

Corvairsation

MAY 1979

VOL. 4, #2



TUCSON
Corvair
ASSOCIATION



CORVAIRSATION is the monthly newsletter of the TUCSON CORVAIR ASSOCIATION. Copies are free to members of the Association. Members may also submit Want Ads or For Sale items, which will be published as space allows. Prospective members may receive two issues of CORVAIRSATION. Information concerning advertisements, ads, articles for publication or extra copies may be obtained by contacting the editor: GORDON CAUBLE.

TUCSON CORVAIR ASSOCIATION is a chartered chapter of CORSA, Corvair Society of America, and members of TCA are required to join and maintain membership in CORSA.

TCA holds regular monthly meetings on the 4th Wednesday of each month, and has additional social or technical activities related to the Corvair automobile each month.

Annual dues of TCA are \$9.00, and upon initial joining, there is an additional fee of \$2.50. For family membership, add \$1.00.

CORSA membership is \$12 per year, and is accomplished directly between individuals and CORSA, INC., P O Box 2488, Pensacola, FL, 32503.

Further information about meetings, rallies and applications for membership may be obtained by contacting any of the following officers:

President:

BRYAN LYNCH
7602 Placita de los Amigos
Tucson, AZ 85704 297-0987

Vice-President:

DARREL (PAT) HAYHURST
1881 N Sabino Canyon Rd
Tucson, AZ 85715 298-6328

Secretary-Treasurer:

DONALD BORTLE
9202 E Roberto Street
Tucson, AZ 85710 298-4166

Recording Secretary:

GEORGIA LEWIS
6567 E 17th Street
Tucson, AZ 85710 747-1692

Committee Chairmen

Parts: FRANK McKENNA
1858 S Regina Cleri
Tucson, AZ 85710 885-8571

Technical: DARREL (Pat) HAYHURST
1881 N Sabino Canyon Rd
Tucson, AZ 85715 298-6328

Librarian: JOHN NORTH
3002 E 20th
Tucson, AZ 85716 326-2036

CORVAIRSATION

Editors: GORDON AND VERNE CAUBLE
5950 N Camino Arizpe
Tucson, AZ 85718 299-1122

Contributing &

Technical Ed. JOHN NORTH
Address shown

Circulation Mgr. ALAN ATWOOD 795-6095
3636 N Campbell #F24
Tucson, AZ 85719

DIRECTORS, TCA

Pat Bender, Gordon Cauble, Bill Fournier, Frank McKenna, and current officers.

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

WELCOME NEW MEMBERS!

DON DAVIS, 6426 Santa Aurelia,
Tucson 85715. 296-9811

ED DRYDEN, 3100 S. Carol
Tucson 85706 883-5902

ORVAL LITTLE, 1926 W. Calle Armenta
Tucson 85705 624-7384

JOHN SHERLOCK, 1620 S. Craycroft
Tucson 85711 790-4575

From The Prez.....

My first meeting as your president I enjoyed very much--we had a good crowd, with lots of group participation.

Picacho Peak was great; a lot of fun was had by all. Plenty of food and drink--and music! Flies, yes; a lot of flies, no. We should have some pictures to show at our next meeting. We enjoyed the ride, and all the traffic on the freeway enjoyed seeing the cars! Trucks blew their horns and ladies waved. For those of you who don't attend our outings--you're really missing something!

In a more serious vein: TCA received a letter from National CORSA last month regarding insurance. (SEE LETTER, THIS PAGE) A local Corvaair chapter will be covered by National CORSA insurance for their events IF they are 100% CORSA membership only. I personally am in favor of 100% membership in CORSA, and would like to hear from the rest of you. We'll air this again at our next meeting.

We're going to try for social events close to home for the rest of the year, due to gasoline problems. Any suggestions are welcome.

--BRYAN

Excerpts:

From CORVAIR SOCIETY OF AMERICA National Office, to all CORSA chapters:

Quoting from K & K Insurance Company's letter to us of March 5th, 1979: "A person who is a member of a local CORSA chapter but not a member of the national CORSA organization would not be covered by the CORSA insurance program. The normal policy coverages would be for CORSA Chapters, for members of the national CORSA organization, or for their invited guests.

