

Corvairsation

STILL CAN'T SOLVE
THAT CORVAIR PROBLEM?



COME TO THE

SPRING DIAGNOSTIC AND SAFETY CLINIC

May 18th

10:30 a.m. to 4:30 p.m.

This clinic will be conducted just as the one we held last November. Since adjustments in timing, points and carburetion are based on other things being correct (such as proper gaskets, proper hoses and other adjustments) there will be only limited adjustments made on automobiles.

The diagnostic clinic will inspect and safety check your car, recommending areas that should be corrected to maintain the health of your prized automobile. You'll be given a written report for your information, or to be taken to your favorite shop. Come and let the best team of technicians in any country inspect your Corvair. Charge for this inspection as in the past -- a donation to the Club.

Your excess new and good used parts should be brought along. Come early and set up for the swap meet. Get those dusty parts to the people who need them more than you do.

PANTANO PARK (now JESSIE OWENS PARK) is between Broadway and 22nd on Sarnoff.

SPECIAL FEATURE FOR THE LADIES!

Alice Carey demonstrates
"How to Cut your Hair
Yourself"

THINGS TO REMEMBER:

- * Your picnic lunch
- * Your family
- * Your Corvair
- * Something to sell at the Swap Meet

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:

DARREL (Pat) HAYHURST
Route 3, Box 549
Tucson, AZ 85710 298-6328

Vice-President:

JOHN NORTH
3002 E. 20th
Tucson, AZ 85716 326-2086

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

1848 S Regina Cleri
Tucson, AZ 85710 885-9571

Technical: DARREL (Pat) HAYHURST

1881 N Sabino Canyon Rd
Tucson, AZ 85715 298-6328

Librarian: JOHN NORTH

3002 E 20th
Tucson, AZ 85716 326-2086

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, Bryan Lynch, 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.

MONTHLY FINANCIAL STATEMENT

Balance, 29 Feb.....	\$474.86
Income, Mar.....	303.34
Expenses, Mar.....	280.09
Balance, 31 March '80....	\$498.11

--DON BORTLE
Treas, TCA

THAT'S INCREDIBLE!!!!!!

Well....maybe not. But I'll bet a lot of people thought that if they followed us around the North Course at Reid Park last week!

The incredible part was the sight of three grown men in golf carts going through the trash cans at every tee. You see, Ed Logan, Don Bortle and I were playing golf and adding to the larder of the Tucson Corvair Association at the same time by picking up the empty beer and soft drink cans. I don't know what the total weight was, but I'll bet it was more than 50% what our members bring to the next meeting....

If we can do it in front of God and everybody, why can't you do it in the privacy of your home? We still need a Can Chairman and more cans.

--FRANK McKENNA

P.S.: Ed Logan isn't even a member. Think about it.

DUES ARE DUE

FEBRUARY -- Chris Cunningham and Knud Swensen

MARCH -- Henry Lannoo, Chuck Pettis, Chris Crowfoot, Don Schnur, Bob Thompson, Glenn Urschel, and Tom Moore

APRIL -- Mack Post, Jerry Bishop, Russ Crossman, Rubin Crossman, Don Hillman, Evelyn Thatcher, Robert Kirkpatrick, Chester Bockstedt, John Parkinson, Don Davis and John Sherlock

WELCOME

NEW MEMBER

Edwin A. Sanford
1710 S. Ceylon Pl
Tucson, Az 85710
885-9214



A WORD FROM OUR NEW PREZ.....

THANKS TO ALL OF YOU for your vote of confidence. I will do the very best I can to live up to the task. 1980 is going to be a wonderful year for the Tucson Corvair Association. We have a lot of challenges facing us this year; but with support from the membership, I see no problem.

As you all know, this fiscal year is starting off with our duty to the Phoenix club--to help in the concours judging at the mini-convention. The pressure is on, but thanks to Joel Gemberling and Frank McKenna and all the members that have joined them, success is on the way. I personally feel that we are going to do a super job, and hopefully I'll have job security at least till the first gavel falls.

