

# Corvairisation

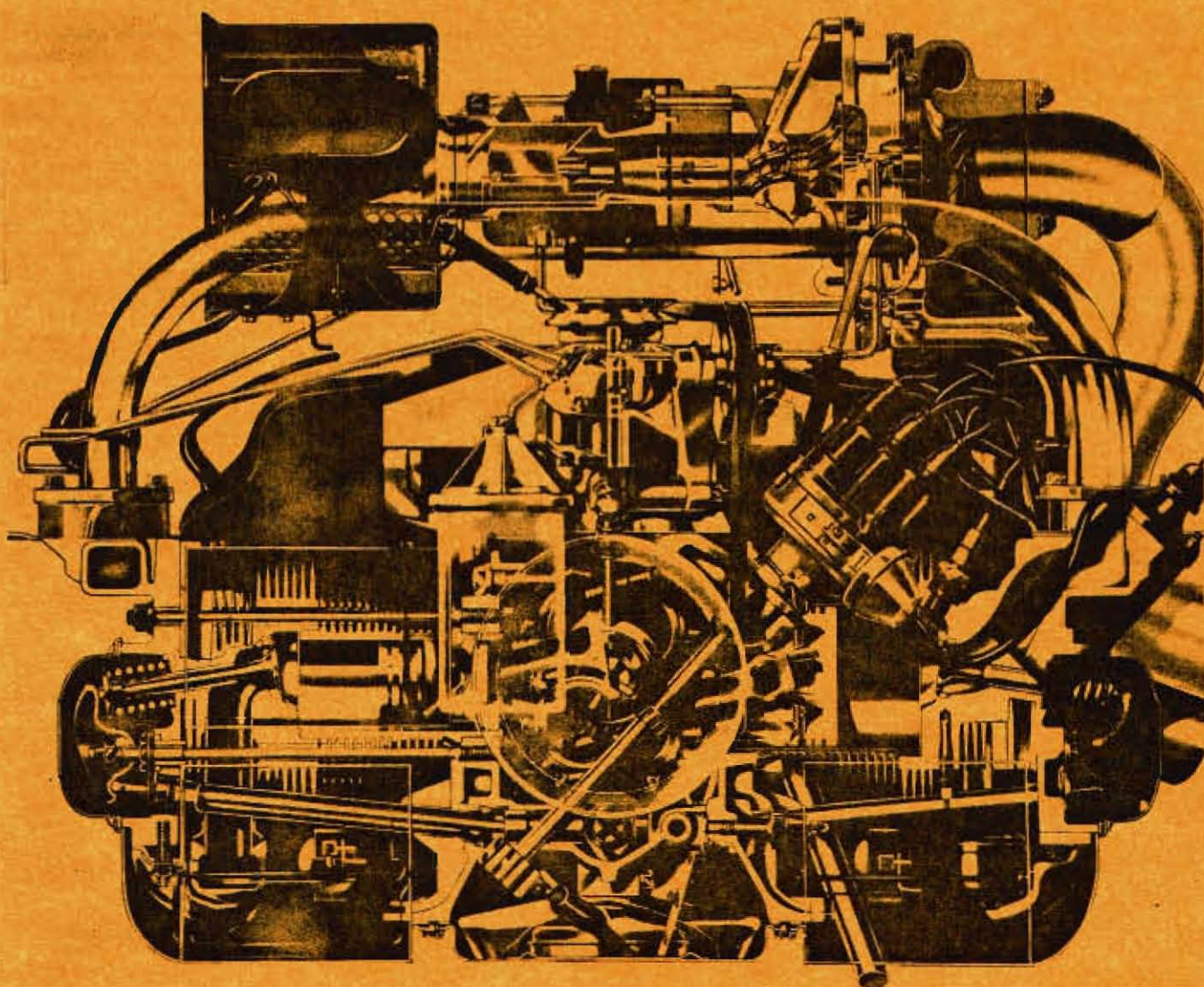
TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

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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 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.

**COSA MEMBERSHIP DUES** are \$25 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 a 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 materials to the Corvairsation Editor. Articles are welcome for publication.

