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Corvairisation

Letting the Good Times Roll Since 1975

May 2008

Volume 32, Number 11

Ryan Airfield and Last Chance Garage

By Dave Lynch

We've had a few nice outings recently. The mid-month for March was the Gates Pass/Ryan Airfield run on the 16th. The weather was kinda spotty with a threat of rain. Four cars showed up at El Rio Golf Course and left a few minutes after 10am. If we had waited a few more minutes we would have had three more cars for the ride.

The sun came out as we left the parking lot and it stayed nice through the Pass all the way to the airfield. Once we were at Todd's Restaurant, and after a 20-minute wait, we were able to regroup and relaxed with some of the best breakfast food around. It started raining steady during our closing photo shoot near the airplane parking apron. That ended the run except for a little slippery ride back through the Pass.

April's mid-month was the tune-up clinic at Bill Maynard's Last Chance Garage on the 12th and 13th. While I don't think anyone really showed up on Saturday, participation was great on Sunday. It was probably the most productive clinic I can remember. Ryan Green brought his '64 ragtop for some overheating troubleshooting. The "Bill Squared" team adjusted the valves, tuned the carbs, and replaced the aftermarket plug wires (which had floppy aftermarket shroud seals attached) with a new correct set from the Club's parts inventory.

Ryan's overheating issue manifested itself mostly at highway speeds when the RPMs were up. I'm pretty sure the lack of correct spark plug boots were a primary factor. When the engine was revved up, a lot of the cooling air was

being forced out the boot holes instead of cooling the cylinders. Ryan also got to learn ALL about how to R&R the speedometer. Why was it stuck at 90mph Ryan???, tsk, tsk.

Mid-month for May is a picnic/run to Madera Canyon on the 18th. We'll meet at the McDonald's at 5225 S. Palo Verde Rd. We leave the parking lot at 10am and make our way down to the park for a potluck lunch.

June is convention month. Members are encouraged to go since it is in California this year. I'm not sure what we're going to do aside from the convention for a mid-month yet. Suggestions are always welcome.

I've confirmed the date of Saturday July 26th for our hosting the *Little Anthony's Car Show*. Clean up them cars and join us by 4:30pm. We get to park under the overhang out in front. It would be nice if we have a good turnout. As usual, the cars don't need to be show quality (although shiny is

— continued on page 4

Corvairs parked outside Todd's at Ryan Airfield on Sunday March 16th. While dining inside, we saw several T-6 Texan warbirds on the apron. The Texan was built by North American Aviation to train fighter pilots for The U.S. Army Air Force, the U.S. Navy, and the Royal Air Force during WWII. Pictured L to R: Barry Cunningham's '66 Corsa, Jerry and Midge Roethisberger's '66 Convertible, Dave Lynch's '67 Coupe, Ryan Green's '64 Convertible, Chris Cunningham's '64 Convertible, Bill Maynard's '63 Convertible and Bill L's '61 FC Van.



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 \$38 per year (\$76 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.

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TCA 2008 Events at a Glance

MAY

18 SUN

Madera Canyon Picnic 10am-Sunday —
Bring your Corvair and a dish to share to McDonald's at 5225 S. Palo Verde Rd. We will leave the parking lot at 10am and make our way to the picnic area for a potluck lunch.

28 WED

TCA General Membership Meeting
El Cachanilla, 2530 N. 1st Ave, Tucson, AZ
(1½ blocks north of Grant) Parking Lot
Bull Session: 6pm. Optional dinner at 6:20pm,
meeting starts at 7pm.

JUNE

4 WED

TCA Board Mtg. Wings Over Broadway, 5004 E Broadway Blvd, 6:30pm. All comers welcome.

23-27
MON-FRI

CORSA International Convention in Ventura CA
Hosted by CORSA West of Los Angeles.

25 WED

TCA General Membership Meeting
El Cachanilla, 2530 N. 1st Ave, Tucson, AZ
(1½ blocks north of Grant) Parking Lot
Bull Session: 6pm. Optional dinner at 6:20pm,
meeting starts at 7pm.

JULY

2 WED

TCA Board Mtg. Location TBA, 6:30pm. All comers welcome.

23 WED

TCA General Membership Meeting
El Cachanilla, 2530 N. 1st Ave, Tucson, AZ
(1½ blocks north of Grant) Parking Lot
Bull Session: 6pm. Optional dinner at 6:20pm,
meeting starts at 7pm.

26 SAT

Little Anthony's Car Show TCA hosts this popular summer event. Corvairs must be at Little Anthony's by 5pm.