"Since a person who is a member of a local CORSA chapter necessarily cannot be the invited guest of that chapter or CORSA members, they would not consequently receive the benefits of the CORSA national insurance plan."

If you allowed a local CORSA chapter member to participate in any event you sponsor and they became involved in a liability situation, there is no insurance coverage. This means the injured party can sue that chapter member, your chapter, you,

the national organization, CORSA'S officers and directors and the national office..

With today's judicial settlements, not only could you and I be fined an amount that would leave us both financially crippled for years in the future, but prison sentences could result from charges of negligence.

Current Chapter Reports that include a roster of members must be on file in the office before any request for insurance coverage will be processed. Included with this memo is an up-to-date printout of members we believe to be in your club. Please check this listing carefully. Place an "X" by any person who does not belong to your club. Also, please add the names and addresses of anyone we have missed and return the list to us.....We consider it dangerous to allow someone to enter an event who is not a CORSA member. Visually check membership cards before each event, and before accepting or renewing chapter memberships. The CORSA membership expiration date is shown on the upper right hand cover of the label.

We hope that you take this both seriously and in the light of the need for insurance protection for everyone.

--THE NATIONAL OFFICE



Our new President, Bryan, wants lots of input from everyone this year! What do YOU want in the way of improvements for your club? What do you want to change? He has scheduled a monthly board meeting the Wednesday preceding our regular meeting. Just drop by the Village Inn Pizza Parlor--same location, and look around for the familiar faces. YOUR IDEAS ARE IMPORTANT. Come and share them.



JIM WRIGHT joined our membership in January.

Jim, a native of Charleston, Illinois has been living in Tucson for 25 years--and it was in Tucson that he met his wife, Bonnie, over the backyard fence. She hails from Lowell, Massachusetts, and teaches school here in Tucson. Jim has been employed as a civil engineer by the Southern Pacific Railroad. They have 4 children.

In January, Jim purchased his first Corvair--a '65 Monza convertible.

Jim is also a golf enthusiast. He plays at Oro Valley Country Club mostly--where he has been a member since 1968.

KEN FADAL became a member of TCA in February.

Ken is a USAF Lt. Colonel, and has served for 18 years. A native of Waco, Texas, he was transferred to Tucson last September from Hampton Roads, Virginia.

Ken and his wife, Sammie, have one son. Sammie and Ken met for the first time in the Panama Canal Zone.

The Fadals are proud of their 1963 Monza, which they've owned for 10 years.

Ken's hobbies are golf, tennis and stamp collecting. He also plays on the DM softball team.

--BOB THOMPSON, Membership Chairman

Introducing BOB AND JAN THOMPSON, our new Membership Chairmen

At the ripe old age of 16, BOB THOMPSON left his native Yonkers, New York and settled with his family in Oklahoma City.

He spent a few years in the Air Force, and then met his wife, JAN, a native of Kansas. They have lived in New Mexico and Colorado, and finally settled in Tucson in June of last year. Bob has been with IBM for 14 years and is in manufacturing engineering.

Their first Corvair was a new 1960 "700" 4 door sedan. Bob sold this car in '74 and Jan actually cried...it was in this car that she learned to drive. They also had a '65 Monza. In February, '78 they added their present Corvair--a '67 Monza Coupe.

The Thompsons are fine examples of good club supporters....they're new to the club, and are already doing a fine job for us on the membership committee.

--DON BORTLE

FRANK-Py speaking....

Have you ever looked at your glove compartment door and wondered what you could do about that unsightly bow in the moulding that has deformed the bottom of the door? Well, don't despair.

The cause is the spring our friends at GM installed to open the door. I guess the planned obsolescence of the pot-metal trim around the door was quite a bit less than the extended life of our Corvairs. The fix is quite simple. There are a few "ifs" associated with that statement.....1) If the trim isn't bent too bad; 2) If you want to take the time to do it. One alternative is to drop by your friendly Corvair salvage man and find a replacement; the other is to do it yourself.

1) Remove the glovebox door

- a. Remove the screws under the glovebox that attach the hinge to the dash.
- b. Once these screws have been removed, the door will be hanging by the stop arm that disappears into the dash when you close the door.
- c. Put a little W-D 40 on the rubber grommet where the stop arm enters the dash and remove the door. Use a little caution when performing this operation so you don't destroy the grommet. It just takes a little patience and wiggling.
- d. You might want to remove the glovebox bulb so you don't deplete the battery.

