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Corvairsation

Letting the Good Times Roll since 1975

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GM Shows the Future by Sharing Its Past at Amelia Island Concours

from autochannel.com

AMELIA ISLAND, FL - March 9, 2007: General Motors brought four prized Corvair-based 1960s concept cars from the GM Heritage Collection to the March 9-11 Amelia Island Concours d'Elegance for both historical and visionary purposes.

While providing a reminder of American automotive history for vintage car enthusiasts, these unique concepts also offer a glimpse of the future by demonstrating the rich heritage of innovation that continues to define the work of GM Design.

When Chevrolet introduced the Corvair in 1960, it launched a vehicle decidedly different from its American competitors.

Featuring a rear-mounted, all-aluminum, air-cooled, horizontally opposed 6-cylinder engine, Corvair's design offered great benefits: a low silhouette, flat passenger compartment floor and, combined with 4-wheel independent suspension, significant improvements in ride quality, handling and braking balance.

That innovative platform also gave designers the ideal platform on which to build the four revolutionary Corvair concept cars appearing at the 2007 Amelia Island Concours; the 1962 Corvair Super Spyder, the 1962-63 Corvair Monza GT and SS Concepts and the 1967 Corvair Astro I.

The first of these Corvair-based concepts was the Super Spyder. Built on a shortened 1961 Corvair platform, the Super Spyder featured a 2-seat configuration, metal tonneau cover with integrated headrest and three chrome exhaust pipes exiting behind each of the rear wheels. A supercharged engine guaranteed performance to match its looks.

The final Corvair concept was Astro I. With a design target of low "aero" drag, the Astro I combined a small frontal area, low roofline and a "tall" back to achieve its aerodynamic goals.

The centerpieces of the quartet of Corvair concepts are the Monza "twins"; the GT coupe and open-top SS. Similar in appearance, there were significant mechanical differences between the two concepts.

For the Monza GT coupe, the standard Corvair engine placement was rotated 180°, putting the engine ahead of the transaxle, creating a true mid-engine car. Riding on a 92-inch wheelbase the GT was track-ready and had more than a passing resemblance to the yet-to-be introduced Porsche 904

race car.

In the case of the SS, the engine was left in its stock location behind the transaxle, allowing a shorter (88-inch) wheelbase.

Both the Monza GT and the SS feature magnesium-alloy wheels, 4-wheel disc brakes and fixed seats with adjustable pedals, features that would not find their way to production cars for years.

1962 CORVAIR SUPER SPYDER CONCEPT



With its low-cut windshield and door glass, the Super Spyder doesn't provide much bug protection.

On loan from the General Motors Heritage Collection, these four Corvair concept cars provided a vision of the future to enthusiasts in the 1960s. Today, they serve as inspiration for new designs that will define the future for today's enthusiasts.

The Corvair concepts represent just four of the more than 700 vehicles found in the GM Heritage Collection of historically significant vehicles that date back to the early 1900s.

1963 PININFARINA CORVAIR



Although built in Italy by Pininfarina, this Corvair was styled by American Tom Tjaarda. Tjaarda also styled the mid-engined De Tomaso Pantera, the Ford Fiesta, the Karmann Ghia 1500, Fiat's 124 Spider, and many others. No stranger to automobile design, Tom's father styled the 1936 Lincoln Zephyr.

Tucson Corvair Association Established 1975

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 of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA) chapter 857.

Monthly Meetings are held on the fourth Wednesday of each month, except November and December. One technical/social event is planned for each month, except July and August.

Membership Dues are \$15 for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

Change of Address: Report any changes of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

CORSA Membership Dues are \$35 per year (\$70 for 26 months) and include subscription to the CORSA Communique, a monthly publication. CORSA membership is not required for membership in the TCA, but is highly recommended. See any TCA officer for more information.

Classified Ads are free to members and \$3 per 4-line ad to non-members. Deadline for materials submitted for publication in the Corvairsation is the 10th of the month.

Business Mail Address: 1026 South 7th Avenue, Tucson, AZ, 85701-3010.

Web Site Address: www.corvairs.org



ABOVE: John Young pops the deck lid on his most recent restoration, a 1966 coupe. Acquired from former TCA member Larry Stallsmith, the car - especially the power plant - intrigued the eager mechanics at Sears Park Mall. **RIGHT:** Bill and Lynn rejoice after juicy burgers at Sonic Drive In on a recent Cruise Night in Tucson.