We are going to have a few jobs to fill in the upcoming months (technical advisor... can chairman....and editor of CORVAIRSATION.) These jobs are very vital to the association. Without them, we simply would not exist. I'll be talking more about this at the April meeting.

A funny thing about clubs.....the people who like them the most are the ones that do the most. As for myself, the more involved I get with our group, the more fun I have. Therefore my words of wisdom for the month are--I wish all of you could have as much fun in the TCA as I do. Then there would be no more problems.

--PAT HAYHURST



.....A FINAL WORD FROM BRYAN.....

After turning the gavel over to your new President, Pat Hayhurst last month, I would like to:

1. Thank everyone for the great turnout of Corvairs and the fine attendance at our regular meetings during my term in office;
2. Thank the Board of Directors for the outstanding participation in every way. You helped to make my year a successful and rewarding one;
3. Express appreciation for the uninterrupted publication of our CORVAIRSACTION throughout 1979. I feel we have one of the most outstanding newsletters in "Corsaland".

In addition: Just a word on the mini-convention in Scottsdale. Jim Craig, president of the San Diego Corvair Club has a count of 25 cars driving to Scottsdale to attend. How many will our Tucson club have? You'll have a blast if you attend.

Not much going on around our house with Corvairs these days. Spyder problems seem to be over for the time being. Marilyn and I would sure like to find a late model convertible with automatic transmission.....

--BRYAN LYNCH
Outgoing President TCA

FRANKLY SPEAKING.....

After reading the recent CORSA guidelines on Chapter Rules, I wondered why all the emphasis on 100% membership in CORSA to qualify as a chartered Chapter. It seems the only valid reason for requiring 100% membership must be to realize the benefits (???) of the insurance program.

In the case of the Tucson Corvair Association, the insurance which costs each of our CORSA members approximately \$3.00 per year will protect none of us--since our membership is not 100% CORSA members. So why not refund that portion of our national dues?

Thinking about it, we as a group have done more for CORSA than CORSA has done for us. I'm sure Tucson CORSA membership has grown from the 10 that existed in 1975 when the Tucson Corvair Association first started to 65 now on the rolls--not because of CORSA but from the efforts of our club. We advise each new member that, as a chartered chapter of CORSA, we require membership in Corsa as a condition to joining our club. After issuing the CORSA application to the new member, I think our responsibility should end. I don't feel that we should coerce our members to join CORSA if they feel otherwise. It smacks of forced unionism and I still like the principle of freedom of choice.

Don't misunderstand me. I support CORSA and have been a member since I purchased my first Corvair. I have attended three National Conventions and enjoy the many friends I have made, the camaraderie of other CORSA members and the fine national newsletter. In short, I benefit from being a member of CORSA, but I can't force my needs or wishes on others. Memberships in the Tucson Corvair Association and CORSA are growing. I know in the case of the TCA, it is because people want to join. I hope it is the same with CORSA.

I'm sure there are other CORSA chapters in the same category as ours; therefore, a solution to this insurance dilemma would benefit us all.

--FRANK McKENNA

Spring has sprung, as we all know, by the 80 degree plus temperatures. It feels good on the back to those of us who have been wrenching all winter with a heavy sweater or jacket on. But, now we have to worry about sunburn, hot tools, lots of refreshment to keep from dehydrating. From the author's experience when he first came to Tucson 5 years ago, the situation has changed. Then, the fine weather kept him out in the sun because he had been used to rain, sleet and snow in Michigan. It took nearly two gallons of iced tea per day to keep from turning into a prune. Now, a hat, shorter hours at the job, early morning hours, and "manana" are the order of the day. Come to think of it, I wondered for a long time why nothing gets done as quickly as it used to.

Ernie Alley really got to work on his '63 convertible. Shows some progress now. Wouldn't he be surprised if he had a color coat on it before the end of the month. In addition to the body work, he has the power train back in it. I thought for a time that it was destined to become the living statue to the Corvair on Fifth Street. Keep going, Ernie.

Sam Angus, our wintertime member from Atlanta, Michigan got home safely. At the writer's request, he called a friend in the nearby town of Lewiston to report on the Tucson situation.

