

Corvairization

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

Volume 16 Number 2

May 1990

C O R S A NATIONAL CONVENTION



THE
Heartbeat
OF CALIFORNIA
YESTERDAY'S CORVAIR!



JULY 31-AUG 4
ONTARIO, CA

INLAND EMPIRE CORVAIR CLUB

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 charter member of the **Corvair Society of America (CORSA)**. Items in this publication may be reproduced without permission as long as the author and source are recognized.

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

MEMBERSHIP DUES are \$10 per year and payable to the **Tucson Corvair Association** through the Membership Chairman listed below.

CHANGE OF ADDRESS: Any change of address or phone number will be made by notifying the Membership Chairman. Do not make changes through the *Corvairsation* editors.

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

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

Wheels and Spokes

PRESIDENT

Ron Allen
8339 E. Marlena Cir North
Tucson AZ 85715
(602)721-0551

BOARD MEMBER-AT-LARGE

Don Williamson
7302 E. 20th Street
Tucson AZ 85710
(602)885-6548

ASSISTANT EDITOR

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

VICE PRESIDENT

Steve Estabrook
5510 N. Shannon Sp 42
Tucson AZ 85705
(602)292-9280

MEMBERSHIP CHAIRMAN

Vic Howard
6270 N. Camino Arturo
Tucson AZ 85718
(602)742-1823

MERCHANDISE CHAIRMAN

Don Robinson
2044 W. Shalimar Way
Tucson AZ 85704
(602)297-1356

TREASURER

Vic Howard
6270 N. Camino Arturo
Tucson AZ 85718
(602)742-1823

LIBRARIAN

Dave & Beverly Baker
7041 Arrowhead Dr.
Tucson AZ 85715
(602)296-1392

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Current TCA Officers
Corvairsation Editor
Don Robinson
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RECORDING SECRETARY

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CORVAIRSATION EDITOR

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

from the President

For everyone who missed the mid-month activity for May, a good time was had by all. A really interesting tour was presented and all enjoyed the "tasting" afterwards. A really enjoyable social event.

It is now time for making reservations for our Christmas Dinner and Party. There may be another activity of the nature we had for the "fun rally" and picnic at Colossal Cave real soon. It was suggested that we have a trip and picnic to Tombstone. I kind of like that idea. I have not been to Tombstone since 1975.

I want ot apologize for the absense of the minutes of the last meeting. As you may remember we did not have a raffle last month, so we will have two license plate drawings and six raffle prizes this month. Please plan to attend. The chances for a prize will be great.

"WE THANK YOU FOR YOUR SUPPORT"

Respectfully,



Ron Allen

Minutes

CORVAIR ? PRESENT 29

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 pm by President Dave Baker on April 25, 1990 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

The minutes of the previous meeting were approved as printed in the Corvairsation.

A reminder was given to bring in those aluminum cans. The price is up. We are also looking for source for embroidered jackets for the club.

Only 2 people showed up for the mid-month activity at Magic Carpet Golf.

No raffle was held because the tickets didn't show up. The raffle will be twice as big at next month's meeting.

After the break, tech items were discussed. Ed Sanford had a good discussion on how to remove a pilot bushing with only 50 cents worth of hardware and no grease or bread. He also talked about removing broken off bolts with a reverse twist drill.

May mid-month activity will be a trip to the winery at Vail on May 19th meeting at the Picadilly parking lot no later than 11:00 am.

The meeting was adjourned at 8:25pm.

Respectfully submitted,

Van Pershing
we still need a Recording Secretary

Broken Studs and Bolts

The following is taken from *Porsche 911 Performance Handbook* by Bruce Anderson and even though there isn't a whole lot in the book that would help us lowly Corvair owners, we thought the information on thread repair was good (and even applicable). See what you think!

Removal and repair of pulled or broken studs

Broken and stripped fasteners are also problems you will have to learn to deal with. If you have a thermal-reactor car, you will find that thermal-reactor studs usually break in the middle because Porsche has tapered them to a smaller diameter in the middle. This is to allow some thermal expansion and to shift the highest concentration of stress away from the threads. You can try a pair of vise grips on these studs when they break, but I have found that the best way is to weld a nut onto the end of the broken stud, then heat the head with a torch, and then remove the broken stud as you would a bolt.