Board of Directors 2007

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TCA 2007 Events at a Glance

JUNE

- 6 WED *TCA Board Meeting*, 5 & Diner 4250 N. Stone. 6pm. All members welcome.
- 17 SUN *Aqua Caliente Park Picnic* 12325 E Roger Rd. Meet at McDonalds (Tanque Verde and Catalina Hwy) 10am Club will provide food for the grill and beverages. Bring a dish to share.
- 27 SAT *Regular Monthly Meeting* Micha's North, 1220 East Prince Road, 6pm. Optional dinner at 6:20, meeting starts at 7pm.
- 30 SAT *Corvair Cruise Night* 6:30-8pm Cruise to Sonic on First Ave. Meet at Sears -Tucson Mall 6:30 (north side parking lot). Gather, Cruise, Eat, Gas up the Vair, put the top down and bring the whole family and some friends.

JULY

- 4 WED *TCA Board Meeting* Hooters 6335 E. Tanque Verde. 6pm. All members welcome.
- 25 WED *Regular Monthly Meeting* Micha's North, 1220 East Prince Road, 6pm. Optional dinner at 6:20, meeting starts at 7pm.
- 28 SAT *Corvair Cruise Night* Location TBA 6:30pm - 8pm.

CAR SHOWS

- JUNE -OCT *Little Anthony's Car Show Nights* 7pm-10pm 7010 E. Bdwy. 6/16; 7/7; 7/21; 8/4; 8/18; 9/1; 9/15; 10/6; 10/20; 10/27; 11/3
- OCT 30 *Tucson Classics 1st Annual Car Show* St. Gregory College 3231 N. Craycroft Rd. 10am-5pm INFO: 400-9670. <http://www.tucsonclassicscarshow.com/>
- NOV 3 *2nd Annual ALL European/British Car Show* American Legion Post 102 5900 W. Western Way (Near Old Tucson Studios) 8am-1pm INFO: 240-6890
- NOV-DEC *Franklin Museum Benefit Car Show* Details TBA Info: John Strobeck, 520-751-0676.

From the President...

Greetings, Corvair enthusiasts. As most of you know by now, I was able to drive a Corvair to the May meeting. I was pleased to purchase Dave Baker's '67 Monza on May 18th. This allowed me to debut the



car at the meeting and at the In-n-out Burger for the May Cruise Night. Also, at those events was John and Amy Young's beautiful brand new Corsa coupe (good timing, thanks a lot John!). It also was Patrick's first ride in a Corvair since the accident. He was very excited about the car, as was I.

I was again pleased and surprised with the turnout at the monthly meeting. We had a total of nine cars there: four early models, four lates and a van. It seems the late models are catching up in appearances.

The Tune-up Clinic at Bill Maynard's chicken ranch was an opportunity to tinker with the new ride and learn a few things about late models. It also gave me a chance to empty out my wrecked '62 of all my personal stuff. Wow, I didn't realize I had so many tools and extra parts in that thing! I found extra fuel pumps, brake parts, distributor plate, carbs, fasteners, ball joints, bearings, idlers, light bulbs, oils, repair books and a fire extinguisher. Most of it won't go to waste, as I can use some of it on my new ride someday.

Again, I can't emphasize enough the importance of participating in club events. While we can't be as big as some of the other car clubs in town, it doesn't mean we can't be a large presence. Even with my new late model, I still hear people saying "Wow, I haven't seen those around in years." It drives me crazy sometimes that they don't say "Hey, I saw some of those driving down the road the other day," or "I saw you guys at the diner or car show." For those of you with running vehicles, get out there! Sure it's great to have a shiny one, but that doesn't really matter much, does it? Anybody can own a Mustang, Belair or Vette (or Volvo), but the Corvair owner is a different breed. If you don't have to drive your modern car, don't! Get that Corvair on the road.

We have several events this month you can participate in. First is the *Aqua Caliente Park and Picnic* on the 17th. We're meeting at the McDonalds, NE corner of Catalina Hwy & Tanque Verde at 10am. The club is supplying grill stuff and sodas. We'll need some other picnic food like chips, fruit, and salads. And of course, it would be nice for as many Corvairs and people to show up as possible. Then, we have our regular monthly meeting at Michas on the 27th.

