

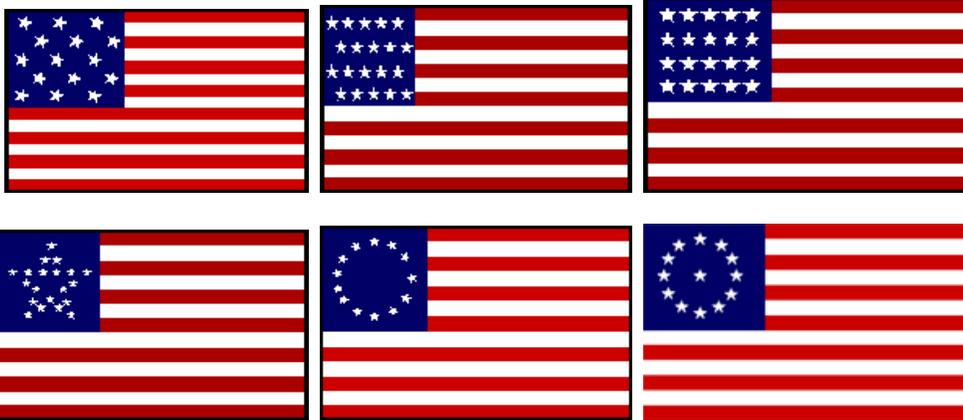


VISION

JUNE 2013

VIC HOWARD, EDITOR

JUNE 14TH IS FLAG DAY!!!!



VEGAS VAIRS, CHAPTER 891 OF CORSA, MEETS AT 7:00 P.M.

THE 2ND WEDNESDAY OF EVERY MONTH AT:

**DENNY'S RESTAURANT
3081 S. MARYLAND PARKWAY
LAS VEGAS, NV 89109 (734-1295)**

VISITORS ARE ALWAYS WELCOME!!!!

COME EARLY TO MEET AND GREET !!

ANNUAL MEMBERSHIP DUES ARE

\$10 FOR ALL MEMBERS

**DUE BY FEBRUARY 1ST OF EACH YEAR.THEY MAY BE PAID AT THE MONTHLY MEETING OR
MAILED TO:**

VEGAS VAIRS

WEBSITE: www.vegasvairs.com

P.O. BOX 62925

LAS VEGAS, NV. 89162-1925

OFFICERS:

BOARD MEMBERS

CHUCK HANSON, PRESIDENT

BOB HELT

MEL JACKSON, VICE PRESIDENT

PAUL GREEN

G. HARRY RANSOM, SECRETARY

PAUL BERNARDO

INGRID HOWARD, TREASURER

ADVERTISING IN VEGAS VAIRS VISION:

FREE TO CLUB MEMBERS, \$25 PER YR. FOR BUSINESSES AND NON MEMBERS.

If you wish to submit articles, ads, photos, etc. email the editor at :

vichoward@frontiernet.net

or send it to:

VIC HOWARD

5574 TABLEAU

FORT MOHAVE, AZ. 86426

928-768-6062

THE EDITOR SEZ:

PLEASE NOTE

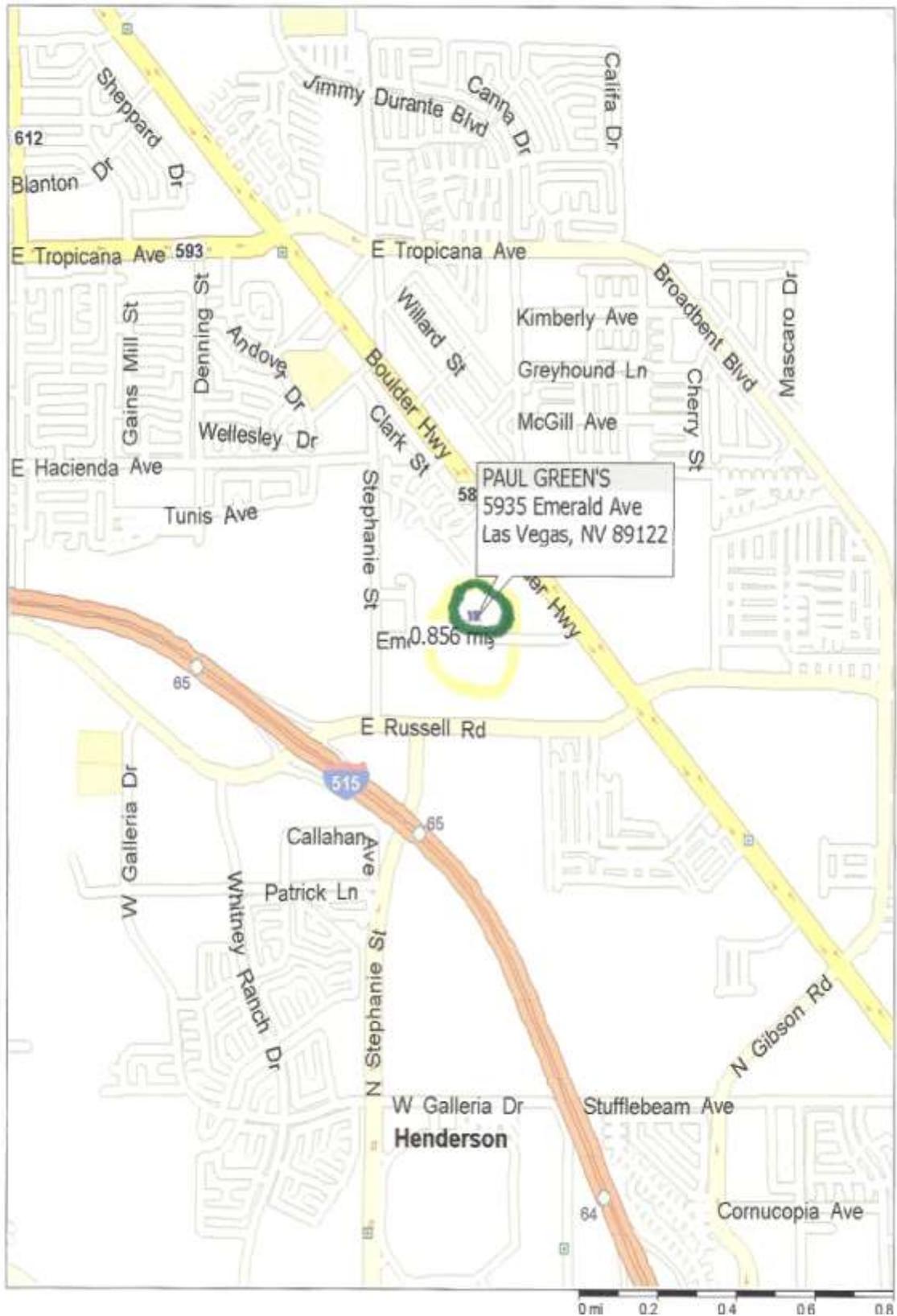
THE JUNE 2013 MEETING WILL TAKE PLACE AT PAUL GREEN'S BUSINESS: REBAR MACHINE SERVICE, 5935 EMERALD AVENUE, LAS VEGAS, NV. THE FOLLOWING ARE DIRECTIONS AND ALSO A MAP TO THIS LOCATION.

Driving on Boulder Highway you can't get to Paul's business on Emerald Avenue directly off the Highway. You can turn off Boulder Highway onto Russell Road westbound, then go about 4/10 mile to a right onto Stephanie Street, then about 3/10 mile to a right onto Emerald Avenue, then about 2/10 mile to 5935 on the right.

Driving on the 515 you can exit at Russell Road eastbound, then go a little over 1/10 mile to a left onto Stephanie Street, then about 3/10 mile to a right onto Emerald Avenue, then about 2/10 mile to 5935 on the right.

There's a big "REBAR MACHINE" sign on the chain link fence at 5935 Emerald Avenue.