2) Remove Hinge Pin

- a. Place the door hinge in a vise and spray some W-D 40 on the hinge to lubricate the hinge pin.
- b. Use a drift or a nail the same size as the pin and tap the hinge pin on either end to loosen the pin.

c. Once you notice some movement, grab one end with a pair of vise-grips and while pulling, exert a slight twisting motion. Pull the pin until the free end has just passed one-half of the coil spring that opens the door. STOP!!

d. Now take a pair of long nosed pliers and bend the loop portion of the spring that was formerly exerting pressure on that deformed piece of moulding back and right or left (depending on which end of the hinge pin you removed) until you can position the loop on the back of the door itself.

e. Carefully drive the hinge pin back through the other half of the spring and through the hinges. Reverse of Step 2c.

3) Removing the bow in the moulding

- a. Use a fiber mallet to tap the moulding back to its original shape. Be careful because this moulding is made of pot-metal and quite brittle. As ham fisted as I am, I haven't broken one yet.
- b. Take a look at the rivets that protrude through the rear of the glovebox door; if there is enough metal, use a centerpunch to peen the metal over to eliminate the rattles. CAUTION: Provide a suitable surface during this operation to prevent scratching the front of the door. Additionally, don't drive the rivets back thru the front of the glovebox door--or all is for naught.

4) Reinstall the glovebox door.

--FRANK McKENNA

TECH TIPS-



REAR WHEEL BALANCE AND ENGINE MOUNTS

After having recently installed two new tires on the rear of my '66 Coupe, which were balanced on the digital read out type machine, I had a bad out of balance problem from the new tires. So back to the tire shop where they reluctantly checked them for out of balance. After hitting the freeway for a short distance, it appeared one tire still had some bounce. Well, you can imagine what the shop said when I took it back again. Tires were checked on another balance machine and they were right in tolerance. Now wait a minute! What's going on? Could something in the suspension possibly be loose? After jacking up the rear of the car and going over all attach points, nothing could be found out of place and alignment was within tolerance. Front mounts for transaxle was checked...tight, and no tears in rubber. Rear engine mount! Ha, that's it. Engine lid was lifted and mount appeared OK, nuts for mounts tight. After letting car down off the jack, I noticed center portion of rear mount was depressed in the center where before with the jack holding up the car the center area protruded the opposite direction. After checking my '67 Monza rear mount, I noticed that it actually still had some protrusion upward with the car setting on its rear wheels.

OK, perhaps the old mount rubber has failed. New mount #3880558 was installed. Freeway speed run confirmed that tires were perfectly balanced. Obviously what was happening was the rear mount was practically emtal to metal contact and would not absorb even the slightest vibrations. Replace yours if the center top area is depressed below level, when you lay a flat scale across top. '65 original mount, which is different may give some effect,

so jack car and check for cuts, tears in mount, and compare with other '65 mounts.

--JIM CRAIG S.D.C.C.
Tip No. 5-6-79

WHEEL BEARING ADJUSTMENT

Tapered roller bearings used in most early Corvairs, all '65-'69 and most present production cars require a slight amount (.001-.005") of end play. Adjustment can be done following these four steps:

- 1) Remove cotter key and tighten spindle nut to 15 ft-lb while rotating the wheel to seat all bearing parts.
- 2) Back off spindle nut $\frac{1}{2}$ turn without turning the wheel.
- 3) Tighten nut finger tight without turning the wheel.
- 4) Finger tight is too tight, so back off the nut until the cotter key will enter either the vertical or horizontal spindle hole. Which ever hole it will enter first is the hole to use.


--Will Smith, Bonnevillie Corvair Club, Corvairs New Mexico

A NEW DEAL!

BARNEY
TREATS YOU NICE

TUNE-UPS
MECHANICAL
REPAIRS

CORVAIR
CLUB MEMBERS
-15% OFF-
PARTS



Barney's Auto Service

3029 N. Alvernon Way
881-1315

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

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

The latter part of April and early May has been a busy time for the author. Much effort was expended in trying to get a "shell" together again and save it from the crusher.