It also helps to heat any frozen nut that holds any exhaust component until it is cherry-red before trying to remove it. This heating process does two things to help you: it loosens any corrosion or rust and expands the nut, making it easier to remove. When you assemble any exhaust-system components, it is always a good idea to assemble them with Never-Seez anti-seize lubricating compound. This will make it much easier to disassemble next time.

Conventional studs will usually break flush with the surface of the workpiece or slightly below the surface, because this is where the highest stress is—at the root of the threads. A common error is to use an easy-out to attempt to remove these broken studs. An easy-out is a device intended to remove a broken-off stud by drilling a hole into the broken stud, inserting the easy-out and backing out the broken stud.

The most common error is to attempt to use one of these type devices on a broken stud that you have absolutely no hope of removing. If you have a fastener that is frozen and you broke it off trying to remove it, you will not be able to remove it with an easy-out. If you do attempt to remove this frozen stud with the easy-out, you will probably break off the easy-out in the stud. Then you really are up the creek without a paddle.

Have you ever tried to remove a broken-off easy-out? They are made of hardened steel, and hardly anything can be done except to take the workpiece to a place that specializes in Electrical Dis-

charge Machining (EDM) and have the offender removed, or "burned out." You can easily visualize the problem if the workpiece happens to be a cylinder head that is still attached to the engine, and the engine is still attached to the car.

It should be noted that normally an easy-out is only used on fasteners that have been broken off in shear. I recommend that under any other conditions, the broken-off stud be drilled out. Now this does not mean that you just drill out the offending fastener. The proper method is to drill out the offending fastener, re-tap the hole for a Helicoil or Time Sert and install the insert. The reason is that there is hardly any chance that the drill is going to go exactly central with the existing threads, and so the drill is going to naturally damage the threads by going to one side or the other.

There is another trick you can use here if you want, and that is to use a left-handed drill when trying to drill out the offending broken stud. The beauty of this is that with the left-handed drill, every bit of force exerted is to get the stud to back out. The drilling tends to loosen—not further tighten—the broken bolt or stud.

Very often you will find that this technique will back the broken stud out as soon as you start to drill it. If it doesn't, you are no worse off than if you had planned to drill out the offending fastener and re-tap the hole for a Helicoil insert or a Time Sert. The left-handed drills are available from Snap-On tools. A set of five runs about \$25: 1/4 in., 3/16 in., 1/8 in., 5/16 in. and 11/32 in.

I don't know for sure, but I suspect that the Helicoil was invented about the time people started trying to make structural things out of aluminum—some 100 years ago. A Helicoil insert is a helically wound piece of wire which in its cross section is the shape of a diamond. The inside thread is the same as the thread to be repaired, and the outside is larger, but of course of the same thread pitch.

As good as they are, Helicoil inserts have certain limits. One of these is the fact that the fix is only a piece of wire, and it does not take much of a burr, cross threading and so on, to pull some of the wire out and ruin the fix. Furthermore,

they depend on the spring effect of the coil to secure them in the hole. Once damaged, they can be difficult to remove.

They can also present problems on insertion because, due to the spring effect, they have to be prewound with a special tool. The problem comes when there is a lip near the hole and the inserting tool has to be held away from the workpiece. The Helicoil insert sometimes leaves the inserting tool before the threads are engaged. So much for Helicoil inserts.

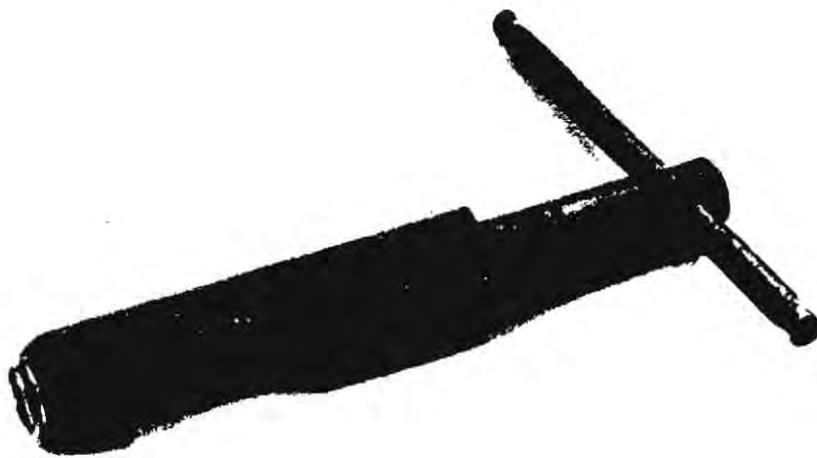
Enter Time Serts. These are a more modern fix. A Time Sert is a solid piece of steel in which the threads are "timed" to one another, inside diameter to outside diameter. This device has several advantages. The insert is stronger due to the increased cross section. Also, the insert is locked in place by installing with a roll tap. A roll tap is one that does no cutting, but forms the threads. This is done by pushing the material from the valleys to form the ridges of the thread—a very strong method.