REBAR MACHINE SERVICE



MORE FROM THE EDITOR SEZ:

IN JULY WE WILL RETURN TO OUR REGULAR MEETING PLACE AT:

**DENNY'S RESTAURANT
3081 S. MARYLAND PARKWAY
LAS VEGAS, NV**

WE HAVE A NEW MEMBER THAT WAS REFERRED TO US BY CORSA. HIS NAME IS REID ALAN MIERMASTER AND HE LIVES IN WASHINGTON, UTAH

HE HAS A 1965 MONZA COUPE, WITH AT AND 110 ENGINE. IT IS MARINA BLUE AND "ANSWERS" TO THE NAME OF KORITZI. WELCOME TO THE CLUB ALAN, WE HOPE WE SEE YOU AT A MEETING.

JUNE BIRTHDAYS:

DAN WARD

JOHN D'ANGERIO

RUDY SCHEINDT

SORRY IF I MISSED YOUR BIRTHDAY, PLEASE LET ME KNOW MONTH AND DAY FOR FUTURE NEWSLETTERS.

VEGAS VAIRS - CORSA Chapter #891

Regular Monthly Meeting Minutes for May 8, 2013

- 1) - Pres. Chuck Hanson called the meeting to order at 7:00 pm sharp.
- 2) - Newest club member Reed Meyermaster (via mail) was recognized. He lives to the north in St. George, Utah.
- 3) - Two guests introduced themselves. They were Larry Hobbs and Ernie VanGuilder. Welcome, and we hope to see you gentlemen again. Also, we were surprised and pleased to welcome back John D'Angerio who was sporting a new set of wheels. It's power source is fueled by burning anything organic which in turn is converted into calories. But, it ain't fast.
- 4) - Members in attendance included Kevin Britt, John Charaska, Jerry Chocek, John D'Angerio, Jerry Dunning, Paul Green, Chuck Hanson, Ingrid Howard, Vic Howard, Mel Jackson, Marty Katz, John Merrick, John O'Shea, Harry Ransom, Sylvia Raymark, Arlon Sibert, Suzan Sibert, Bob Soliday, Howard Stoner, Kc Villalobos, Kim Villalobos, Michael Villalobos, Dan Ward, Sallie Wentworth, and Steve Wentworth. That's a total of 27 folks at the meeting. Good show!
- 5) - Our long term and dedicated treasurer Ingrid Howard reported a club balance of \$710.78. Our spring picnic expenses totaled \$103.24
- 6) - During the activities report various venues were suggested by Harry Ransom, Prez Chuck, and Kim Villalobos. Although it's getting warmer (that's above 85F.) there's still a plethora of activities around the valley and in N/W Arizona and southern Utah. To us, *hot* is above 105F.! To describe what we call *above* 115F. is not printable!
- 7) - Vic Howard relayed that everything is fine with the newsletter AS LONG as he continues to receive articles from members. Hint, hint!
- 8) - Prez Chuck reviewed the spring picnic fiasco at "Jackson Park." Everything was fine until the @!#\$% industrial strength sprinklers came on with a vengeance. We recovered, but, - - - - -
- 9) - Our official mail box issue with the Post Office has been resolved. New keys were issued.
- 10)- ***The June 12th meeting will be held at Paul Green's work shop; *NOT* at the usual Dennys on So. Maryland Parkway. See the map to this location elsewhere in this newsletter. We'll probably send out for pizza.
- 11)- Prez Chuck discussed and displayed various reference books about *Corvair* maintenance. Most were written by our own Bob Helt. They are listed by *Clark's Corvair Parts*, *Corvair Center.com*, and in our own newsletter.
- 12)- Prez Chuck suggested we have a swap meet at the June meeting at Paul Green's shop.
- 13)- Once again the members discussed how most people we talk to at car shows relay that the early model *Corvair* they owned or, was in the family was most definitely a *Spyder*. And, of course, it had A/C as well!!!! It was decided (long ago) that *Spyder* production *must have* represented a minimum of 3,000,000 units; or, maybe more?
- 14)- Prez Chuck relayed that he's having some problems locating various Viton o-rings. Also, regarding the *Ultra Van*, about 200 are "still casting a shadow" while 100 models are still terrorizing the highways out of a total 375 produced.
- 15)- Marty Katz has a clean '96 *Camaro* convertible for sale in the \$5,000 *range*.
- 16)- Volunteers to bring raffle goodies to the next meeting included Chuck Hanson, Kc and Kim Villalobos, Mel Jackson, Bob Soliday, and myself.
- 17)- We initiated the raffle and then adjourned the *formal* meeting at 7:49 pm.
- 18)- We reassembled in the parking lot to pour over the *Corvairs* present that evening.