The vehicle in question became a shell when Floyd McKiernan stripped out the power plant as reported last month. He was going to put it out to pasture as a parts car. The author felt it was too good to do that. At one point, Don Chastain agreed to buy it as a partial reward for the assistance he had provided in getting Floyd's car in operation, re: the standard size bearings on a .010 under crank and questionable rocker arms and lifters. Well, DonCo changed his mind overnight and JonCo, with the help of Ernie Alloy, got the shell towed home.

A complete inspection revealed very marginal lower ball joints and a rough operating steering box. In the ensuing couple of days, the ball joints were replaced, the steering box put right with a replacement, and the underside scoured and painted...concours style. Rear wheel bearings lubed just in time to prevent failure in the next several thousand miles. The vehicle now awaits an engine and power train which is expected to come from JonCo's Spyder...110, 4-speed, just as soon as a Spyder engine can be built.

In the meantime, a non-member who is restoring a '65 offered an exchange of labor on his specialty, upholstery. An "agreement" was struck to build an as-new engine in exchange for interiors in two vehicles. The engine is finished. Yet to be checked out is the power train.

Further conversations with our trade-outtee found a very good looking '69 which had come from back East and had a piece of cheese for a front cross member. Resourceful DonJonCo came up with a Southwestern replacement and installed it the same day. Not without some problems with the rusty bolts and torn-up cage nuts....We'll give you a further report next month.

Pierre Lijon has a rebuilt engine and replacement transaxle in his rampside. Engine by JonCo. Installation by Barney's.

Knud Swensen has an engine ready for installation as soon as he returns to town. It's the special built up by JonCo, 145 CI with high compression heads and a late "95" cam. It should have some pretty good torque with the milder cam timing with essentially the same lift.

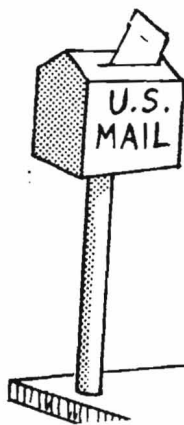
As you can understand, all this activity has pretty well kept the author in his own backyard, so the column is a little slim on other peoples' projects...Oh! Gordon Cauble has sent a Blue Bird convert to the upholstery shop for a massaging and then on to the paint shop for new color, and bumpering.

Just a reminder to an offer that was made at the last meeting by new member, Arnold Oggier, who has returned to Terre Haute, Indiana for the summer. He offered to do in his machine shop any machining or special project for only the cost of the materials used. He does have a shop which is capable of any kind of special work. All he needs is the part with detailed instructions and a dimensioned sketch or drawing to do the work. All you have to pay is the materials and the shipping. His address:

Arnold Oggier, jr
RR #51, Box 597
Terre Haute, Indiana 47805
Phone: 887-1737

It's an offer that has tremendous possibilities!

TECH TIP-- OUTSIDE REAR VIEW MIRROR.
If your OSRV mirror is loose and will not stay in position, you might try what I did. Position the mirror head properly for the driver's viewing, put a drop of Super Glue at 2 places on the mounting ball. Dry thoroughly before driving or changing mirror position. I did that on one of my Corvairs several months ago, and the mirror is still in position. --DON BORTLE



LETTERS
from out-of-town members

FROM TED LLOYD, before he
leaves for Paris:

Thanks for the opportunity
to bring the club up-to-date
on my Corvairs and give you
my new address.

Before leaving California, I
sold my '61 Rampside and one
of my '65 convertibles. My
'63 Spyder is at my parents' home in Ventura,
and my remaining '65 convertible is in the
care of Gordon's daughter and son-in-law in
Salinas, Cal.

When I leave for Paris next month, I'll
be shipping my '75 Monza Spyder for use while
on this European assignment. I know there
are Corvair purists who will cringe, but I
have a CORSA sticker on the rear!

I would enjoy the club more if I could
be there, but I'm happy to be able to keep up
with the club thru CORVAIRSATION. The accom-
plishments of TCA members like Bryan Lynch and
John North are something to be proud of!

My address after July 1st is:

Major Ted A. Lloyd
USDAO, Paris
American Embassy
APO New York 09777

FROM JOHN THOMAS IN HAWAII:

Aloha Gordon: Enclosed are some
photos of my stable--which may
be of interest to other TCA mem-
bers. I'll send a set of all
four Corvairs as soon as my '64
is out of the shop. Please send
these photos back since they are
the only ones I have.