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

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Current TCA Officers, Don Robinson, Al Rivas 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 lots 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

Well Glory Be, only ten meetings to go and I have to give up the president's gavel to the successful candidate out of the myriad of people who are just chomping at the bit for the honor of being president of this fine organization. I'm going to propose a change in our constitution so that I can succeed myself or maybe I'll just organize a coup.

Just received my first corsa communique and read it from cover to cover including the letter written in French from Gali Bouhadiba, France. Lots of good information including Coming Events and things For Sale.

George of George's Transmission gave a steller performance at the April meeting in heading up the tech session. He used a completely disassembled power glide transmission to demonstrate and explain the mysterious workings of all those parts that make it possible for us to cruise around town without ever lifting the left foot. We logged a record membership turnout for this event.

Well hang on to your hats because we're going to do it again for the May 24th meeting. We're going to have a paint and body man with all his goodies and equipment to show you how to paint a car or repair that fender. Don't tell the Piccadilly management because we intend to spray a door right in the meeting.

That's not all for May. The event of the year, the Potluck and Pool Party will be at Baker's, 5:30 May the 27th. Bring your favorite dish and we'll have the drinks and the hamburger, please RSVP by the May 24th regular meeting. See map elsewhere in the Corvairsation.

There will be no mid month event in June. With the apparent extra hot spring and summer coming on and the Potluck in late May, September should be soon enough for the next mid month activity.

Dave Baker  
President  
Brake Expert

CORVAIR 12 PRESENT 37

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45pm by President Dave Baker on March 26, 1989 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

Introductions: Visistor and memebbers. Esther Alex' son, Mitchell - 1954 Metropolitan on blocks. Don Kirkwood and wife Mary. Milt Evans, Emma Bolton, John Sams and David Sams.

Guest Speaker was George Branghart. Thank you George, for the information on automatic transmissions and more!

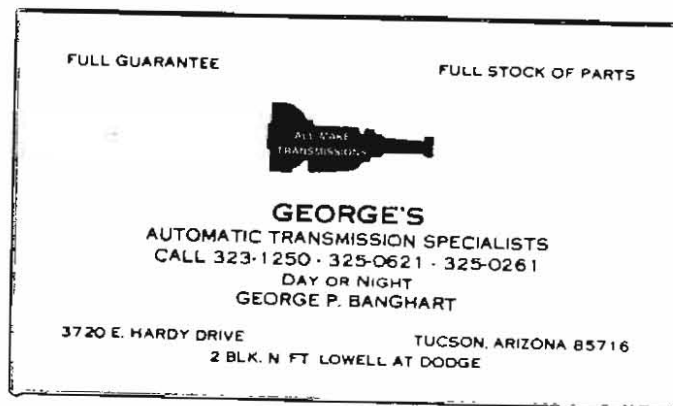
After the break, the drawing was held. David Sams won the license plate gift with TTW-851. Other winners were Don Kirkwood, Alan Gray and Alan Atwood. Gifts were donated by club members.

Meeting was adjourned at 9:10pm.

Respectfully submitted,

*Marie Williamson*

Marie Williamson, Recording Secretary



## CYLINDER HEAD REBUILDING

by Tom Wright  
Lone Star Corvair Club

Cylinder head rebuilding isn't difficult - just time consuming. As with any project, attention to detail can make all the difference. If you'll plan to spend some time to do it right, you will be rewarded with a powerful, sweet running engine.

### GETTING READY

When you get the heads off the engine, you're probably looking at a greasy, carbon encrusted mess. So, the first step is to clean up. Either do it yourself, or send it to a quality machine shop.

If you do it yourself, you need a can of Varsol and a can of carburetor cleaner. I use Varsol because it really cleans and is less volatile than Kerosene. Don't use gas! It's much too dangerous. You can get Varsol at most Exxon stations. The price for a 2-gallon can seems to go up every day; go get it today while it's cheap.

The carb cleaner is available at your local auto parts store; it's not cheap either. There are several size containers available. What you need is a container large enough to dip at least half the head, if not the whole head. If the parts store doesn't stock it, they can order it for you.