CAR SHOWS

JUNE-NOV
SATURDAY

Little Anthony's Car Show Dates: - 7010 E. Bdwy.
7pm-10pm: 6/14; 6/28; 7/12; 7/26; 8/9; 8/23; 9/27;
10/11; 10/25; 11/8.

JUNE 23-27

CORSA International Convention in Ventura CA
Hosted by CORSA West of Los Angeles.

SEPT 26-28

25th Annual Run to the Pines Car Show-
Pinetop, AZ

OCT 18

Tucson Classics Car Show - St Gregory School

Corvairs Race Against the Clock at Willow Springs

By Chris Cunningham

A new West Coast Corvair group called **California Arizona Racing - CAR** is holding time trials for Corvair-bodied or powered cars on Sunday, June 22, the day before CORSA's International Convention June 23-27 in Ventura, California. The event is also open to non-Corvair makes. Non Corvair driving participants must be a CORSA member. The cost is \$150 up to the June 1st deadline, and \$175 after that if the 60 car maximum isn't reached. Spectators pay only \$10. Entries will be accepted on a first-come, first-served basis.

Time trials are the chance to drive on a real racetrack and test driving skills in a safe, legal and controlled environment. Novices are welcome in stock Corvairs. Cars will be inspected for good tires, brakes, and good overall mechanical condition. Shoulder harnesses are not required in stock classes; helmets though, are required in all classes. Convertibles must have a roll bar. FC vans and trucks are not eligible. According to Jack Pinard, all drivers set their own pace and groups are assigned by class and experience. "Head to head racing is not allowed."

Complete rules are available on the NECC Website: www.corvair.org/chapters/necc/.

CAR is a group of eleven experienced driving event participants organized to preserve the Corvair racing heritage. They believe ownership interest can be created by highlighting performance and handling with autocross and track events. Jack Pinard, well-known autocross and Poppy Run producer, organized the new CORSA chapter is Treasurer and Secretary. Jeff Ballard, owner of SCPerformance in Ventura is President. Seth Emerson, owner of Silicon Wire Systems in San Jose is Vice President.

Willow Springs International Raceway, now comprising six racetracks, has been staging races for over 50 years and is recognized as a California historical point of interest. It is used for automotive magazine testing, television and movie shoots, and a variety of racing events and driving schools. "This world-famous track hosted the first two NASCAR events west of the Mississippi, the first F.I.M. 500 Grand Prix motorcycle race in America, the first AMA events, the first 24-hour motorcycle endurance race, the first kart road racing in America, and the first California Sports Car Club racing on a purpose-built road course. Over the years, track records have been set and broken many times by internationally famous drivers and riders."

A special treat is in store for Tucson Corvair Association

members who attend: Herb Berkman's CORSA X will race again. As of early April, Jack Pinard has registered over 40 cars with one of them being Herb's Yenko Stinger YS-317. Craig Nicol recently purchased the car and will enter it in the race along with Jonni Berkman tag-teaming Craig with the driving. Other historic race cars, modified cars, and stock daily drivers are entered.

Registration forms are on the CORSA International Convention Webpage: <http://conventions.corvair.org/2008/>

Willow Springs International Raceway is located one hour north of Los Angeles. A map of Ventura and Rosamond, California can be found at <http://conventions.corvair.org/2008/WillowSprings.htm>

Contact Jack Pinard with your questions at 805-340-6533. Fees and forms can be sent to Jack Pinard, 116 East Garden Green, Port Hueneme, CA 93041. His email is corvairjack@verizon.net.

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Last Chance

continued from page 1

nice), but we should have at least the six car minimum.

As usual, any contributions are ALWAYS welcome to the newsletter. Contact Chris Cunningham at arizaim@hotmail.com

Happy Motoring,

Dave Lynch



Left: Lynn Marrs and Barry Cunningham in Todd's at Ryan Airfield Tucson.

Below: L.to R. – Marge and Jerry Roethlisberger, Chris Cunningham, Ryan Green, Dave and Patrick Lynch, Lynn Marrs, Bill Maynard. Not pictured but attending were Bill and Marcy, Barry and Cassidy Cunningham, and Allen Elvick.



Left: Allen Elvick, on the left, and Bill Maynard, during the April Tune Up Clinic at Bill's Last Chance Garage, prepare to inspect Ryan Green's convertible for suspicious behavior.

Right: Ryan Green becomes familiar with his dashboard during a speedometer rebuild Sunday April 13th.

Madera Canyon May 18th

Join the Tucson Corvair Association on Sunday, May 18th for a scenic drive and potluck picnic in beautiful Madera Canyon 40 miles south of Tucson in the Santa Rita Mountains. The Corvair convoy will depart from the McDonald's at 5225 S. Palo Verde Rd (just south of I-10) at 10am.