All cars are mine except the
'64 Shortie!

Tell Verne and the other club
members Aloha from Hawaii, and
remind members that if they are

in Hawaii, give me a call at 395-1386.

ALOHA,

John Thomas

(Ed. note: John sent pictures of his
concocted cars in color. They will be shown
at the next meeting, and then returned to
John. In order to use pictures in the
CORVAIRSATION, they must be black and
white positives).

IS YOUR NAME HERE?

Dues are due for:

APRIL

Jerry Bishop

MAY


Maurice Cooper
Gertrude King
Will Ray
Sam Sharp
Jack Martin

JUNE

Linda Coon
Gary Lewis
John North
Fred Zimmerman



--Don Bortle, Treas.



Jerry Bishop

is wreckin' 'em out --

40 plus Corvairs!!

JERRY BISHOP'S
Towing and Salvage

4260 E Illinois
748-1444

TUCSON CORVAIR ASSOCIATION

Regular Meeting - April 25, 1979



Meeting was called to order by the President, Bryon Lynch, at Village Inn Pizza Parlor, 5133 East 22nd, April 25, 1979 at 8:00 p.m. Present: 41.

The President introduced guests and new members.

Minutes of the March 28, 1979 Regular Meeting were approved as they appeared in the April Corvairsation.

Don Bortle gave the following Treasury Report: Balance \$911.95 with approximately \$100 expensés for current month, \$16 Can Project, and \$13 Membership Fees. We currently have 72 members.

A letter from CORSA was passed out to those present. The letter stressed the importance of all chapter members to join CORSA for insurance and liability reasons.

It was moved, seconded and passed that we cancel the May midmonth Chiracahua trip and in lieu of it have a picnic at Randolph Park. The Telephone Committee will advise all members of the change in plans, and the details of the picnic.

It was suggested by Pat Bender that we consider an overnight trip to Taylor, Arizona in the fall.

Bryon Lynch announced that John North had qualified for the Senior Division Car Certificate with a Concourse score of 93.75. (Note: Bryon Lynch qualified with same score.)

By raise of hands it was voted to have the Rose Canyon trip on Sunday, June 17, rather than Saturday, June 16.

Bryon and Marilyn Lynch displayed a Navy blue cotton poplin jacket (price range \$8.95 to \$11.75), and advised that the TCA logo can be embroidered at a cost of \$10 at Diane's Needlecrafts (3913 E. Pima).

Intermission, three raffles and a door prize followed. Donors were Barney's and Jay's Da-Nite Auto Supply.

Pat Hayhurst suggested we look into our incorporating in view of our growth in membership and treasury.

Regarding Can Project, Bryon Lynch advised how to distinguish tin from aluminum. Aluminum cannot be picked up with a magnet. New member, Jack Sherlock (Jay's Da-Nite Auto Supply), advised he had five coke machines and would be glad to donate cans. Pickup plans will be made.

Bob and Jan Thompson volunteered to serve as Membership Charmen.

John North's Technical Tip: Rechambering engine to permit use of Regular Gas in Corvairs is being done in Ohio.

Corvairsation Editors Gordon & Verne Cauble and Circulation Manager Alan Atwood were applauded for doing a superb job.

Meeting adjourned at 9:35 p.m.

Respectfully submitted,
Georgia Lewis
Georgia Lewis, Recording Secretary



Jay's **AUTO SUPPLY, INC.**
BEST VALUES IN TOWN!!



TUCSON'S ORIGINAL DISCOUNTER

OPEN 7 DAYS

MON. - FRI. 9 A.M. - 9 P.M. / SAT. 9 A.M. - 8 P.M.
SUNDAY 9 A.M. - 6 P.M.
MOST HOLIDAYS 10 A.M. TO 2 P.M.

DOING YOUR OWN TUNE-UP?
DOING YOUR OWN BRAKE JOB?
REPLACING A WATER PUMP ... CARBURETOR?

AT JAY'S DA-NITE WE'LL HELP YOU DO IT RIGHT!