First, strip and clean the heads. Remove the rest of the valve train parts that were not removed as you removed the heads, valve keepers, springs, shims, and valves. I don't take out the temperature sensing units or choke coils unless they need replacing. If you are working on a 140 or a turbo, I particularly recommend you do not take out the special thermister for the head temperature gauge. The thermister is a high buck item and it can be damaged as it's removed, especially if its threads are seized.

By the way, I've seen the wire lead to the thermister installed two ways. One way is with a round terminal bolted directly to the threaded stud on the thermister. The other way uses male/female connectors. If the wire is bolted directly to the thermister, don't try to unscrew it! Chances are 50/50 the stud will break and you'll be left with a useless thermister. If your thermister is installed this way, clip the wire and install male/female connectors.

Back to valve removal. You can rent a valve-spring remover or buy one - your choice. But the valves have to come out of the head. To keep track of valves and other parts, I use plastic sandwich bags and a Marks-A-Lot; one bag for each valve assembly. Label them #1 IN, #1 EX, etc. The exhaust valves are the smaller of the two valves.

As you remove the valves check each one for defects. The sealing surface (the part of the valve in contact with the valve seat) should be smooth with well defined but thick edges. Plan to replace any that have pits or nicks in the sealing surfaces or thin edges. Thin edges overheat, causing the valve to break. The stems should be smooth and polished. Any grooves or scratches and the valve should be replaced. If money is tight, crocus cloth will smooth up some rough areas.

Once you get the valves out, inspect the valve seats. If they are all in relatively good condition, without nicks and pits, you can probably reseal the valves yourself and save money. We will cover that later.

Use the Varsol and a parts brush first to remove as much of the crud on the heads as possible. If you haven't used Varsol before you'll be amazed. The object of the Varsol cleaning is to contaminate your high power carburetor cleaner as little as possible. Clean the heads, let the Varsol dry, then soak them in carb cleaner (following directions) overnight or longer.

If you're flush with money, take the heads to a quality machine shop. How do you find a quality machine shop? Trial and error is the only way. I've seen heads come back from machine shops sprayed silver. It looks great but it doesn't help engine cooling. Visit with a few of the local Porsche or VW mechanics and find out where they have their machine work done. This at least guarantees that the machine shop technician/operator has seen an aluminum head before.

With your heads in hand, head for the local machine shop and do a little reality check with the machine shop operator. Take the old head gaskets with you. Tell the machinist you want the heads vatted in the aluminum tank and glass beaded. If he goes blank on either request, proceed to the next machine shop. If the guy doesn't have an aluminum tank, he's not your machinist. If you've got 140 or turbo heads point out to the machinist the expensive thermister and tell him to be careful.

Glass beading is like sand blasting, only using glass particles instead of sand. It takes a thin layer of aluminum off the head surface and leaves it nice and shiny, and rough for painting. You want the head gasket surfaces smooth, not rough. Make sure the machinist has the head gaskets and knows what they're for. They're to protect the gasket surfaces during the glass beading.

I make arrangements to have the head cleaned, then I replace the valve guides and return them for valve seating. Around here valve guide replacement is about \$5 a guide, too rich for my blood, so I do it myself.

### PORT CLEANUP

I recommend getting heads cleaned and then doing some detail work on them before reinstalling the valves. Rough edges do strange things to gasses flowing at high speeds. You want as few as possible in the intake and exhaust ports. Turn the heads so you're looking into the combustion chambers and notice the surfaces below the valve seats in the intake and exhaust ports. Probably, in the areas directly underneath the valve seats, part of the original casting will be hanging out past the bottom of the valve seat. This overhang needs to be removed.

This is ticklish work. Get your mind right before you start. The object is to remove the overhang without scarring the valve seating surface. I use rotary and cheap grinding stones mounted on a 1/4" drill shaft. I've got a ball-shaped and a cone-shaped grinding stone. Both are good for various jobs and are available and cheap at the hardware or auto parts store. The small rotary files were selected from the drill accessories at the local hardware store. Once again, I've got a ball-shaped one, a cone, and one with a straight shaft. The straight shaft file seems to work best for removing the lip under the valve seat.