On the Time Serts, the bottom few threads are incomplete (left at pitch diameter) and the roll tap forms them while swedging the bottom of the insert, locking it into place.

The Time Sert takes more time, but is a superior fix to the Helicoil inserts for most applications. The Time Sert is the only proper fix for pulled cylinder-head studs on the magnesium crankcases.

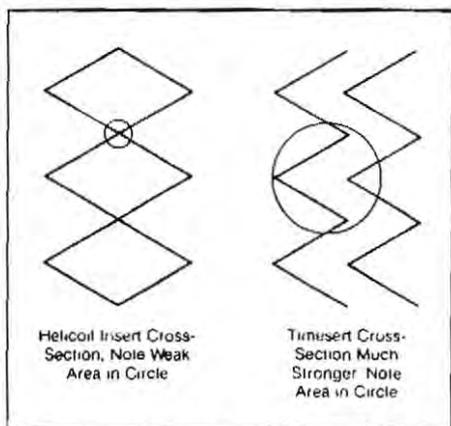
One word of advice about all of this drilling, and that concerns the importance of the work being done on a drill press, or better yet, a milling machine. If the work must be performed freehand, I highly recommend the use of a steel guide block or fixture. These inserts must be installed properly to do the job, and when done so will probably be better than the original threads.

To repair damaged male threads, there is not much that can be done. They can be chased with a rethreading die and made serviceable in an emergency. Replacement is the only proper repair, however.

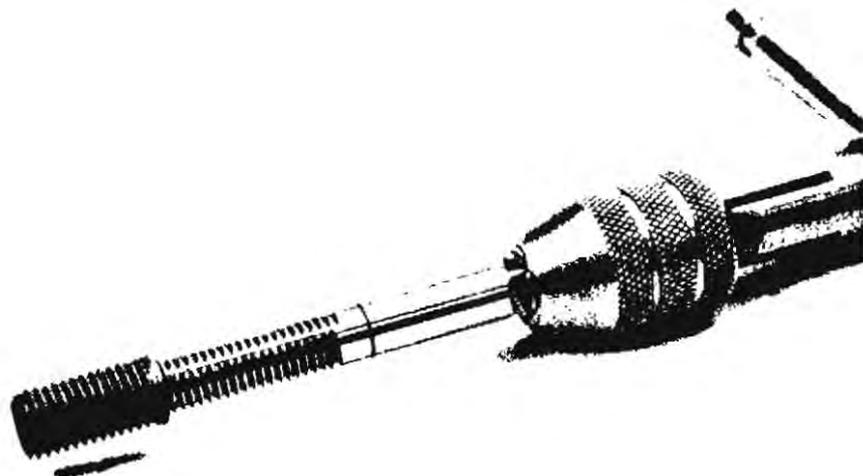


Time Sert compared to a Helicoil. The Time Sert is a one-piece threaded insert, while the Helicoil is, as its name would imply, a wound-up coil of wire.

Installing tool for a Helicoil.



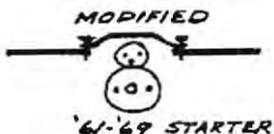
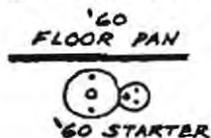
This drawing shows the difference in concept of the Helicoil and the Time Sert. The Helicoil is just a wound-up coil of wire, while the Time Sert is a one-piece threaded insert



Installing tool for a Time Sert, which is a forming tap.



A '61-'69 STARTER (with the solenoid on the top) can be substituted for a 1960 model (which has the solenoid on the side) by making a minor modification to the floor pan. By cutting a 3 1/2" x 7" hole in the '60 floor pan, the late starters will fit. Model a piece of metal to cover the solenoid and use metal screws to secure the new cover. Put insulator back and the modification is hardly noticeable.



Jimmie Hinton, Corvair Houston



DIFFERENTIAL YOKE SEALS.....