The next event is the *Corvair Cruise Night* on the 30th. We're meeting at the Tucson Mall Sears Auto store (north parking lot) at 6:30pm and then cruisin' to the Sonic Drive-in on 1st Ave north of Prince Rd. For more details, Van has updated the club website with the latest info. Check it out.

I hope to see everybody there.

Happy Motoring,

Dave Lynch

Tucson Corvair Association Regular Membership Meeting Minutes

May 23, 2007

Members Present: Bill Maynard, Chris Cunningham, David Lynch, John Frugoli, Lisa Leon, Bob Wilbee, Marcy T, Bill L, Barry Cunningham, Allen Elvick, Will Butler, Frank & Mark McKenna, John & Amy Young and Julius Berky.

President Dave Lynch called the meeting to order at 7pm.

Approval of the Minutes for March: Motion to approve by Barry Cunningham, seconded by Chris Cunningham and approved as written.

President's Report: Dave Lynch asked the club observe a few moments of silence in honor of the loss of Jack Cunningham on April 28th.

Vice President 's Report: John Frugoli discussed the upcoming Board Meeting, 6/6/07 at 5 & Diner, Stone & Wetmore. Also discussed was the May Cruise Night, Saturday 5/26 meeting at 6:30 pm at Sears Automotive parking lot, Park Mall. From there we will cruise to In N Out Burger at El Con Mall. The June mid-month activity will be a picnic on Sunday 6/17/07 at Aqua Caliente Park, 10 - 2. Chris Cunningham offered a motion to approve the date and location, seconded by Bill Maynard. It was agreed to meet at McDonald's, Tanque Verde & Catalina Hwy. at 10am. Barry Cunningham presented a motion that the club cover the cost of a BBQ at the park, John Frugoli seconded the motion. Attending members are asked to bring a Pot Luck dish. Chris Cunningham suggested a group visit to Devon Gables to see Ethel Morre as an upcoming mid-month activity.

A thank you and round of applause was given to Frank McKenna (the 1st ever TCA president) for attending the meeting.

Bill L. suggested to the Treasurer that the club purchase from Clark's Corvairs the instructional video tape available for rebuilding Power Glide transmissions. It was agreed the tape could be ordered and the club will reimburse for the purchase.

A group thank you was offered to Chris Cunningham for another excellent newsletter. Chris welcomes and appreciates any suggestions or contributions to the newsletter. A record number of Corvairs were driven to the meeting, four late models, three early models and one van.

Committees:

Treasurer's Report: Barry Cunningham reported a \$3745.06

beginning balance, \$3770.06 ending balance. \$15.00 was collected for dues, plus \$10.00 from a name tag sale. If you have not paid your dues yet, please do so to Barry Cunningham.

Website: Van Pershing was not present.

Merchandise: Don Robinson was not present.

Library: No discussion.

Raffle Tonight: \$19. was collected. Winners were Mark & Frank McKenna, Will Butler, Bill Maynard, Lisa Leon & Barry Cunningham. NO VOLUNTEERS WERE REQUESTED, ANY ONE INTERESTED IN BRINGING A RAFFLE GIFT TO THE JUNE MEETING PLEASE DO SO.

Tech Talk: The mid-month Tech & Tune at Bill Maynard's was a success. Barry Cunningham thanked Bill for the use of his facilities and encouraged all members to attend future sessions. A thank you was given to Lynn Marrs for the food provided. Will Butler is in need of a wire wheel hub cap for a '64.

Mid-Month Activity: Sunday 6/17 10-2, Agua Caliente Park. All members to meet @ 10:00am at McDonald's, Tanque Verde & Sabino, with a caravan to the park.

Adjourn: Dave Lynch offered a motion to adjourn at 8pm. It was seconded by Allen Elvick, Motion passed.

Respectfully submitted,

Marcy T.

Recording Secretary



John Young's shiny new 140hp engine looks as though it just rolled off the showroom floor. This car recently underwent a complete ground-up restoration by John. John did a lot of hangar flying over at Ryan Field, west of Tucson, to complete this job.

What is a Uni-Syn & How Do You Use it?

by Ann Nominous
Bonneville Corvair Club
Utah Corvair News, March 2007

I have 30 years of experience with Uni-Syn's, having owned lots of multi carb British things, including a V12 Jag with four carbs.

