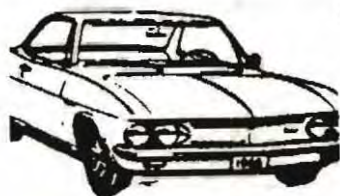


CorVairsation



CONCOURS RESULTS

<u>POS</u>	<u>CAR</u>	<u>TYPE</u>	<u>OWNER</u>	<u>CITY</u>	<u>POINTS</u>
<u>EARLY FACTORY STOCK</u>					
1	9	64 Monza Coupe	Gordon Cauble	Tucson	83.25
<u>EARLY STREET STOCK</u>					
1	32	64 Spyder Conv.	Bob Lamb	Cerritos, CA	89.50
<u>EARLY MODIFIED</u>					
1	40	63 Monza Conv.	Will Herman	San Diego, CA	85.00
2	63	63 Spyder Conv.	Nancy Dashkovitz	Phoenix	84.25
3	47	62 Monza Conv.	Larry Stewart	Flagstaff	82.00
4	11	63 Monza Conv.	Peter Jacobs	Victoria, B.C. Canada	81.50
<u>FORWARD CONTROL</u>					
1	88	62 Greenbrier	Barney Goodwin	Tucson	79.00
<u>LATE FACTORY STOCK</u>					
1	33	66 Monza Coupe	Tom Renno	Cerritos, CA	94.00
<u>LATE STREET STOCK</u>					
1	75	65 Corsa Coupe	Oscar Rupe	Long Beach, CA	85.75
<u>LATE MODIFIED</u>					
1	72	66 Corsa Coupe	Donald Robb	Las Vegas, NV	84.75
2	18	65 Corsa Conv.	Tim Shevlin	Anaheim, CA	84.25
<u>ENGINEERING</u>					
1	47A	71 Corvair	Larry Stewart	Flagstaff	83.50
<u>SENIOR DIVISION</u>					
1	43	66 Monza Coupe	Jim Craig	San Diego, CA	92.00
<u>BEST OF SHOW</u>					
	33	66 Monza Coupe	Tom Renno	Cerritos, CA	94.00



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 \$14 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 8, Box 549
Tucson, AZ 85710 298-6328

Vice-President:

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

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Committee Chairmen

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Tucson, AZ 85710 885-8571

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Editors: GORDON AND VERNE CAUBLE

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Contributing &

Technical Ed. JOHN NORTH
Address shown

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3636 N Camobell #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 STATEMENT, TCA

Balance, 31 Mar..... \$498.11

Income, April..... 232.45

Expenses, April..... 303.48

Balance, 30 Apr, '80... \$427.08

--DON BORTLE
Treas, TCA

A Word from Our President....

The Phoenix mini-convention was great--and if my count is right, there were 34 people present from our Tucson club! What more need be said on the matter of participation.

Thank goodness it's over...our club really performed a miracle, nothing short. I want to thank everyone who worked on this project, and the gratitude won't stop here. Our efforts helped pave the way for a national standard form for concours judging. Our contribution--on top of the foundation laid by the San Diego Club--should make the judging job a pleasure in the future instead of the dread it has been in the past. Again, thank you all for the effort.

New subject. At the April meeting, I forgot to let the activities chairman talk on the mid-month activity. Well, this won't happen again. Coming up June 8th is the trip up the mountain to Rose Canyon. Let's get together in the cool pine air for picnic lunch and plenty of Corvair talk.

My closing thought this month goes to Frank: "Ain't it hell restoring cars?"

--Pat Hayhurst

BEAT THE HEAT !

ROSE CANYON RALLY

Sunday, June 8

Assemble at 10 a.m. at the
O.K. Corral

BE SURE TO SEE THE BACK PAGE OF
THIS ISSUE FOR ALL THE DETAILS!



YES.....it's our "Last Chance" to 'do' the Corvairsation as your editors!

We're going to miss the hustle every third week of the month...the cluttered recreation room spread with old issues (ours and other clubs')....the news items, the columns written by our regular contributors....the squibs of information we thought would interest you...the scraps of paper with classified ads scribbled on them. We'll miss the monthly battle to squeeze all the news onto the 12 pages allotted us (if we want to get by on the 15¢ stamp).

It's our last chance to say "Thank You" for all the times YOU'VE thanked us..and we needed your encouragement many times. We had no idea, when we started as Corvairsation editors in the summer of 1977 that we would be serving until June, 1980!

Here is great news. Some very special, dedicated Corvair club members will edit the paper as of next month--ED AND ALICE CAREY. What kind of members are they--and how faithful to the club? Well, they volunteered a whole morning recently at Jerry Bishop's Towing and Salvage Co, searching every single car for aluminum cans....and they came back with 25 POUNDS!!!! That's dedication.

We're sad and we're glad, all at the same time..but mostly glad; glad the Careys have volunteered to take over. We hope to serve the club in other ways. You all mean a lot to us!

--GORDON AND VERNE CAUBLE

CORVAIR BATTERIES

Automotive batteries are designed to provide high amperage current for a short time for engine starting. The power used for starting is normally quickly replaced by the engine's alternator or generator, so that in normal use, the battery is always fully charged.

When this type of battery is substantially discharged by excessive cranking, slow drain from accessories, leakage from defective wiring, or lack of use, it loses part of its storage capacity each time it is discharged. After 10 or 12 substantial discharges, a 280 ampere for 30 second battery (OEM Corvair spec) will only be capable of holding a charge which will provide a capacity of 140 amperes for 30 seconds, and no amount of charging will restore this capacity. This gets progressively worse each time the battery is heavily discharged.