Work on the intake valve (the big hole) first. Carefully remove the lip under the valve seat. Keep the file away from the valve seat. Once you've gotten out the biggest part of the overhang, switch to a grinding stone and smooth things up. We're not trying

to enlarge the port, but just to bring it back to what the original engineering drawings specified. When you're finished, the aluminum under the intake valve seat should blend nicely with the valve seat. Don't undermine the support for the valve seat by taking out too much metal. The overhang needs to be removed, but not the metal under the seat.

Now move over to the exhaust port. You've got two things to deal with here: the lip under the seat and the area around the valve guide. Note that on the exhaust side the valve guide doesn't come directly out of the bottom of the port; it comes through the side of the port and there's a protrusion of aluminum around it. You'll also note that the machinist who finished the head probably sunk the valve guide bore slightly into the aluminum protrusion, leaving a nice sharp lip. Using your ball-shaped rotary file and ball-shaped grinding stone, remove this lip, and blend the aluminum protrusion into the machine surface. You might want to remove some of the aluminum protrusion around the guide to give the area a nice rounded surface so the exhaust gas coming out doesn't rush right into a flat surface.

Don't worry about hitting the guide; we're going to replace it anyway. You were going to do that, weren't you? In the words of my Porsche technician, "If it's got 50 thou on it, the guides are smoked anyway". If you want to do a little reality check, insert the valve into the guide and check for side to side movement. Use your calibrated hand. If you feel more movement than "just any at all", replace the guides. If they aren't tight, they'll suck in air and oil; either one of which upsets the combustion process. If your check of the valve stem revealed vertical scratches, replace the guides - you'll be happier down the road.

Finish off the area under the exhaust valve seat like you did the intake. Make it nice and smooth. Take your time. Remember, gas is coming out this port, so get rid of those obstructions. You know what it feels like to stick your hand flat into the wind at 70 mph, don't you? The exhaust gas is coming out faster.

#### GUIDE REPLACEMENT

To replace the guides, you'll need a 3/8-16 tap, a grade 8+ bolt about 3-1/2" long with the same threads as the tap, new valve guides, and a valve guide installer tool from your local auto parts house. Take your time a get a grade 8+ bolt! What they sell at the auto parts store will bend. You'll probably have to go to a nut and bolt supplier for this item.

Once you've got your bolt, grind down the head until it's slightly smaller than the large end of one of your new valve guides. It has to go through the machined valve guide bore in the head, make sure you get the bolt head ground down enough. When you're replacing the guides everything will be too hot to touch.

Valve guides generally come 0.002" oversize. This means the outside diameter of the guide is slightly larger than stock. The extra thickness compensates for the material which comes out of the old head with the old guide, and ensures a tight fit.

Turn the head so the combustion chambers are down on your work bench. You're gonna work from the side where the rockers were installed. The guides won't come out the other way. Using the tap, tap each old valve guide. Turn the tap in its full length so you've got a nice set of threads inside each guide.

The next step is the most difficult of all. I use the "what they don't know won't hurt them" method. Send

you wife/mother/companion shopping or to a movie or to visit friends and, as they say on the cake mix package, "preheat the oven to 350 degrees". After your oven is up to temperature, pop in one head and bake for 20 minutes. How bad this smells is a direct function of how good a job you did cleaning your heads, so you might want to check them one last time if you didn't send them out to a quality machine shop.

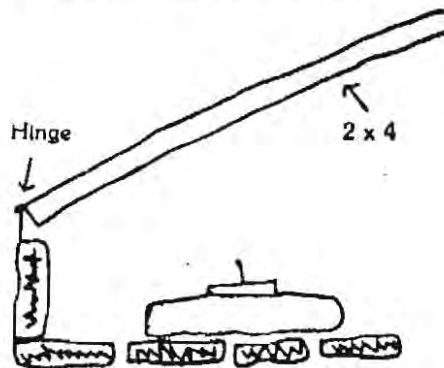
When the head has baked, remove it and take it back to your work bench. Screw your grade 8+ bolt into the first valve guide, working quickly, and drive it out using the two pound ball peen hammer I forgot to tell you you needed earlier. Some may be easier than others, but it should take about 'half an all out blow' from your calibrated arm to move the guide. When the guide comes loose you've got to turn the head over and bring the bolt on through the head. You did grind off the bolt head, didn't you? Unscrew the guide and knock out the next one.