The wheel in the venturi controls the flow through the tube, or in other words how high the bead is in the cylinder for a given engine speed. You need enough flow to not strangle the engine, and the bead works just as well in the lower third (which still lets good air flow through). Make sure the idle speed doesn't drop when you place the tool on the carb: if it does, open it up.

Before setting the carbs, make sure that the ignition is right: points and timing set, good wires and plugs. Rich running is often blamed on carbs when in fact it's a weak, retarded spark. Check the throttle shafts: loose ones let in air and lean the mixture, raising idle speed, as well as throw off the linkage action. Check the linkage that connects the carbs: if it's loose, one will open before the other. Make sure there are no vacuum leaks.

If it's a twin carb set up, disconnect the linkage that connects one carb to the other. Set the idle speed with the linkage screws first. Use the Uni-Syn to check that each carb is drawing equally at idle. This may take a few tries until you get both drawing equally at the speed you want. Blip the throttle to see if they come back to those settings (worn throttle shafts can fool you). Set the idle mixture screws: I usually richen it until the idle slows down, then back it off. Check the balance again. Hook the linkage back up: if one carb now draws more, adjust the linkage until it's back to roughly equal.

Once the carbs are drawing equally at idle, have someone push the gas pedal and hold an engine speed: about 1500 rpm is fine. This checks that the mechanical linkage is pulling equally. You'll need to open up the center wheel to draw more air and bring the bead down in the tube. If both carbs are within a bead's thickness of each other, that's good. If one is definitely off from the other, the higher flow carb's linkage is being pulled more than the other. You'll need to figure out why that's happening mechanically to rectify it.

You can also compensate for loose linkage. If the front carb opens later than the rear, increase the idle setting on the front, reduce it on the rear. When the linkage is opened, the carbs can be in balance again. It's not great but it works. With three carbs, it's a little less precise. Disconnect the linkages,

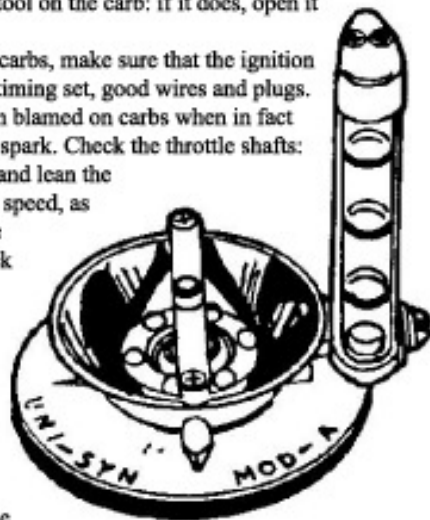
the end carbs are not drawing at idle. Seat the end carbs idle speed screws (if equipped) to where they just make contact without opening the butterflies.

Hook the linkage back up and set the engine speed at some point where all three carbs are at least partially open. With a progressive linkage you might find that the end carbs are pulling less than the center: that's ok as long as the end carbs are pulling equally. Adjust the length of the rod connecting the front to the rear to balance them.

The only way to know if all three are at wide-open throttle is to visually check the butterflies with the engine off. The trick here is to accept that you don't have to have all three pulling the same amount at all rpm settings. The goal is that you are on one at idle and part throttle, that the end carbs are pulling the same, and that all three are wide open at full throttle. It's kind of an art setting the point where the end carbs begin opening, and kind of depends on how well your engine runs on one carb. I have mine set to begin to open the ends at about 1/3 throttle, allowing for cruising without running all three carbs.

Once the carbs are balanced, you can use other tools to determine mixture settings while the engine is running. A good smog test station can tell you what mixture ratio you're pulling. I have a little gas tester that goes up the tailpipe and measures carbon monoxide: you can determine ratios with the chart provided. 14:1 is best mileage, 12:1 is best power. The ideal is supposed to be 14.7:1, but it's hard to nail that figure. If I have all the carbs pulling equally and it's running about 13:1, that works pretty well. This analyzer has helped me find lean running conditions (works at idle or at part throttle) and runs about \$200 from sports car places like Moss Motors.

Sporty car guys are one group that routinely plays with balance and mixtures, and they know it pretty well.