- - - Minutes submitted by G. Harry Ransom, *Vegas Vairs* club secretary

RANDOM NOTES FROM THE PREZ



It's a beautiful day to be working on Vair projects today, but I thought I'd take a break for a few minutes and put some random notes together.

One thing that has occurred to me is that Corvair people tend to be a bit, er, unconventional... as is the Corvair itself. Were we drawn to the Corvair, or it to us? No matter, here we are.

This brings me to a point; how did you become a Corvair person? Were you forced into it like my poor wife Cyndie, were you attracted to the uniqueness of the car, like me? Did you just get a good deal on a used car and fall in love with it? If you have an interesting story to tell about you and your Corvair history, please feel free to get the story to Vic for the newsletter. We might even learn a lot about each other.

I'll go first, as I'm already typing.

My problem started back in high school. I had been working since I was 13, saving up for a car, and when I hit 16, I got the go-ahead to get a car, with some limitations: It could not be a V-8, 4 speed car. I ended up getting a Gremlin. I was pretty happy with this car, as it was a bit odd, but I started looking at the local Corvairs as a more fun option. I could get bucket seats and a 4-speed, and since there was no V-8 power, I was granted an exemption. Soon I was the proud owner of the Rust-Bucket, a '62 Monza 900 that I got for \$ 25.00. I loved that car, and spent many hours trying to make it respectable, even with the brush-applied gray paint. It finally blew up, and I was back to normal cars for a while. A few years later, I met my first wife and my first 140 at about the same time. The car was a very plain looking '63 with a very good 140 h.p. engine and 4-speed. The girl, Dianne, was a very nice looking '60, and she came to love the Corvair. We took it on our honeymoon from Denver to Glenwood Springs, CO, in the winter. It was a little unusual to see a 20-year old car crossing the Rockies in winter then, but we had no problems. We moved to Canada after a few years, and found ourselves with 2 late model Corvairs, one a '66 Corsa turbo, which I had no end of fun with, impressing the V-8 people. I found a nice '63 Rampside there, and abused it unmercifully in my roofing business until the police made me park it due to excessive rust.

Fast forward to 2005. I had moved back to the US, and had just married the infamous Cyndie, in '04. It was time for her to meet the real me, so I took her to a Corvair show here in Mesquite, to show her the Corvair truck, one of which I hoped to buy soon. She thought they were harmless enough, and I got the OK, as long as I promised not to get one of those big Ultra-Van things. So I did. The Rampside, not the Ultra-Van. Then, 2 years later, at the Fan Belt Toss in Palm Springs, CA, She got to know the Corvair people, and found the Ultra-Van people to be quite friendly and interesting, and suggested it might be OK to get one.

Ultra-Van #460 was in the driveway in 2 weeks. Now I had the most unusual Corvair of all, and everywhere I go, people point and laugh. This was about the time Cyndie started suggesting that she absolutely had to have an early convertible. This seemed only right, as she had tolerated my Corvair addictions without complaint, so I vowed to find her a nice one.

It took me 3 years to search and save up, and I was able to surprise her with a really nice '64 last year. In public, no less. She cried like a baby. I wore sunglasses. Now, we take the Ultra-Van and the convertible to car shows, and polish fenders together. We give each other car parts as Christmas gifts. We will probably have each other and our Corvairs until we die.

Life is good. Back to work, now. Prez Chuck.