Jim Freeh is pulling parts together for a late model coupe which came at a rock bottom price. Jerry Bishop came up with the needed rear axle and tranny to make the job.

Ken Fadal, after burning the midnight oil in Nogales across the border, is pretty happy with the interior done on his '63 Convert. With the assistance of Chris Crowfoot, the finished product may be seen at Scottsdale.

Where are all these convertibles coming from?

Bryan Lynch has gotten the new pieces together to complete a total "stock" appearance to his '69 Monza. It is slated for the Concours at Scottsdale. But then, you may not get this newsletter until after the show.

What's

Doin'

on

Cars...

In the column for March, the author commented on the porcelain finish on Frank McKenna's '64 Spyder and the fantastic job that he and Prez Hayhurst had been doing on the car. Well, as those of you know who attended the March meeting, it was reported "not so". Well, at any rate, near perfection or perfection is 95% preparation. The car was finished-out by the slickest paint shop in town. And it looks it. It is fantastic. Other elements of the four year project are about to be finalized. You should see that turbo engine. MMM...MMM.

The least important has been saved to last. The writer's project of getting a '63 Monza ready for step-daughter Cindy has just about been completed. A total engine build, new bearings in the rear axle, and only a day ago a replacement of a spark plug thread make that little 102 engine run like a scared rabbit. If it would only run on lettuce, carrots and oats, it would be a blessing!

See you in Scottsdale. You do know, don't you, that the club is furnishing the judges for the Concours?

--JOHN NORTH

A little lesson from history

Reinventing the Corvair

by Fred M.H. Gregory

A few months ago, Brock Adams, the since-deposed secretary of transportation, called upon the auto industry to "reinvent the car." It's not clear just what he had in mind, but in some vague way, Adams wanted a car which was safer, more efficient and less polluting. Somehow, this automobile would be substantially different from the cars we have today.

Adams' challenge made us recall a car which, in its time, may well have fitted his criteria: the ill-fated Chevrolet Corvair. It was conceived in the Fifties and sold in the Sixties. It was a revolutionary departure from the cars that Detroit produced at the time. But it died an untimely death. Had it survived, it might have influenced the evolution of the automobile to the point where we would have been driving smaller, more efficient cars long before various oil crises forced us to.

The Corvair's demise began as a result of various conclusions made by Ralph Nader in his book "Unsafe at Any Speed." This tome appeared in the mid-Sixties and was a general indictment of the auto industry, accusing it of building cars which were unnecessarily dangerous. Nader singled out the Corvair as "one of the greatest acts of industrial irresponsibility in the present century." He said the car was a menace and full of design defects.

In a 1970 letter to then DOT Secretary John Volpe, Nader accused GM of "suppression of data damaging to the Corvair," and said the cars were

"exceptionally facile rollover candidates," among other observations.

Nader's book, of course, helped launch his career and became a best-seller. The Corvair became history and the Department of Transportation undertook an investigation of Nader's charges against the car long after it really mattered as far as public opinion was concerned.

In July 1972, DOT issued report number HS-820 198, "Evaluation of the 1960-1963 Corvair Handling and Stability." It was a comprehensive study that undertook to answer two questions: "What was the current state-of-the-art in vehicle handling," and "What characteristics with respect to vehicle handling should be considered in making a determination of whether a safety related defect exists or does not exist?"

The study's authors reviewed all the pertinent documents they could lay their hands on and then contracted to undertake a series of real-world tests.

In nearly 100 pages of dry, unemotional analysis, the report addressed each charge against the Corvair and methodically shot down each one. It concluded: "The handling and stability performance of the 1960-1963 Corvair does not result in an abnormal potential for loss of control or rollover and its handling and stability performance is at least as good as the performance of some contemporary vehicles both foreign and domestic."

The report appeared, caused barely

a ripple of attention, and now lies in libraries collecting dust.

There's some question as to whether Nader's book killed the Corvair or whether it was something that GM was planning to do regardless. There's little doubt, though, that the controversy influenced the public against the car, forcing GM's hand as sales slipped.

An intriguing question that's never been adequately confronted is how much did the Corvair experience serve to chill innovation in the auto industry? We'll never know how many progressive ideas were shelved because executives, looking at the Corvair fiasco, decided not to take a chance.