May Tune Up Clinic

At last month's Tune Up Clinic at Bill Maynard's, Bill demonstrated the Club's bearing greasing tool on a couple of idler bearings Chris Cunningham brought in. In the photos on the right, the top photo shows the bearing sandwiched between a vice and the greasing adaptor.

Photo below shows how bearing should look after injecting grease. You can feel the pressure on the grease gun as bearing fills up. Stop when you see grease appear.

Dave Baker, missing his Corvair, came by to see what's new with Dave's recent acquisition. Bill L. and Marcy, brought two Corvairs: their van and Rosie, their 1966 4-door.

Barry got underneath his '66 to inspect his suspension and adjust the shifting coupler, the lower Hyme joints, the steering



continued on next page

Identity Fraud - It can happen to you.

Below are several steps you might want to take to prevent identity fraud or, if its already happened , what you should do first.

1. Do not sign the back of your credit cards. Instead, put "PHOTO ID REQUIRED."
2. When you are writing checks to pay on your credit card accounts, DO NOT put the complete account number on the "For" line. Instead, just put the last four numbers. The credit card company knows the rest of the number, and anyone who might be handling your check as it passes through all the check processing channels won't have access to it.
3. Put your work phone # on your checks instead of your home phone. If you have a P.O. Box, use that instead of your home address. If you do not have a P.O. Box, use your work address. Never have your SS# printed on your checks. (DUH!) You can add it if it is necessary. If you have it printed, anyone can get it.
4. Place the contents of your wallet on a photocopy machine. Copy both sides of each license, credit card, etc. You will know what you had in your wallet and all of the account numbers and phone numbers to call and cancel if it's stolen. Keep the photocopy in a safe place. I also carry a photocopy of my passport when I travel either here or abroad. We've all heard horror stories about fraud that's committed on us in stealing a name, address, Social Security number, or credit cards.

Unfortunately, I am an attorney, and have first-hand knowledge because my wallet was stolen last month. Within a week, the thief(s) ordered an expensive monthly cell phone package, applied for a VISA credit card, had a credit line approved to buy a Gateway computer, received a PIN number from DMV to change my driving record information online, and more. But here's some critical information to limit the damage in case this happens to you or someone you know:

5. We have been told we should cancel our credit cards immediately. But the key is having the toll free numbers and your card numbers handy so you know whom to call. Keep those where you can find them.
6. File a police report immediately in the jurisdiction where your credit cards, etc., were stolen. This proves to credit providers you were diligent, and this is a first step toward an investigation (if there ever is one).

Here's what is perhaps most important of all:

7. Call the three national credit reporting organizations immediately to place a fraud alert on your name and also call the Social Security fraud line number. I had never heard of doing

that until advised by a bank that called to tell me an application for credit was made over the Internet in my name. The alert means any company that checks your credit knows your information was stolen, and they have to contact you by phone to authorize new credit.

By the time I was advised to do this, almost two weeks after the theft, all the damage had been done. There are records of all the credit checks initiated by the thieves' purchases, none of which I knew about before placing the alert. Since then, no additional damage has been done, and the thieves threw my wallet away this weekend (someone turned it in). It seems to have stopped them dead in their tracks.

Now, here are the contact numbers you always need if your wallet or purse has been stolen:

Equifax: 800-525-6285
Experian (formerly TRW): 888-397-3742
Trans Union: 800-680-7289
Social Security Administration (fraud line): 800-269-0271

Article contributed by Don Broadhead, Bonneville Corvair Club, Utah Corvair News: April 2007.

May Tune Up from page 5

box, and set the air-fuel mixture on his Holley 500 cfm 2-b carb, Healso lubed the front end. Seeing this, Chris had to inspect his steering box too.

Dave and Patrick brought some breakfast food and Lynn Marrs brought some tasty wraps for lunch. Barry provided cold beverages for everybody.

A 1949 Dodge, in for an engine overhaul, came all the way from Michigan for Bill's TLC.

Bill's 1931 Dodge Sedan, up on jackstands in the stall next door, is undergoing a refurbishing too.

Robert Wilbee's 1963 convertible is seen in the picture below. EMs lined up under a little shade in Bill's back yard (below right).