When you've finished, if you think the head has cooled off "a lot", take the guides out of the other head while you're reheating the first head.

The guides are reinstalled from the combustion chamber side of the head. So turn the head over and, using the valve guide tool, install each guide. The guide slips over the tool with the flat end against the edge of the tool. Tap them lightly at first to make sure they're going in straight. Once your arm and eye tell you they're straight, drive them on in. The exhaust guide, the one for the smaller hole, goes flush against the machined aluminum protrusion. The intake guide top should be one inch below the top surface of the valve seat.

When you've finished all twelve, you're through with this step. By the way, when the heads are hot and you're pounding on them, one or two of the exhaust ports are going to fall out or turn. Before you start, make note of where the indentation is in the port and check to see they haven't shifted when you're finished. The indentation should be at a 90 degree angle to the top surface of your head with the indentation toward the part of the head which the pushrod tube comes through. The ports are turned that way so the tube can pass beside them.

Next, you need to check your valve springs to see if they've gone south. You have two options: either let someone else check them or check them yourself. If you want to check them yourself, unless you've got a pretty complete machine shop, you'll have to devise a checking method. I wish I could take credit for this ingenious device, but credit belongs to Henry Culp, a long time Austin Corvair racer. Sneak the bathroom scales out to the garage and construct the following device:



Bathroom Scales Spring Tester



Put a nail into a block of wood that is exactly the compressed height of your valve spring. The lever in the illustration should be positioned above your scale so that the arm is parallel to the work bench when the spring is compressed. Set the block with the nail in it on top of the scale, slide a spring over the nail, compress the spring to the proper height, and note the scale reading. If you want to get sophisticated you can drill a hole in the lever to keep from getting false readings from the lever touching the nail.

We're talking relative measures here so it's best to start with a new spring for a reality check. If it reads, say, 60 pounds, and all your old springs are within 10 percent, then use them. Otherwise, spring for new ones. You'll be happier down the road.

#### VALVE JOB

Now we're down to the valve job itself. This is what we started out to do. If the seats and valves look very good (use your calibrated eye), you can grind the valves yourself. If not, it's back to the quality machine shop. When you checked the play in the valve guides earlier, if any had "a lot" of side play, take your heads back to the machine shop for the seating operation. Chances are, if the guides were bad, the valves and seats were beat up. If you've got the bucks, let the machine shop do it anyway. Xerox the picture in Bill Fisher's book and tell them that's the way you want it done (a three angle valve job).

When the heads come back from the shop, it's time for you to do a valve job check, just to make sure you were dealing with a quality machine shop. Find three light-weight springs at the local hardware store and install the intake valves, using the light-weight springs instead of the regular valve springs. They should be tight enough to hold the spring closed but weak enough so you can push the valve open with your hand.

With the weak springs installed, put the head on your bench and fill the intake port with alcohol (the cheapest rubbing alcohol will do). Varsol will also do, but the alcohol is cheaper. Cutty Sark is alright in a pinch.

If the alcohol pours out around the intake valves, find another machine shop - this time a quality one. If it drips, you're probably not going to do any better. If it doesn't leak at all, you're home free. Drips need to be stopped. Leaks probably call for a visit with the machine shop management.

Remember, we want all the energy released by the burning gasoline to push down on the piston and do some useful work - not leak out. You are going to do the exhaust too, aren't you? That's the next step. Empty the alcohol out of the intake system and fill each exhaust port. Once again, check for leaks or drips.

To fix drips you need to lap in the valves. You'll need a tin of valve grinding compound and a valve grinding tool. A valve grinding tool is a wooden stick with a suction cup on each end. Put some of the fine (you usually get two grades) compound between the valve and seat, stick the suction cup on the big end of the valve, and roll the stick back and forth in your hands to turn the valve against its seat. Continue turning until your calibrated eye and hand tell you there is a perfect contact between the valve and valve seat. Test with the alcohol, and lap again if needed. Remember - leaks cost you power and mileage.

Once you've stopped all the leaks and checked the valve springs, install the valves for keeps. Some people like to stake the valve seats. I've got no opinion; although I did loose a valve seat on an unstaked turbo head. If you're in the 'staked valve seat' group, use a prick punch and go all the way around the seat about 3/16" from the seat edge in the aluminum top of the combustion chamber. Don't forget to smooth the marks. They're great spots for 'thingies' to hang on and cause detonation.