OIL FILTER OIL FLOW

By Bob Helt

Oil filters may look simple, but there are some internal features that often go unnoticed that one might like to know about. The Corvair oil filter was designed especially for all Corvair automobiles, and is used on no other vehicles. So it is unique to the Corvair. This filter does not include an oil bypass valve since that component is separate from the Corvair filter and is installed in the oil filter adapter plate that mounts on top of the rear engine housing. Using a separate and remote bypass valve was probably done to provide a more direct route to the engine in case of a filter blockage. In addition, there is no anti-drainback valve in the Corvair filter.

Oil filters used on modern cars starting around the late 1950s are called full-flow filters because in normal operation all of the oil being delivered to the engine from the pump passes first thru the filter.

So the question often arises as to how much oil is actually pumped thru the filter every minute at normal engine speeds. And also how much would the maximum pressure drop be at maximum flow. This pressure drop is of interest because of how the oil bypass valve is activated. Also how much flow occurs with really cold oil? For our Corvairs, when the pressure drop thru the filter reaches or exceeds 10 PSI, this valve opens and all of the oil flow is diverted around the filter to assure that the engine receives a constant supply of oil. Little data exists on this subject though, and some assumptions must be made to arrive at any determinations.

First, let's review the things we know for sure. According to the Corvair Engineering Specifications documents, the Corvair oil pump is designed to have a maximum flow capacity of 9 gallons per minute (GPM) at an engine RPM of 4000. This is just pump capacity though, and does not tell us how much oil actually flows thru the engine. In addition, these same

Specifications state that normal oil pressure should be 30 PSI (minimum) at 2000 engine RPM. Chevrolet also specs the max oil pressures at 40 to 45 PSI. These are all for hot oil at a nominal 220-260 degrees F. In addition, The Chevrolet *Engine Test Reports* show that typical hot oil pressure doesn't max out and stabilize until engine RPM reaches about 3200-3600 RPM. Below these speeds, oil pressure with hot oil is less than the 40-45 maximum.

So now we can show that the oil filter must be capable of flowing a maximum of 9 GPM at a pressure of 40-45 PSI. This is a design goal for maximum flow and still doesn't show normal operational flow.

For normal operational flows, we must turn to some test data that was done by a Corvair experimenter and also some comparable data from another engine and filter.

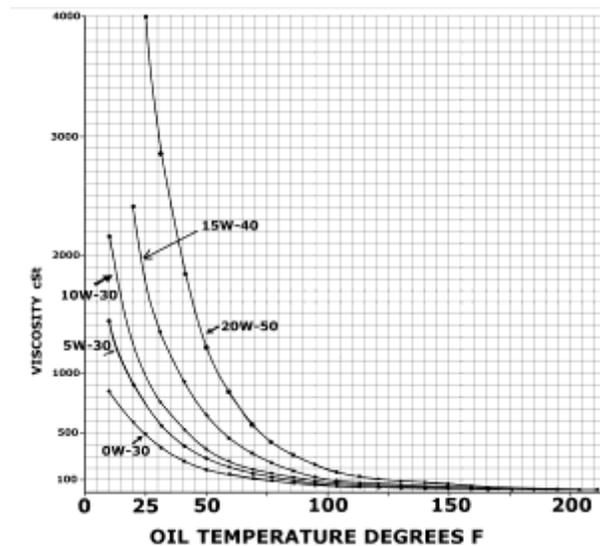
Corvair expert and experimenter, Bob Ballew measured hot oil filter flow to be 1.5 GPM at 1000 RPM, but was never able to complete further testing. So while he was able to measure oil flow, he was not able to determine the pressure drop across his filter.

A Purolator filter Engineer cited their data for a Corvette filter of slightly greater size and capacity than the Corvair filter; a PL14006, which is a medium size filter. For that Purolator filter with oil at 203 degrees F, Purolator reported a pressure drop of 3.6 PSI at a flow of 9 GPM. In addition they reported that this filter was capable of flowing up to 18 GPM at a pressure drop of only 8.9 PSI with an oil pressure of 75 PSI. (If this were a Corvair filter, it would still not have activated the bypass valve.) While the Purolator data is beyond questioning, it does boggle the mind to consider this much oil passing thru a filter this size. Garden hoses for example, are only going to flow something in the order of 3 to 5 GPM.