From McDonald's, we will head south on Palo Verde to Benson Highway. Then east on Benson Highway to S. Alvernon Way. Turn right on Alvernon to Valencia Rd. Turn right on Valencia and head west about five miles to S. Park Avenue. Turn right on Park and follow the western perimeter of the Tucson International Airport to Teton Rd. Turn Right on Teton Rd to Old Nogales Highway.

Head south on Old Nogales Highway for 27 miles to Continental Rd. (1/2 mile past Helmet Peak Rd.) Turn left on Continental Rd. Travel south about five miles on Continental to Whitehouse Canyon Rd. Turn left on Whitehouse Canyon Dr. Proceed seven miles to Madera Canyon Rd. Turn right. Head south on Madera Canyon Rd. through the entrance to the Madera Picnic area.

The entire route is paved and takes slightly over an hour. The Club will supply the beverages.



Tucson Corvair Association Regular Membership Meeting Minutes

March 26, 2008

Members Present: Chris Cunningham; Dave Lynch; Ryan Green; Bill Leslie; Marcy T; Alan Elvick; Bill Maynard; Lynn Marrs; Don Robinson; Van Pershing; John Frugoli; Lisa Leon; Barry Cunningham; Cassidy Cunningham; John & Amy Young; Jerry & Midge Roethlisberger and new member; Ron Kosidowski.

President Bill Leslie called the meeting to order at 7:02pm.

Approval of the Minutes for February: There were no minutes taken of the February 2008 meeting owing to temporary lapse in fulfillment of the position of Recording Secretary. Nonetheless, motion to approve the minutes was made by Lynn Marrs and seconded by Ryan Green.

President's Report: Bill Leslie, in his first month as president in this his 9th term, announced that March's monthly meeting at El Cachanilla was the first Regular Monthly Meeting held al fresco since 1989 so far as his memory served and that it was the 100 day anniversary of Marcy's brain injury, lauding her for her exceptional recovery.

Vice President's Report: Vice President Dave Lynch informed the club of the Board of Director's decision to hold tune-up clinic at Bill Maynard's Last Chance Garage for April's mid-month event. Bill Maynard volunteered to host both Saturday, April 12 and Sunday, April 13th from 10am until 3pm to maximize the number of members that can attend. This event is expected to feature a 1966 coupe that will be towed in prior to the start of the event on Saturday morning, repaired over the two-day clinic and driven home the following day. There was some discussion on the topic of re-instituting Cruise Nights now that the weather has improved, though the overall sentiment was in favor of re-establishing a monthly evening cruise, no definitive agreement was reached. Dave Lynch then provided a synopsis of the February mid-month activity, a cruise from El Rio Golf Course on Speedway Boulevard through Gate's Pass to Ryan Airfield for an Easter Sunday brunch at Todd's Restaurant.

Treasurer's Report: Treasurer Barry Cunningham reported an ending balance for the month of \$3,400.89. Membership enrolment was discussed and reminder that the dues were payable as of January and that any unpaid members should settle arrears with Barry Cunningham ASAP. Dave Lynch reminded us of the approved motion during February's Regular Monthly Meeting to purchase 50 tickets at \$5.00 each for the opportunity to win a 1964 Corvair convertible that was restored and being raffled by the Tidewater Corvair Club of Williamsburg, Virginia. The question was raised as to the course of action that should be taken assuming the Tucson Corvair Club wins the

raffle. Suggestions included: holding a raffle limited to club members with the winner receiving title to the car; auctioning off the car on eBay, with proceeds going to the treasury; and offering it at a fixed price for sale to members of the club. Again, no consensus could be reached and it was agreed to revisit the issue during April's Regular Monthly Meeting.

Raffle: Three prizes were raffled and the winners were: Ryan Green; Midge Roethlisberger and Amy Young. THERE WAS NO REQUEST FOR VOLUNTEERS TO BRING PRIZES TO THE APRIL MEETING. ALL MEMBERS ARE URGED TO BRING A RAFFLE GIFT TO THE APRIL MEETING.