When replacing yoke seals on both sides of the differential, it is important to get the new ones in place square and with no distortion of the metal part or damage to the elastomer (plastic) seal portion. If you manage to pry out the old seals with little or no distortion to the metal outer ring, you can put them onto the yoke in reversed position - then juice up the yoke diameter with a little transmission lube, place the new seal over the yoke diameter and use the old seal as a driver for the new one. This procedure will allow tapping the new seal into place by using a soft mallet on the universal cross. The new seal can be carefully put into place without a special tool or any damage.

John Osburn, San Diego Corvair Club

LEGISLATIVE NEWS

by Frank Goetz

S 1038 DEAD ?

At the time of this writing it would appear that Senate Bill 1038 will never pass this legislature. In Senate debate, Minority Leader Alan Stephens failed in his efforts to cut the minimum tax from \$30.00 back to \$10.00 FOR ALL VEHICLES. Instead S 1040 was passed, which reduced the tax **only on golf carts and non-commercial trailers.**

Mr Stephens argued that the tax should be reduced for ALL vehicles, and that the people in his district are the people who can least afford it. They can't understand why their vehicle taxes have tripled.

Supporter of the golf cart only bill, Republican Doug Todd, said that cars cause more wear and tear on roads than golf carts, and wear them out, whether new or 20 years old.

Democrat Gus Arzberger countered that sixty-two per cent of the people in his district drive older cars, and **13 million or 47 per cent** of Arizona's vehicles are affected by the tax.

The last statement is perhaps the bases for the problem. The original increase last year from \$10 to \$30 minimum fee, was not a concern for the roads, but part of a package to increase revenues to balance the budget. They are attempting to balance the budget by adding small? tax increases wherever possible rather than openly increase income taxes, which are political dynamite...

The following is a list of the votes for S1440 which reduced the tax on golf carts and trailers ONLY.

REPUBLICANS

Brewer	Y	Pearce	Y
Corbet	N	Sossaman	Y
Corpstein	Y	Steiner	Y
De Long	Y	Stump	Y
Denny	Y	Todd	Y
Gillespi	Y	Usdane	Y
Hays	Y	Wright	Y
Hill	Y		
Mawhinney	Y		
Patterson	Y		

DEMOCRATS

Alston	N	Higuera	N
Arzberger	N	Osborn	N
Bartlett	N	Pena	N
Gabaldon	N	Rios	N
Gutierrez	N	Stephens	N
Hardt	Y	Walker	N
Henderson	X		

An X indicates did not vote.

Remember that a yes vote here indicates that they were apposed to S 1038 which would have reduced the tax on cars.

July 31-August 4, 1990

CORSA International Convention Inland Empire Corvaair Club

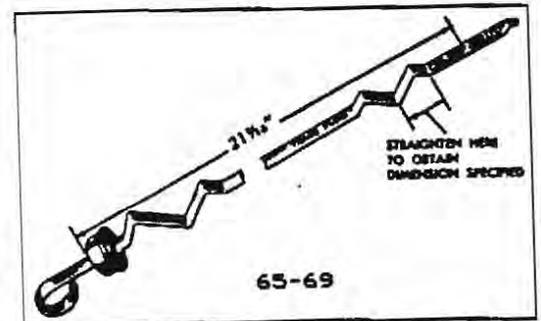
Inland Empire Corvaair Club invites all Corvaair lovers to come join us in the celebration of CORSA's 20th Conv...ion and the 30th birthday of the Corva...he Red Lion Inn, nestled in the valley below Mt. Baldy, is our convention headquarters. Their staff is friendly and helpful and the rooms are first rate. They are taking reservations now. The Red Lion's room rate is \$68 per night for a single, double, double double, or triple. For reservations please call 714/983-0909. Please make sure you let them know it is for the CORSA Convention. For registration information please contact Inland Empire Corvaair Club, c/o Paula Varner, 2041 Benson Ave., Ontario, CA 91762, 714/986-5681.



POWERGLIDE FLUID LEVEL

Check when engine is warm, at idle and in neutral. The level should be maintained between ADD and FULL. There are some cautions. Overfilling the pan will allow the planetary unit to run in the oil, causing foam and erratic functions. A badly ruptured vacuum modulator will pull fluid down in the filler tube and cause a continuous low reading even when over filled. Check modulator for fluid present in the hose. You can also check this by shutting off the engine and see if the fluid suddenly comes way up on the stick. Also be suspicious if the transmission works fine, but has no fluid on the stick. A final caution is to check your dipstick length:

Measure your dipstick as indicated. (Drawing is for 65-69 models. Length for 60-64 models is 19 1/8".)