The Corvair may not have been the best car ever made; it may not have even been a very good car—you'll get arguments about it to this day—but it was certainly not the deathtrap Ralph Nader made it out to be. At any rate, it never became what it could have been: an evolutionary link to something that might have directed the auto industry away from the path that it was following at the time, which was the building of cars that were increasingly less efficient, less agile and less socially responsible.

So when we talk about reinventing cars, perhaps it's worthwhile to look at what happened to the Corvair and remember that inventions don't generally spring full-blown from the mind of some genius, but are the end product of a series of steps.

MF

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Michael (Val) Valentino

623-6606

Parlor the week following our last regular meeting. Pat Hayhurst, John North, Don Bortle, Georgia Lewis, Bryan Lynch, Pat Bender, Gordon Cauble and Frank McKenna were the directors present.

The following points were discussed or resolved:

- 1) Agreed to search for "new blood" to take over Can Chairmanship rather than appoint member who already plays a contributing role.
- 2) Because licence plates frames costing \$35 more per lot than anticipated, agreed to approve additional cost.
- 3) Agreed to order additional lot (40) hats.
- 4) Reaffirmed to drop from CORVAIRSATION mailing list those members with two month delinquent dues.
- 5) Suggested to Gordon Cauble that article appear in April Corvairsation regarding Cauble request to be succeeded as Corvairsation Editor.
- 6) Agreed that CORSA membership not be mandatory. Pat Hayhurst to research CORSA and TCA constitutions to determine if Associate memberships (without CORSA Memberships) could be established.
- 7) Don Bortle to submit the incorporation Annual Report & Certificate of Disclosure (TCA fiscal year to coincide with incorporation fiscal year).
- 8) Tony Fiore's book to be on agenda at next regular meeting (\$13.95 regular price, available at \$11.95).
- 9) Georgia Lewis to change format of Board Minutes to listing items discussed and resolved.
- 10) Concours judging procedures discussed at length. Meeting adjourned at 9 p.m. with concours discussion continuing after adjournment.

--GEORGIA LEWIS

INSTALLING PLUG WIRES

I have learned the hard way that when installing plug wires that it is very important to route the wires to the distributor cap exactly as shown in the shop manual. Cross-fire is the result of mixed up routing of wires. Recently, while cleaning wires, wire #2 wire pulled out of the distributor cap, with reinstallation not as originally installed, with resultant crossfiring. Checking the shop manual and re-routing of the wiring cured the problem.

The reason for a certain route is, as explained in some GM manuals, that current flow in one conductor induces a current and voltage in adjacent wiring if touching or too close. Therefore, the lead to a cylinder being fired should be as far as possible from the lead of the next cylinder to fire. If the lead of the next cylinder to fire is close enough to have induced current in it, it will fire the cylinder while on the compression stroke, resulting in rough running and loss of power.

#2 and #5 are the most critical due to their location on the distributor cap, and should be kept widely separated where they must cross each other. Follow the shop manual illustration--it wasn't there to take up paper.

--TOM SILVEY

Circle City Corvairs

TECH TIP FOR A CONCOURS

Muffler cleanup and maintenance--steel wool is used to clean muffler to remove all rust and stain and finer steel wool with WD-40 will bring back the stock look. After the desired cleanup is reached, spray again and wipe dry with a clean cloth. I did this on several of my cars. One hasn't been touched up for over a year, and still looks good. PS: Also works on stock battery "J" bolts and engine compartment latches.

--Westwind

Courtesy Corvair Atlanta

ported a balance of \$474.86 in the Treasury as of 2/29/80.

s and guests signed the register and introduced themselves.

Frank McKenna reported that there was a total of 15 cars at the picnic.

Joel Gemberling reported that they were running low in TCA t-shirts. He reminded those interested in having the TCA emblem on existing nylon jackets they they could have it done at Diane's (N.E. corner of Pima & Alvernon) for \$10.

Bryan Lynch presented to Verne Cauble a plaque in recognition of her outstanding contributions to Corvairsation.