Tech Talk: Bill Maynard announced that with the help of President Bill Leslie, he has formed a parts department for the club that will be housed at his Last Chance Garage. This parts department will feature new and used parts with items not in stock in the club's parts department to be acquired from Clark's Corvair, which has offered a 10% discount to the Tucson Corvair Club. Working in concert with the parts department will be an area that can be utilized for repairs and maintenance which will also house the club's tools and library. In other news from Bill Maynard, again with the help of President Bill Leslie, he has acquired a Rampside that he plans to restore following the completion of his Greenbriar and 1931 Dodge. Preliminary plans for the Rampside are for a pink and crème color scheme and for gifting to member Lynn Marrs, though these plans have yet to be confirmed by anyone other than Lynn. There was a surprise visit by Uncle Bob of Uncle Bob's Garage, specializing in Volkswagen repair and restoration. A tech session was provided by Bill Leslie featuring the pros and cons of the various types of fuel pumps that are compatible with the Corvair. Chris Cunningham made sure everyone was aware of the Corvair Time Trials to be held at the renowned Willow Springs International Raceway in Rosamond, California on the day preceding the Corsa International Convention. This event is open to all Corvair bodied or powered vehicles and the cost is \$150 to participate.

Miscellany: John & Midge Roethlisberger are returning home for the summer. All of the members at the meeting arrived via Corvair. Turn out included 11 total Corvairs, including five early models, five late models and a van.

Adjournment: Motion to adjourn was made by Dave Lynch at 8:24pm and seconded by John Frugoli. Motion to adjourn was passed.

Respectfully Submitted,

Ryan Green
Recording Secretary

Tucson Corvair Association Regular Membership Meeting Minutes

April 23, 2008

Members Present: Lance & Sherry Gillingham; Ed Segerstrom; Chris Cunningham; Dave Lynch; Ryan Green; Bill L; Marcy T; Bill Maynard; Lynn Marrs; Don Robinson; Van Pershing; Barry Cunningham; Cassidy Cunningham; John & Amy Young; Ron Kosidowski; guest Jay Casterlin.

President Bill Leslie called the meeting to order at 7:02pm.

Approval of the Minutes for February: In the absence of an April *Corvairsation*, the minutes from the March meeting were distributed. Motion to approve the minutes was made by Lynn Marrs, seconded by John Young and unanimously approved.

President's Report: Bill L. welcomed all members and suggested that for the May meeting a private BBQ hosted by El Cachanilla be held on the patio of the restaurant. A break for dinner was called. Following the meal service there was a discussion regarding design of a shirt for the club and it was agreed that designs would be finalized at the subsequent board meeting.

Vice President's Report: Vice President Dave Lynch reported on the two-day tune up clinic and unveiling of the new parts department at Bill Maynard's *Last Chance Garage*. Saturday attendance was scarce with a brief cameo by Ryan Green. Sunday turn out was substantial with many on hand to enjoy a pizza lunch, a water fight and some tweaking of Corvairs. Reminder of the caravan to Madera Canyon and potluck for May's mid-month event and a call for suggestions for June's mid-month activity were made. Dave emphasized the importance of the July mid-month activity in which the Tucson Corvair Association will host the car show at Little Anthony's Diner on the 26th at 5pm.

Treasurer's Report: Treasurer Barry Cunningham reported an ending balance for the month of \$3,069. \$397 was received in membership dues and raffle monies. 50 tickets at \$5 each were purchased from the Tidewater Corvair Club of Williamsburg, Virginia for the opportunity to win a 1964 Corvair convertible that was restored by their club. Including the \$250 for raffle tickets total expenditures for April were reported to be \$518. The new membership roster was distributed and a motion to publish it in the forthcoming *Corvairsation* was made by Chris Cunningham, seconded by Lance Gillingham and approved by the members present.

Raffle: There were no prizes brought to the meeting. A call for volunteers to bring raffle prizes to the May meeting was made and answered by Lance and Sherry Gillingham, Chris Cunningham, Barry Cunningham, and Ryan Green.

Tech Talk: Van Pershing brought a number of Corvair oil filters

and demonstrated the design flaw in some of the newer filters. Van offered suggestions on where to acquire the best functioning and best priced filters. Filters from Clark's will be in stock at the TCA parts department at a reduced price.

Miscellany: Turn out included 10 total Corvairs, including seven early models and three late models.

Adjournment: Motion to adjourn was made by Barry Cunningham at 8:16pm and seconded by Bill Maynard. Motion to adjourn was passed.

Respectfully Submitted,

Ryan Green
Recording Secretary

Backyard Beauty & MVD

By Robert Gold CNM Vol.34 No.2

So, all of you know this story. You find a nice Corvair for sale. Well, OK, so it isn't really that nice, but you know with a little TLC and a few dollars you'll transform it into the car of your dreams. You talk to the current owner and he tells you he's had the car for a decade and it was "running when it was parked" in his backyard. After a while you've gotten the seller to agree on a reasonable price and then you hear the words that make you shudder, "I've got the title, but I need to find it for you." It is at this point you realize that you're not going to get a title with the car.