WE CATER TO THE PERSON WHO DOES
HIS OWN SERVICE & REPAIRS.
OUR PARTS COUNTERMEN ARE PROS
THEY ARE KNOWLEDGEABLE &
COURTEOUS. THEY'RE ON THE JOB
TO HELP YOU.

5 TUCSON STORES TO SERVE YOU

4112 E. GRANT RD 327-5991	5724 E. SPURRY BLVD 745-1414	1475 N. PRINCE RD 887-8063	1618 S. CHAYCROFT RD 790-2801	4227 S. 6TH AVE 889-5771
---------------------------------	------------------------------------	----------------------------------	-------------------------------------	--------------------------------

-Classified Ads-

ENGINE RESEAL SPECIAL. For the next 60 days, Barney will reseat your Corvair engine (with a discount of 15% off parts and labor.) Stop that loss of oil that looks bad and endangers the life of your engine...In lieu of a coupon, go to Barney's at 3029 No. Alvernon, and tell Barney you want "The TCA Engine Reseal Special".

SET OF BICO QUICK STEERING ARMS for early model Corvair. Frank, 885-8571.

EARLY MODEL HEAD with valve job and new guides. Like new. \$75 or trade. Gordon, 299-1122.

ENTIRE FRAMEWORK for convertible top. Early model. Good condition, but no weather strips. \$50. 326-2086.

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

'64 MONZA COUPE, auto, rebuilt engine, good tires, straight body. \$600. Call Jerry Bishop, 748-1444.

'64 Rr A-FRAME for 4 speed, and manual top for '64 convert. Offer or trade. Gordon. 299-1122

3 SPEED GEAR BOXES. Good performers, great for economy, fewer engine revs to get to speed. John, 326-2086.

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

'62 MONZA COUPE, 4 sp, 102 engine, runs good, straight body. New seats. All orig, w/historic plates. Needs carpet.. Low mileage. Gordon, 299-1122.

'64 MONZA 110 Auto, new tires, generator and tune-up. Needs little body work and is completely original. Chris, 623-0088.

FOR LOAN TO MEMBERS WITHOUT CHARGE -- Workshop manuals, '61-'69. Temporary loan only--must be returned so others may use them. Call Librarian John, 326-2086.

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

- T.C.A. MEMBERS -

10% discount



THE
SCREEN PRINTING EXPERTS



LOOKING FOR CORVAIR PARTS?

WE ALL KNOW THAT CORVAIR PARTS CAN BE HARD TO FIND. AT O'RIELLY'S WE MAINTAIN AN EXCELLENT STOCK OF CORVAIR ENGINE AND TRANSMISSION PARTS AND WILL ATTEMPT TO OBTAIN ANY ITEM THAT IS STILL AVAILABLE FROM GENERAL MOTORS.

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

O'RIELLY CHEVROLET
6160 E. BROADWAY
747-8000

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

Gordon & Verne Gable
5950 North Camino Arizpe
Tucson, Arizona 85718

FIRST CLASS MAIL



REGULAR MONTHLY MEETING - Wednesday, May 23rd, 6:30 p.m.

22nd STREET VILLAGE INN PIZZA PARLOR
5133 East 22nd St

With these longer daylight hours, there's time to show your Corvair, discuss your problems if any, and see the latest in sharp, clean cars!!

We'll have a room all to ourselves, with a buffet menu of spaghetti, pizza, and ravioli, soup, salad and garlic toast.

All you can eat for \$2.40 for adults, \$1.89 for children under 12.

Bring the whole family.....have a fun night out!

COME EARLY!

SHOW YOUR CORVAIR!

LOOKING AHEAD TO SUMMER

Sunday, May 20 - Picnic and visit to Pima County Air Museum

11 a.m. Meet at Pantano Park, 300 So Sarnoff for picnic lunch
1:30 p.m. Leave for Air Museum
2:30 p.m. Guided tour of Museum

Wednesday, May 23 Regular Monthly Meeting, 6:30 p.m.
Village Inn Pizza Parlor

Sunday, June 17 Rose Canyon Outing Enjoy a family picnic in the cool shade of Rose Canyon, halfway up Mount Lemon. Assemble at 10:30, (OK Corral Parking Lot). Departure, 11 a.m..

Wednesday, June 27 Regular Monthly Meeting, 6:30 p.m.