Since the Corvair oil filter is about the same height but maybe 2/3rds the diameter of the PL14006 filter, pressure drops for various flows will be somewhat higher. But since the flow requirements will be less for the Corvair engine than the V-8 Corvette engine, actual pressure drops will be comparable for our explanation.

So with the Corvair oil pump capable of a maximum flow of 9 GPM, it can be assumed that the actual maximum allowable flow was de-rated by the designers (to allow for engine wear and other variables) to around 6 GPM in actual use. This would be at speeds (>3200-3600 RPM) where the maximum oil pressure of 40-45 PSI was developed, and flow thru the filter would be 6 GPM at a pressure drop of around 3 PSI. This is far below the 10 PSI required to activate the bypass valve.

Consider that at high speeds, with an oil flow of 6 gallons per minute and an oil sump of only 4 quarts with one-half quart in the filter, the whole oil supply contained in the engine recirculates thru the engine every 11.3 seconds or 5.3 times a minute.



This graph shows how various typical oils become extremely heavy and thick at temperatures below room temperature and extremely thin at operational temperatures. Even though you might not be familiar with the term

Centistokes (cSt), you can easily see how an oil is below 20 cSt when hot and thickens to around 500 cSt at 32 degrees. While this provides an indication of likely flow restriction through a filter (25X), it doesn't actually tell us likely flow rates at any temperature or pressure. Just that the flow thru the filter will be less for oil at lower temperatures, all other things being the same. That is, until the flow becomes so restricted that the filter back pressure activates the bypass valve.

The bypass valve would only be activated when extremely cold and thick oil was enough to clog the filter and cause the pressure drop to reach 10 PSI. The same situation would occur if the filter was plugged-up with crud and failed to flow the enough oil. This decrease in flow would raise the pressure drop to 10 PSI to activate the bypass.

As before, little data is available for cold oil flows. One such report used 5W-30 at 34 degrees F and reports a typical filter (this varies somewhat for different filter brands) will develop about 10 PSI pressure differential at a flow of about 2.3 GPM. Adapting this information the Corvair filter, this means the Corvair filter will easily pass 34 degree cold oil through it for flows less than about 2 GPM, but greater oil pump pressures (higher RPM) trying to force a greater oil flow through the filter will bump up the filter back pressure (pressure differential) to 10 PSI and activate the filter bypass. So cold flow greater than 2 GPM will be bypassed. We don't know exactly the engine speeds at which this will occur but a guess would be at around 1500 RPM and greater.

No data is known for flows and bypass activation, at temperatures lower than 34 degrees, but it can be said that any lower temperature, or heavier oils, will increase the oil viscosity and activate the bypass valve at even lower pump pressures and lower flows.

THE FUTURE OF AIR CONDITIONING

By Mike Dawson, HACO A

I found the following information on the ASE website as of February 28, 2013 as they attempt to upgrade A/C certifications for professional automotive technicians. I currently have a certification in air conditioning systems from ASE and I also am certified in the EPA Section 609 program. There are several HACO A members who have air conditioning in their cars, some still with R-12 and others with R-134A. Most of you have one or more second cars and still others will be buying new cars, most likely with air conditioning. R-12 worked just fine for half a century, and then the ozone (good in the atmosphere ozone as opposed to bad on the ground ozone) debate began to seriously shape the use of refrigerants along with many other consumer products. By 1998, R-12 was replaced by R-134A and included was a series of regulations that required some new equipment and serious laws preventing release of refrigerant into the atmosphere. There have been retrofit kits available that varied in their complexity, some drop in, and others required new oil, dryers, hoses and compressors. The A/C service community settled in and everyone adjusted. The price of R-12 was artificially raised and R-134A became a good deal.

Well, it is 2013 and the ozone layer folks have merged with the global warming group and they have decided we need another change. R-134A has been detected in the atmosphere (even though it is highly illegal to vent it) and has been designated a greenhouse gas—a global warmer. We will now be introduced to a new refrigerant, R-1234yf (pronounced R twelve thirty four yf). This newcomer has some significant features you will appreciate hearing about.