A motion to accept the names of nominees as recommended by the Nominating Committee and published in Corvairsation passed. The 1980-81 officers will be President: Pat Hayhurst, Vice President: John North, Secretary-Treasurer: Don Bortle and Recording Secretary: Georgia Lewis.

Intermission, raffles and door prize followed. Donors were Barney's Auto Service and TCA.

Pat Bender reported that \$15.09 had been collected from the Can Project from East Tucson. Bryan Lynch called attention to an article entitled "Collect the Cans." Jerry Bishop offered the use of his pickup tub for storage of aluminum. Frank McKenna volunteered to weigh collected aluminum. Pat Hayhurst suggested that members be given one month to consider volunteering for the Can chairmanship and should there be no volunteers, one would be nominated at the next regular meeting.

John North stressed the importance of concourse judging practice especially since, as Frank McKenna pointed out, the rules have changed.

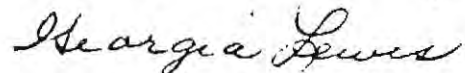
John North advised of the unfortunate demise of the Little's Corvair which happened while parked at a parking lot. It is good for parts only.

Gordon Cauble pointed out the importance of members giving Corvairsation input. Material should be given on separate pieces of paper.

Pat Hayhurst conducted the technical session. Some of the subjects brought up were presence of white smoke, where to purchase air filters, sealing rear axle bearings and proper size of battery.

Meeting adjourned at 9:30 p.m.

Respectfully submitted,



Georgia Lewis
Recording Secretary

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FRONT BENCH SEAT for sale from '61 Lakewood. Cover fair to good. Salmon color. John. 326-2086.

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\$38 FLYWHEEL SPECIAL. If you take it out, we'll rebuild. Barney's Auto. 881-1315.

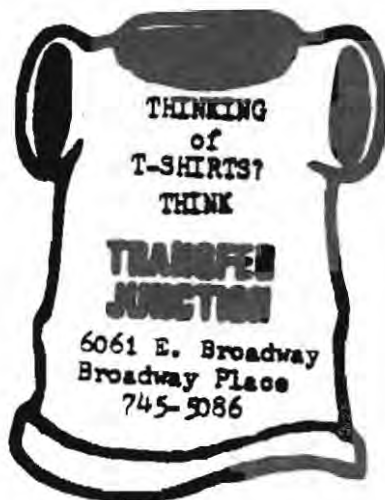
1951 CORVAIR VAN, excellent condition, mechanics by Barney. New Interior, tires, paint. \$1500 or best. 795-2463, or 889-8039.

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Member: Tucson Corvaire Assn.



**"CORVANATICS"--The Forward Control
Corvair People**

Jim Craig of San Diego Corvair Club is a member of Corvanatics, and is also their Western Division Director.

CORSA Specialty Groups? These are groups of CORSA members who own one or more of a special model of the Corvair. Following is a partial list: Soyder Register, Yenko Stingers/Fitch Sprints, Lakewood and Monza Station Wagon owners, Air Conditioned 'Vairs and Corvanatics.

Corvanatics is anxious to increase their membership. Annual membership is \$5.00. Interested persons may get more information at the next meeting.

**CANDIDATE FOR A CORSA DIRECTORS
SLOT SEEKS SUPPORT**

Seth Emerson seeks your vote in the current election of CORSA directors.

A member os Valley Corsa, San Jose, Seth believes CORSA National should become a service organization, serving the local clubs with standardized rules, authoritative information and free publicity.

Seth believes his automotive background, technical background and communitative skills qualify him for the directors position, and he has a desire to serve well.

General Attorney-at-Law

STEPHEN N. BOGARD
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Incorporation Attorney for
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When you own a distinctive automobile like the Corvair, parts and accessories are important. You can't keep your car running without them.