I recently had this happen to me when I bought a 1966 Corsa hardtop. My intention was to fix it up and give it to my son, Javi, for his first car. The car was too nice at the price to pass up, but my worry was that tracking down a title would cost me almost as much as I paid for the car. I've been told stories about the time and expense that is required to title a car that doesn't have one. Estimates of the cost ranged from \$200 upwards. This included MVD fees and the cost of a surety bond. I wasn't sure why the surety bond was required. All I knew is that it costs a lot of money. Some guys did the leg work themselves and some hired a specialist to do the work. I began to become discouraged.

I thought maybe it would be just as well for Javi to continue to use his bicycle and forget this Corsa. It was then that I remembered hearing Pat Hall talk about how he discovered a way to get a title at almost no cost. It seemed too good to be true, but I gave Pat a call to ask him how he did it. The result was that I got my Corsa title for only a fraction of what the other guys had to pay.

continued on next page

If you need a title and you're interested in saving money, just read on.

The secret to saving money is to first know where you go in the MVD system. Secondly, you must understand that MVD doesn't care much about an old, somewhat rough looking, Corvair, in spite of the fact that you think it is a work of art. Most of the time when you buy your "backyard beauty" it probably hasn't had tags on it for 20 or more years. Another thing is that you're getting a good deal when you buy the car because it isn't ready to be entered in the BarrettJackson collector car auction. MVD feels that a car like this is not a candidate for fraud, so they don't put many roadblocks up to registering it.

As Pat told me, if the car you have is not currently in the MVD computer system all they require is that the vehicle be inspected by a certified inspector to verify the VIN number and that a stolen car search be made. While Pat was talking to me I thought, this is all well and good, but what MVD office do I go to? My car isn't running so, I didn't want to tow it all over town searching for the right place to go.

I did go to my local MVD express and they told me (at no cost) that my VIN was not in the system. However, when I asked them what to do next they started talking about Highway Patrol inspections and surety bonds. It was time, I realized, to call Pat again and get some more advice. He said he dealt with an MVD express place in Los Lunas and worked with a nice lady named Peggy to process his paperwork.

Well, Pat came up to my place and we trailered the Corsa to Los Lunas. Peggy at ASAP MVD Express inspected the car for \$36.50. A day later Peggy called me and told me that the stolen car report came back negative and that I could come and get the title. I drove back to ASAP MVD Express and they gave me a title for \$26. Not bad huh?

I want to thank Pat Hall for all his help and advice. People like Pat are the reason I've enjoyed being a CNM member all these years. I also want to thank Peggy at ASAP MVD Express who made the titling process an absolute joy.

Hopefully, someday soon you'll be seeing my 1966 Corsa at a CNM meeting, once I get my "backyard beauty" running and get some tags on it. I expect I'll get them from Peggy.



New From Blackhawk Engineering

RH Throttle bodies are now available. The introductory price of \$900 per pair is valid until June 1, 2008. Black Hawk Engineering is Chuck Riblett's part-time business in Loveland, Colorado dedicated to designing and fabricating components for enthusiast vehicles. I have more than 30 years experience in precision mechanical design and more than 35 years experience in modifying and building sports cars, kit cars, hot rods, racecars and motorcycles. www.blackhawkengr.com



These throttle bodies use the original throttle linkage crossbar and air filter.



CORSA IN CALIFORNIA

Air-cooled Chevrolets in the heart of the West Coast scene

The enduring popularity of the Corvair has long outlasted its critics, and the Corvair Society of America's international conventions are among the most enjoyable meets of any make. The Ventura County Fairgrounds in Ventura, California, will host the 2008 edition from June 23-27. The convention features one primary event each day, Tuesday through Friday, with a concours d'Elegance, economy run, rally and autocross. Contact: conventions.corvair.org/2008.





REGULAR MONTHLY MEETINGS are held on the fourth Wednesday of the month. November meeting is on the third Wednesday. The December meeting is our annual Holiday party.

GRILLED CHICKEN ON THE PATIO NIGHT

MEETING PLACE FOR MAY 2008: El Cachanilla, 2530 N. 1st Ave, Tucson, AZ (1½ blocks north of Grant Road). A parking lot bull-session starts at 6pm. Optional dinner startat 6:20pm. Meeting starts at 7pm. Guests are welcome.

MAY RAFFLE PRIZES

Raffle Prizes for May meeting will be furnished by: Lance and Sherry Gillingham, Chris and Barry Cunningham, and Ryan Green.

NEXT EVENT • SUN MAY 18

Madera Canyon Picnic • 10am

Bring your Corvair and a dish to share to McDonald's at 5225 S. Palo Verde Rd. We will leave the parking lot at 10am and make our way to the forest for a potluck picnic. *Details inside this issue.*



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