Use Chevy specs for the valve spring installed height. I don't have a fancy ruler like they show in the factory manual so I use a nail ground to the proper length. One spacer/shim is mandatory under each spring to keep the spring from eating into the aluminum underneath.

#### MORE HEAD CLEAN UP

By the way, back yonder when we started, you did clean all the casting flash out of the head's cooling fins, didn't you? I find a hacksaw blade works real well for most of this. What can't be gotten with the hacksaw blade can be removed with a slim, flat bladed screwdriver. I found the perfect screwdriver at an electronics parts house. You'll find some fins still bound together by the flash and some of the passages still sealed where air should flow through. There is supposed to be an air passage directly above the crown of each combustion chamber. Most of the time it's only a pin hole. So open it up to full size. You can see where the designers intended it to be by the casting marks on the head. Everything else is flash.

Clean off the rough spots and strips of metal hanging out around the holes bored for the head studs to pass through the head. There's a 90% chance that the first piece of trash that comes through your engine will hang on this and start to form a dam that will eventually block air off that part of the head. You don't want this to happen.

Since you've got the engine down this far, pull off the cylinders and deflash them. A hacksaw blade works well for this. If the trash doesn't catch in the head cooling fins, per Murphy's Law, it will catch in the cylinder cooling fins. When this happens things get hot; the piston and piston rings form a murder/suicide pact to destroy your engine. The rings commit suicide by breaking and if left long enough will ruin your cylinder and break the ring land on the piston. While all this is going on, metal particles are accumulating in your crankcase. Eventually, that metal is going to get into the area between your bearings and crankshaft and begin to eat away bearing material. Another murder/suicide pact has formed, this time between your crankshaft and bearings.

Do I hear somebody saying, "Wait a minute, that can't happen! The Corvair is a modern engine design with full flow oil filter. It's not like some four cylinder air-cooled German engines we could mention. All the oil goes through the filter before it reaches the bearings. Therefore, all the metal particles from my disintegrating piston are going to be caught in the filter." Right! Except when the engine's cold and the oil pressure relief valve is open or when the filter is clogged. It only has to happen once. Remember Murphy's Law?

#### PAINTING

By now the heads should be back together and ready to install. Right? Not yet! Remember back at the first

we said we're going to paint. The solar people have figured out that black paint improves collector performance. It also improves heat dissipation on nice clear nights. That's what we want to do - improve heat dissipation. Ever see a radiator that wasn't black (at least as it came from the factory)? Check out your local motorcycle hot shoes, you'll see a lot of black engines.

You'll need a spray can of black motorcycle case paint. I got it at a Harley shop early on. Now I stand in line with the good folks buying parts for their Passports over at the Honda dealer. I like the ambience better.

My motto is "If some is good, then too much is just right", so I paint everything that radiates heat: the case, the cylinder barrels, the heads, the valve covers, and the oil pan. Don't overlook the pushrod tubes. That's 60+ square inches of oil cooling area. A thin coat is enough, thank you.

I haven't quite got the nerve to paint an oil cooler. The passages look real small already. But I recommend it to you on everything else aluminum about your engine. One spray can is usually enough for one engine. If you're a perfectionist you can bake on the paint before assembling your engine. But that's another shopping trip to finance; besides the engine gets plenty hot to do the trick.

*NOTE: THE CORVAIR TECHNICAL GUIDE is available from the TCA Merchandise Chairman.*

I use white exhaust pipe paint on the exhaust manifolds and once I got real energetic and did the exhaust port stubs (that's another shopping trip because you have to take them out, paint, and reinstall). Does it help? I don't know, but after three years the exhaust manifolds still look neat and clean when the air exhaust ducts are open.

By the way, you did buy new thermostats when you got the parts for the valve job, didn't you? I know they are expensive, but I like Bill Fisher's explanation of why you need them. If yours aren't working - replace them!

When all the paint dries you can reinstall everything, cylinders first. You took them off to clean, right? Then the heads, taking whatever care you feel is necessary on the valve train geometry.