Original fluid was Type A "AQ-ATF," now replaced with Dexron II. DO NOT USE ANYTHING ELSE.

HACOA Tech Session, '89 CORSA Convention.
(Courtesy Bob Wilhelm, Corvaair Houston.)

1990 CORSA International Convention

hosted by Inland Empire Corvair Club

Red Lion Inn, Ontario, California (714/983-0909)—July 31-August 4, 1990

Registration Form Convention Badge Information (please print)

Name _____ CORSA Membership # _____ Chapter # _____
 Address _____ Phone Number _____
 City _____ State _____ Zip Code _____
 Phone Number _____ Additional Name Badges: Spouse _____
 Child _____ Child _____ Child _____

Registration Fees

	Number	Pre-Registration*	On Site	Amount
CORSA Non-Member U.S. Dues	_____	\$25	\$25	_____
Individual Registration	_____	10	15	_____
Family Registration	_____	15	20	_____
Concours (per car)	_____	12	17	_____
Car Display (per car)	_____	5	10	_____
Autocross (per competitor)	_____	12	17	_____
Rally and/or Econo-run (per car)	_____	12	17	_____
Model Car Concours (per car)	_____	5	6	_____
Awards Banquet (per person)	_____	22	27	_____
Swap Meet (per space)	_____	15	25	_____
NOS Vendors (per 6 ft. table)	_____	25	40	_____

Tours & Activities (All prices are per person and include transportation)

Tuesday	Medieval Times Adult	_____	33	None	_____
	Child (12 & under)	_____	26	None	_____
Wednesday	Breakfast at Flo's & Planes of Fame	_____	15	None	_____
Thursday	Disneyland Adult	_____	28	None	_____
	Child (3-11)	_____	24	None	_____
	Museum for children	_____	10	None	_____
Friday	Antique Fashion Show & Hi-Tea	_____	10	None	_____
	Beach Party	_____	25	None	_____
Saturday	Southcoast Plaza Shopping Spree	_____	8	None	_____

*Pre-Registration must be received no later than **July 1, 1990.**

TOTAL _____

We reserve the right to limit the tables sold to any one Vendor and to cancel any tour if a sufficient amount of interest is not shown. Please check if interested: Child Care Services.

To enter the **1990 Edward N. Cole Award Competition** please complete the following: (Use a separate piece of paper for each additional entrant.)

Name _____ Corvair year _____ Model _____
 Serial Number _____ Color _____ License Plate State & Number _____

Please make checks payable to **Inland Empire Corvair Club** and mail with this form to:

IECC, 2041 S. Benson Ave., Ontario, CA 91762-6005.

Vairs 'n Spares

FOR SALE: '81 LAKEWOOD, automatic, reconditioned, \$1250. Call Del Light 883-6794. 3/90

FOR SALE: '65 CORVAIR COUPE, 110 engine, 2nd owner, 50K original miles, needs small amount of body work. Engine needs minor rebuilding. Interior needs replaced. New brakes. Asking best offer. Must sell. T.K. Estes, wk:795-8242, hm:885-1339. 3/90

FOR SALE: '64 MONZA, 2 door, automatic. Not running - complete. Call Del Light, 883-6794. 3/90

FOR SALE: '65 MONZA, 2 door, 4-speed. Rough but running. \$450. Dell Light 883-6794. 3/90

FOR SALE: Complete 140HP engine, \$400. '64 95HP engine, \$300. Call Gordon Cauble (602)299-1122 2/90

FOR SALE: '61 LAKEWOOD, 110/automatic. Good condition all around. \$1050. Van Pershing. 743-9185. 2/90

FOR SALE: '64 MONZA convertible, complete with new Clark's set covers. Needs complete restoration. Call Larry Dandridge at K&J Auto and Truck Repair, 745-4567. 2/90

FOR SALE: '65 MONZA, 2 door, 110/4-speed, map pockets, clock, 80% restored white interior, needs clutch and some wiring. Many extra parts. All new rear panel molding & fuzzies, spare 110 motor (not running), custom steel wheels, (stock wheels and hub caps available). Call Doug Dyke 883-2239. 2/90

AUTO BODY REPAIR and Restoration. Traveling estimates. I could be less than you think, but then again, it could be more. Corvairs are my first love. Ted Christianson. 887-9449. 1/90

PARTING: '66 Corvaire, 2d, no motor. SELLING '63 van motor, 47K miles. Misc Corvaire parts. Call Ted Christianson 887-9449 1/90

FOR SALE: New items Rebuilt flywheel for early or late, bolted and balanced, \$85; Good FC axles with packed bearings, \$80 ea. Call Gordon Cauble at 299-1122.