- R-1234yf is mildly flammable and is regulated under the Toxic Substance Control Act.
- Daimler/Mercedes Benz and VW/Audi are refusing to use it and are lobbying for Europe to start using Carbon Dioxide. The initial cost at the retail and service level is expected to be between \$65.00 and \$135 per pound. It will only be available in large (20 lb) plus containers - one pound cans will not be sold.
- None of the current or past air conditioning service equipment can be used; this includes recovery units, charging stations, fittings etc. Retrofitting the new systems with cheaper R-134A is not possible.
- The only current manufacturing plant is owned by DuPont-Honeywell and is located in China. They have stated that production should be adequate and that another plant may be built if demand exceeds current capacity.
- The 2013 cars currently being fitted with R-1234yf are certain models of Cadillac, Buick, GMC, Hyundai, Mazda and Subaru.

By now you are probably wondering like I am, if R-134A and R-12 are always recovered (including salvage yards, and there are serious penalties for any venting), how could R-134A it be detected in the atmosphere? And since all refrigerant is now being recovered and not vented to the atmosphere, why can't we go back to R-12 which used to be \$1.00 a pound (\$2.00 in 2013 dollars)?

I wish I could now state this is an April Fools joke—sorry.

<http://www.autoindustryinsider.com/?p=5697>

<http://www.sae.org/mags/aei/11667/>

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Comprehensive turbo carburetor rebuild information. 90 pages. \$25+\$5 S&H.

If interested in purchasing any of these books, please call me, Bob Helt, at 256-2008 or email me at Bobhelt@aol.com for delivery to one of the Vegas Vairs club meetings for no S&H charges.

Check or money order (sorry no Paypal) to:

Bob Helt

3016 Pearl Harbor Dr.

Las Vegas, NV 89117

256-2008

Bobhelt@aol.com



October 25th-27th, 2013
 Sunrise Park Palm Springs, California

*Host Hotel:
 Quality Inn
 1269 E. Palm Canyon Drive
 Palm Springs Ca, 92644



Games - Car Show
 Swap Meet - Food
 Raffles - Great Friends

*Friday Night Welcome Party to be held at Host Hotel
 Bring your Radio Controlled Boat to Race in the Hotel Pool



*Saturday Night Banquet will be held at
 Spa Resort Casino
 100 North Indian Canyon Drive
 Palm Springs, CA 92262



Prices and entry form will be available soon at
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*The new Catalog includes parts from the last 5
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(including better descriptions, more photos & new
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1965 Austin Healy 3000 concours convertible for \$70,000

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1996 Camaro RS Convertible, V6, Auto Trans., Cold AC, looks and runs great! \$4850 or best offer. Would consider trade for Corvair.

MARTY is also doing retail sales of Corvair parts and repairs at his home shop. Contact him at: phone: 702-303-7829 email: martykatz53@yahoo.com

VIC HOWARD

1966 MONZA COUPE

140hp, 4 spd, A/C, Telescopic steering wheel, power door locks, power door windows, Sebring Convertible front seats, new interior, chromed engine sheet metal and many other extras I'm asking \$6,900 but would entertain reasonable offers. It is a rust free California/Arizona car!



WANTED:

LATE MODEL BUCKET SEATS (PREFER '66 BUT WILL CONSIDER ANY) THAT ARE IN DECENT SHAPE.

Contact me at my email address, vwh5574@frontier.com or my cel phone, 928-201-8631 if you are interested.

**PLEASE CLIP THESE AND WHEN YOU SEE A CORVAIR PARKED, PLACE
ONE UNDER THE WINDSHIELD WIPER**



HELLO FELLOW CORVAIR ENTHUSIAST!!!!!!!

DID YOU KNOW THERE IS A CORVAIR CLUB IN LAS VEGAS?

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MEETINGS START AT 7:00 PM

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(THIS PAGE IS LEFT BLANK TO ALLOW MEMBERS TO PRINT THE NEWSLETTER AND HAVE THE CAR FLYERS ON SEPARATE PAGES)



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