Most of this information came from other people. (You'll know how much if you've read them.) If you want to learn about Corvairs, read. Read everything you can find. Especially books on air-cooled engines. Some good ones are: John Muir's "VW Idiot Book"; Harry Pello's "The A,B,C's (and 912's) of Porsche Engines or Porsche Engines and the Human Race", plus "Secrets of the Inner Circle"; Chevy's "High Performance Manual"; Eric Jorgensen's "VW Performance Tuning" (there is a good section on oil pump blueprinting); Bill Fisher's book; and, to get you in the proper frame of mind, parts of Robert Purasig's "Zen and the Art of Motorcycle Maintenance".

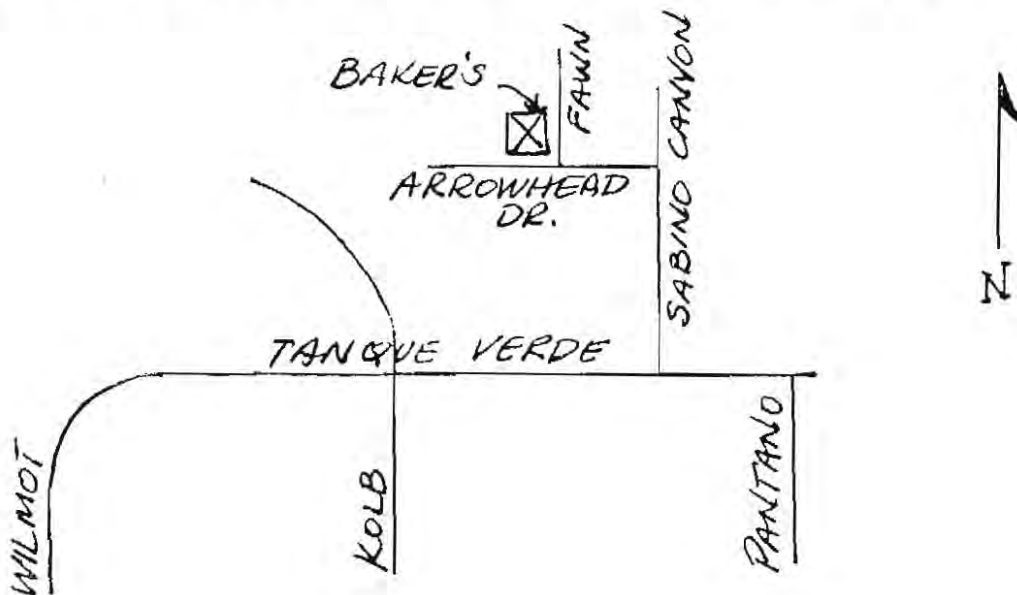
As Purasig says, "Assembling a Japanese bicycle requires great peace of mind." So does Corvair engine assembling. (4)

## POT LUCK SUPPER

May 27th - 5:30 PM

7041 E. Arrowhead Drive

We will supply the making for hamburgers and the drinks, so bring something to go with them. Please come, bring your swimming suits, dates, mates and children. See you there!





# Vairs 'n Spares

**FOR SALE:** '61 MONZA 900, 4-door, automatic, no rear seat, no headliner, straight body, great engine. \$900. Call Dave Thompson, 748-7105.

**FOR SALE:** '60 CORVAIR, 4-door, original owner, best offer. Call John Little (602) 795-2175. 1/89

**FOR SALE:** '61 LAKEWOOD, white, nice appearance, automatic, runs good daily. \$3,000 - will talk! C.G. Turner (602) 326-7203. 1/89

**FOR SALE OR TRADE:** 64 CORVAIR HP, complete, needs work and my Corvaair sandrail frame for one or two good running dirt or enduro motorcycles, or make offer. Ben Meeks (602) 883-8890. 2/89

**FOR SALE:** '62 MONZA, 2-door, automatic, runs, ready for restoration, complete - some spares. \$850. Call Jeff (602) 790-9450. 1/89

**FOR THE DO-IT-YOURSELFER:** 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. New '65-69 front molded carpet, red, \$75; Late model NOS gas door guard, \$17.50; Used windshields for early & late model cars, 1/2 price; New main bearing set, std, \$15; New rod bearing set, +.010, \$20; '63 & '65 turbo distributors, \$40 ea; and many other new and good used parts. Call Gordon Cauble @ 299-1122.