FOR SALE: NEW and GOOD USED PARTS. '65 Corsa wing harnesses - main & engine compartment; new gas door guard, \$20; used early windshield w/ weather strip, \$60; re-coned Corvaire speakers, early \$15, late \$19; Other new and good used parts. Call Gordon Cauble 299-1122 6/89

FOR THE DO-IT-YOURELFERS: 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: '65 MONZA CONVERTIBLE, 110/automatic, light blue w/ blue interior & white top, engine completely rebuilt & body ready to paint. New top installed. Good tires. Car is driveable. Asking \$2500. Call Gordon Cauble 299-1122. 6/89

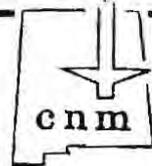
FOR SALE: '62 MONZA 2d, AT, restore or use as parts car, 145 engine runs, all chrome, no rust. \$350 OBO. Call Jeff, 790-9450 12/89.

FOR SALE: Set of headers w/ mufflers and chrome tail pipes, \$50; Jerry Lewis 746-3485 2/90



CORVAIRS OF NEW MEXICO

A Chartered Chapter of CORSA
The Corvair Society of America



MADE IN TAIWAN - by - Jim Pittman

How many times do you buy something by mail order, only to find that the item is poorly designed and shabbily constructed, and the first time you try to use it, it breaks, and you look at the label and read "MADE IN TAIWAN"? So you throw it away and buy something else, but after the umpteenth time it happens you finally wise up and swear, "No more Taiwan junk." But the next time you go to a home supply or lumber or hardware or department store, you find they have no good quality items for sale, only cheap MADE IN TAIWAN junk.

The last time I ordered something from J.C. Whitney, every item I got was MADE IN TAIWAN, and not one item was worth, as my uncle used to say, the powder it would take to blow it to hell. I should have sent the whole order back and demanded a refund. It was shamefully poor citizenship on my part not to do it, and just encouraged J.C. Whitney's tendency to keep on selling cheap junk.

In recent years I have been continually exasperated over the way cheap junk squeezes out quality merchandise. Maybe it's a universal law of economics, but it bothers me to see stores quit carrying good stuff in favor of cheap junk. Why do they carry the junk? Because in our throw-away society, people will cheerfully pay less for junk, use it once or twice and break it, then toss it out and buy more. Why don't they search out and buy good-quality merchandise, then take care of it so it will last a long time? I don't know. Maybe most people are not half Scotch (raised to want to be thrifty) and half German (taught to respect good mechanical design) and half Irish (raised to do without) and half English (taught not to trash the environment) like some of us.

Well, how many of you remember when "MADE IN JAPAN" printed on a product meant it was the cheapest junk of the most useless quality? That was many years ago, and these days you have to really search to find a poor-quality product from Japan. These days some of the best cameras, televisions, stereos, computer printers and automobiles in the world are made in Japan.

As much as I have come to despise Taiwan, the problem is not with Taiwan. The problem is with Americans who don't care about quality and will spend money on junk. If we are willing to spend money on junk but aren't willing to spend a little more money on quality, then the stores will happily provide us with junk, whether it's made in Taiwan, Korea, Pakistan or right here in the USA.

Somebody tell me how modern American citizens, with our throw-away mentality, our television-spawned 5-minute attention span, our total ignorance of common sense or economics or the realities of the outside world, can be educated to be thrifty and conservative, as our forefathers had to be, not to be able to obtain luxuries, but merely to survive?

In the meantime, I can only swear I'll never order anything else from J.C. Whitney, and I'll do without rather than buy cheap junk from ALLWOOD'S.

Anybody want to join me in a "BOYCOT 'MADE IN TAIWAN' JUNK" Club? And can you tell me where I can get something other than cheap junk Corvair parts?



Wrecking out
Corvairs!

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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

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

25 - 27 May: Dallas '90 Mini-Convension, Dallas, Texas
(See Alan Atwood for details)

31 Jul-4 Aug: National CORSAs Convension, Ontario, California

Wednesday, May 23: Regular Monthly TCA Meeting

Wednesday, May 30: TCA Board Meeting 7:30 at JBs, Swan & Speedway

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



FIRST CLASS MAIL

