coupe.** Many good used items still available including windshield and rear glass, red door panels and other misc. parts. If I have what you need it's available at a fair price. Gordon Cauble (602)299-1122. 5/92

**FOR SALE: '62 Monza Coupe, Ready For Paint.** New Carpet, New Head Liner, Custom Blue Paint Inside, 300 Miles On 110 H.P. Engine. Must Sell!

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**FOR SALE: '66 MONZA** 2-door, automatic, body straight except for crease on right door, great interior, ok paint, runs good. \$900. Call John McNamara 624-4045. 2/92

**FOR SALE: '64 CORVAIR Monza** 2-door. Complete or part out. Rusted but good parts. Del Light (602)883-6794. or 883-5902. 12/91.

**FOR SALE: '65 RIGHT DOOR** (for 2-door), \$15, two rebuildable carburetors, \$15 for both; '64 & '65 bumpers and trim; parts and filters. Make offer. Del Light (602)883-6794. 12/91

**FOR SALE: '63 DOOR & QUARTER PANELS** for a convertible, red, without buttons. Larry Dandridge. 571-9680. 10/91

**FOR SALE: SPYDER COUPE, '64,** white w/white seats and red interior trim. Rust free body and new tires. A one owner car that can be driven anywhere. OBO. Call Gordon Cauble at (602)299-1122. 4/91 (\$2500).

**FOR SALE: The Alexes have to sell Esther's white 4 dr, 4 on the floor '66 Monza with factory A/C.** Cecil will drive his '65 Corsa. Call 293-4156 for details.

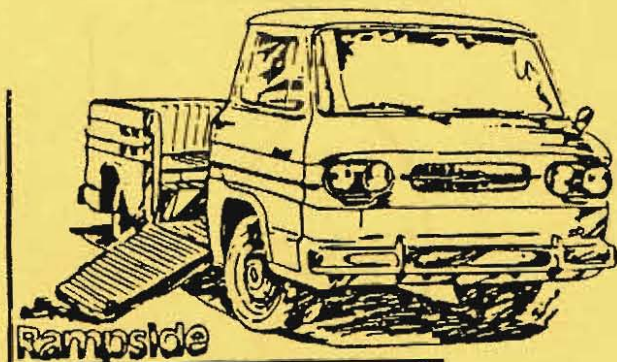
**AUTO BODY REPAIR** and restoration. Traveling estimates. It could be less than you think, but then again, it could be more. Corvairs are my first love. Ted Christianson. 887-9449.

**FOR SALE: NEW AND GOOD USED PARTS--**Rebuilt flywheels for early or late, bolted balanced and guaranteed, \$90; all other parts for "clutch job" available. FC axles with packed bearing, \$75.ea. '65 Corsa wiring harnesses, main & engine, \$30 ea; new gas door guard, \$20; reconed Corvaire radio speakers, early \$16, late \$20. Call Gordon, 602/299-1122.

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**CORVAIR PARTS:** Large selection of early and late. Reasonable prices. Larry Dandridge, 571-9680.



**TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS**  
FOURTH WEDNESDAY of each month (except December)

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**

JULY & AUGUST NO ACTIVITIES.

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Dues Reminder - Check the mailing label below - yours may be due!

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Regular Monthly Meeting: Wednesday, February 26, 1992  
TCA Board Meeting: Wednesday, Mar 2, 1992 at JB's Swan & Speedway, 7:30pm

PLEASE DISREGARD THE MAILING ADDRESS ON THE INSIDE FRONT COVER,  
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