**FOR SALE:** '65 MONZA CONVERTIBLE, 110/automatic, light blue w/ blue interior & white top, engine completely rebuilt & body ready to paint. New trim ready to mount. New top installed, new Clark's interior mounted-ready to install, new carpet. Car is driveable. Asking \$3250 OBO. Call Gordon Cauble 299-1122.

**FOR SALE:** '65 MONZA 2-DOOR, 4-speed. Rough but running. \$450 Del Light (602) 883-6794. 12/88

**FOR SALE:** '64 MONZA, 2-DOOR, Automatic transmission - not running - complete. Call Del Light (602) 883-6794. 12/88

## TOP 10 - MOST AND LEAST PRODUCED MODELS

Most Produced		Least Produced	
'62 Monza Coupe	154510	'62 95 Loadside	369
'60 700 Sedan	140373	'69 Monza Convertible	521
'63 Monza Coupe	124893	'64 95 Rampside	851
'61 Monza Coupe	111475	'68 Monza Convertible	1386
'65 Monza Coupe	92336	'65 Greenbrier	1528
'64 Monza Coupe	91630	'63 95 Rampside	2046
'61 700 Sedan	54161	'67 Monza Convertible	2109
'62 Monza Sedan	49079	'61 95 Rampside	2475
'60 500 Sedan	48855	'69 Monza Coupe	2717
'66 Monza Coupe	40123	'69 500 Coupe	2762

reprint from Airhorn By Larry Claypool



Wrecking out over  
100 Corvairs!

## Ben & Son Auto & Truck Salvage

(formerly Jerry Bishop's)

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Tucson, Arizona 85714

748-1444

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### TREASURER'S REPORT

Balance March 1, 1989.....\$690.04

#### Income

Dues.....80.00  
Corvairsation ads.....257.00  
Raffle tickets.....33.00  
Name tags.....20.00  
Aluminum cans.....24.00

Total Income.....\$416.00

#### Expenses

Corvairsation supplies...42.42  
Name tags.....21.40  
Ramada-Picacho Peak.....10.00  
Copy machine.....217.96  
Merchandise.....22.50

Total Expenses.....\$314.28

Balance April 1, 1989 .....\$791.76

#### Income

Dues.....10.00  
Raffle tickets.....46.00

Total Income.....\$56.00

#### Expenses

Picnic-Picacho Peak.....21.63

Total Expenses.....\$21.63

Balance May 1, 1989 .....\$826.13

Vic Howard

### MEMBERSHIP REPORT

#### PAST DUE

February - Alan Atwood  
George Sproles

March - John Elliot  
Robert Rentschler  
Al Rivas

April - Leon Mazza  
Paul Steward

#### DUE FOR MAY

Bill Allen  
Don Leamon

#### COMING DUE FOR JUNE

Barry Cunningham  
Dave Stafford



CUNNINGHAM'S

## CORVAIR AUTOMOTIVE

747-7113

1033 N. Sonoita, Tucson  
Between Craycroft & Wilmot



Barry Cunningham - Larry Dandridge

## Corvair Specialists

foreign & domestic cars too

8am - 5pm Mon - Fri

no appointment necessary

Saturdays by appointment

New & Used Parts

Tune - Ups

Engine Resealing

Towing

Detailing

## FUN STUFF SALES

SPECIALIZING IN TRUCKS, SPORTS CARS  
RV'S & MOTORCYCLES

(602) 293-6668  
631 E. PRINCE  
TUCSON, AZ 85705

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

MID-MONTH ACTIVITY FOR MAY:

MAY 27: POTLUCK AND POOL PARTY - BIGGEST BNASH OF THE YEAR!!

5:30 PM at the BAKER's (see details inside)  
7041 E. Arrowhead Drive

BE THERE FOR MORE FUN THAN YOU'VE EVER HAD IN  
YOUR WHOLE LIFE !!!!!!!!!!!!!

May 24: Regular Monthly TCA Meeting  
May 31: TCA Board Meeting 7:30 at JBs, Swan & Speedway

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



FIRST CLASS MAIL