Spares and Vairs



- FOR SALE:** 1960 Corvair 4-dr parts car. O'Reilly Chevrolet/Tucson car. Rough but complete. Call Allen 883-4337 or Chris at 670-9676. AZ
- WANTED:** LM left & right rear panel trim pieces. Call John Frugoli: 312-3574. AZ
- WANTED:** LM Windshield Call Bill: 520-205-1777 AZ.
- FOR SALE:** '64-'69 Stock crankshaft gear, new - never installed, Clark's # C786x, Clarks price -\$89.65. My price- \$75. Dave - lynchmob@theriver.com or 325-0750.

- FOR SALE:** 1961 Corvair Monza, two door, 4speed, solid body, no broken windows, 98% complete, ready to restore. Car is located in Tucson, Az. \$450 Rudy: 822-3079 or 661-4442. trokitaville@gainusa.com (picture on right)



- FOR SALE:** 1964 corvair Monza Coupe 115,000 original miles. 110 hp, 4spd trans. Red exterior with white interior. Only rust is in the trunk lid and I have a red replacement. Engine converted to alternator. Carpet and front seat upholstery have been replaced. Tires almost new. Koni adjustable shocks in back. Has original paint. This has been my daily driver for the last three years. I have not had any problems at all. It is the quietest Corvair I have ever owned. It can do 70 mph on the freeway and still carry on a nice conversation. Car starts up every time and has never left me stranded. Asking \$1700.

- FOR SALE:** 1965 Corsa Coupe 140 4 spd. I have not tried to start the car but the engine turns freely. Car is well optioned with factory tinted glass, rear antenna. Includes the Corsa dash. Car looks to be originally dark blue with a white interior. The car is near rust free. Looks to be a little rust in one front dog leg and bubbles below the battery tray in the lower qtr panel. I am pricing it for less than the parts are worth, hoping that someone will save it and restore it. Asking \$550 for the whole car.

- FOR SALE:** 1963 Spyder"Convertible needs complete restoration. I have everything for the car. Some rust but not too bad. Asking \$750 for everything.

- FOR SALE:** 1963 Monza convertible. Is basically a complete rolling shell. It has a transaxle but no engine in place. \$250

- FOR SALE:** 1963 Spyder coupe. Complete except for engine. \$250



Contact Doub Bameck for any or all of these vehicles pictured above at dougbee@comcast.net or 801-825-5025.

- FOR SALE:** 1969 Corvair Monza Convertible 33,000 actual miles. NO rust. Car is in good condition. For additional information call 641-236-4058 IA email: maxhal@mchsi.com (04/06) *Pictured on right*



- FOR SALE:** 1965 Corsa Convertible 140 HP 4 speed, 84,320 mi. Slate blue/ black top, new clutch, good tires \$8500 runs good, fun car to drive. 845-887-4165 NY (11/06) *Pictured below*
Body=Good, Mech=Good, Interior=Good, Overall=Good



- FOR SALE:** 1963 Corvair 2 door, 1850 miles, red exterior, black interior, six cylinder air-cooled engine. Body excellent, appraisal March 2006 for \$18,000, make an offer. Fred 517-819-6937 MI (03/07)





**Monthly Newsletter June 2007 Vol. 31 No. 13
Corvair Society of America Chapter 857**

Regular Monthly Meetings are held on the fourth Wednesday of each month. November meeting is on the third Wednesday. The December meeting is an annual Holiday Party.



Meeting Place: Micha's North, 1220 East Prince Road,
Parking Lot Bull Session: 6pm. Optional dinner at 6:20, meeting starts at 7pm.

Upcoming Events:

JUNE 17, Sunday

Father's Day Picnic in the Park - Roy Drachman Agua Caliente Park, 12325 E Roger Rd. Meet at McDonalds at Tanque Verde and Catalina Hwy at 10am. Bring a friend and a dish to share. The Club will provide food for the grill and beverages.

JUNE 30, Saturday

Corvair Cruise Night 6:30-8pm Cruise to Sonic on First Ave. Meet at Sears -Tucson Mall 6:30 (north side parking lot).

NO VOLUNTEERS WERE SOLICITED FOR RAFFLE DONATIONS FOR JUNE.
ANY ONE INTERESTED IN BRINGING A RAFFLE GIFT TO THE JUNE MEETING
PLEASE DO SO.



Tucson Corvair Association
1026 South 7th Avenue
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First Class Mail