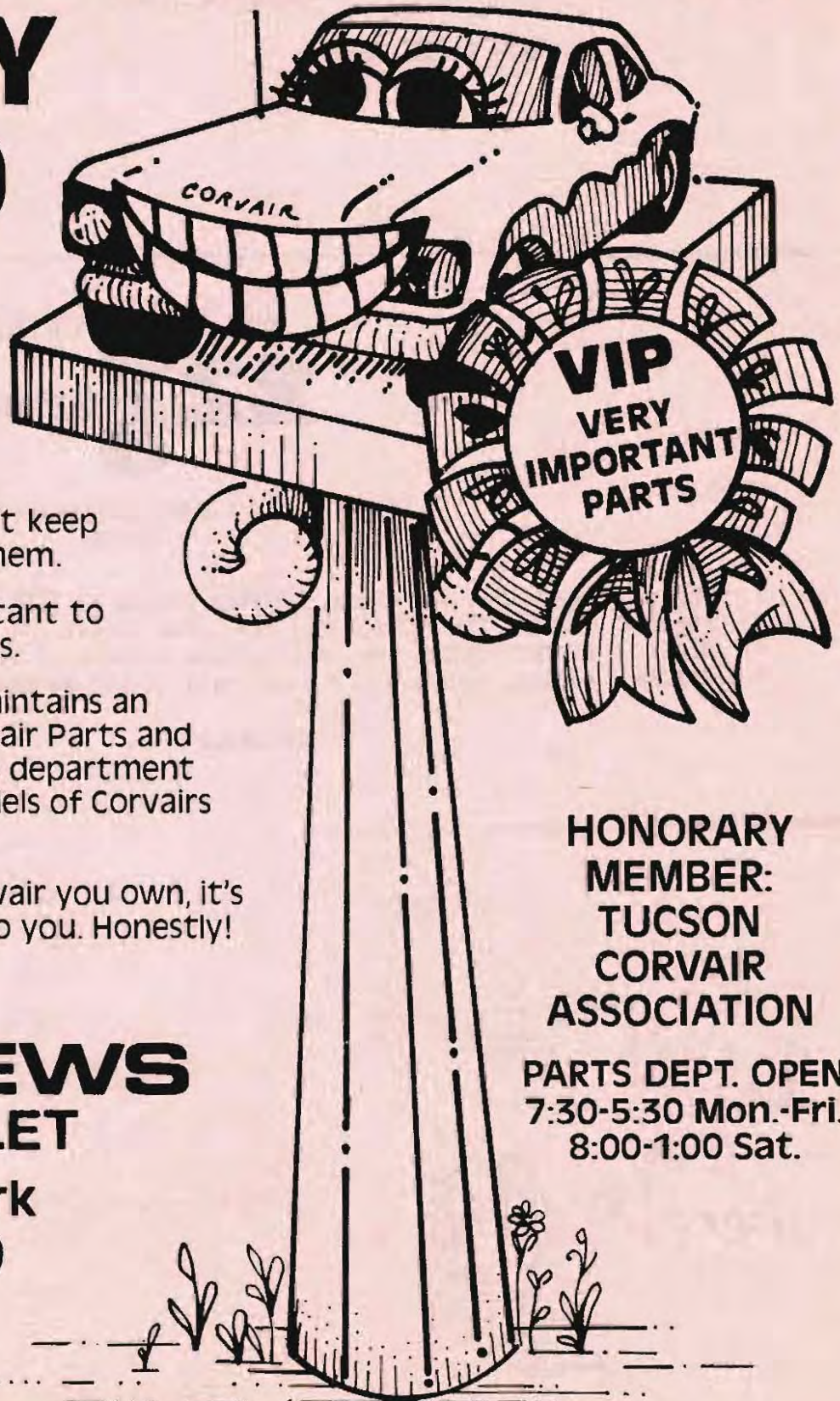
And because they're important to you, they're important to us.

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- * MENU: BUFFET STYLE: Spaghetti, Pizza & Ravioli, Soup, Salad, Garlic Toast
- * PRICE: Adults, \$2.40, all you can eat; Children under 12, \$1.89.

COME EARLY!

SHOW YOUR CORVAIR!



WEDNESDAY, APRIL 23 -- Regular Monthly Meeting

SUNDAY, May 13th -- Diagnostic and Safety Clinic
at Pantano (Jessie Owens) Park

WEDNESDAY, May 28th -- Regular Monthly Meeting
with report on the Phoenix
Mini-Convention