Running a battery down trying to start a balky car is just bad news. Before you do that, check for good points and plugs, good battery cables and clean terminals. You can lose a lot of starting power from just loose or dirty connectors. If your car is not driven regularly, get a small trickle charger (\$10-12) and leave it connected at all times.

If you often start engines with problems, get a battery charger with a 100 amp boost capacity (\$40-\$50) to help the battery start the car without excessive discharging. Incidentally, a dry charged battery does not come up to full capacity when the electrolyte is added but must be fully charged in use or by a battery charger.

Keep your batteries fully charged. This will pay off in easier starting, fewer problems with accessories, and a greatly extended battery life. At the current cost of batteries, this is certainly worth considering.

--Bob Goodman
CORVAIR HOUSTON

CLUTCH DISC REPLACEMENT TIP 4-4-80

Your friendly NAPA auto parts carries the Corvair clutch disc in 8" & 9 1/8" diameter. I am using 8" in my Forward Control. After 2200 miles, it still feels good. P/N is R100-290, price \$21.96/\$15.46. General Motors Part #3888000. Price \$33.75/\$23.20. 9-1/8" part #3729, price \$21.04/\$14.81.

--Jim Craig
SDCC

TECH TIPS-



HEATER BLOWER REPLACEMENT TIP 4-3-80

I have recently installed a new blower motor in my 1967 Monza and I really have defrosters now. I used the NAPA-BACKAMP P/N 655-1039, cost \$19.00, and it is a perfect fit. Use your old motor turbine wheel and discard the rest. Maybe you can sell your old motor to a Falcon owner. Yes, the rotation is correct.

--Jim Craig
SDCC

SPECIAL AXLE WASHER TIP 4-1-80

Don't leave town in your Corvair without throwing a couple VSW (very special washers) into your glove compartment. Those washers fit on the end of your 60-64 Corvair and 61-65 Van axle shafts and hold the splined flange to the axle with a 3/8-16 7/8 bolt with lock washer. The splined flanges shear off since they are softer metal than the axle when the bolt loosens up with age. That special washer (PN 6255782 1-3/16 OD X 13/16 ID X 9/64 inches thick) fits in a groove in that flange. Better carry one of those too: P/N 6255781. Better than throwing those washers in the glove compartment where they will disappear, slip a couple under 2 of the 4 studs that fasten axle to brake backing plate. Then they'll always be with you. Toss one of the extra flanges under the front seat. Two members of the San Diego Corvair Club this year were stuck out of town because they lost those VSW when the axle flanges stripped. A word to the wise. Washers are 18¢ each at your Chummy Chevrolet dealer.

--Marsh Hesler
SDCC

That Corvairs need the care and feeding of a good child is pretty well acknowledged by most realists. It's a great little car--but to say it can live without attention is to assume that engineers are infallible. All the systems and design features were meant to work together. For instance....

Engine compartment seals were meant to keep out unwanted heat and dirt. Cylinder baffles were meant to more evenly distribute the air over the cooling surfaces in the amount and direction where it is most needed. These two instances were totally ignored by a previous owner of a Greenbrier presently owned by Arnold Oggier, our winter visitor-member from Terre Haute, Indiana.

The author gave an assist to Ogie to get the "brier" back in shape. A reseal, baffles back in place and a cleanup/repair of a generator. The generator was out due to worn out brushes brought on by the dirty air passing through the generator housing, over the commutator and eventually blocking air flow. The brushes had worn down to the tail wire, and had scored the commutator.

Ed Dryden has a 65-66 two door back in service with an engine rebuild. The little red Monza sports a new coat of paint, done by Ed--and an interior done by John Campbell. Ed was a little "Gun-Shy"--to use his own words--about setting valves and getting the 110 engine running. So he mounted the whole power train, installed it on a roller skid in the back of his pickup and brought it to DonJonCo. About a half hour of valve adjustment and tuning tweeks smoothed out the power plant. Proof was found in trip to the recent clinic-picnic at the Jesse Owens Park May 18.

'What's Happening' might be the sub-head to this next paragraph. First, it was Orville Little who got a Corsa creamed in the Park Mall parking lot; then it was Bob Thompson who got whacked at an intersection; then it was Ernie Alloy's daughter who became entangled in a three car collision. The '68 convert she was driving was slammed on the front left, throwing the car into a dead center collision with a section of guard rail over a freeway. The concrete pillar was buried in the nose. Witnesses say that Ernie's daughter could have been killed or severely injured had it not been for the energy absorbing qualities of the Corvair design.

*What's
Doin'
on
cars*

--by John North

Frank McKenna has the engine running in his '64 Spyder. Sounds great. Gear box noises are more than Frank can accept, so Pat Hayhurst dug into the replacement box and is getting a box ready. A new roller, washer, spacer kit has been uncovered by Corvair Parts locator Frank, and the box should be first rate when it goes in.

What do Ron Richmond, Frank and myself have in common? It's noisy flywheels on running cars. In each instance, it happens to be a late model stepped flywheel. Ron is relying on a Dale Manufacturing flywheel fix. Frank may well go the same direction. North is putting his time on a fix done locally. That involves removing the rivets, centering the flywheel elements and re-boring holes and countersinking the new holes for bolt installation. Since this is strictly an experiment, the technique and results will be revealed at a later time. That way, it can be swept under the rug if it doesn't work.

What's happening in JonCo's back yard is a paint job on the Orange Crate. Gone is the namesake, and Palomar Red is the dominant color now. A twin to wife Nancy's concours winner? No! It will get an entirely different treatment on the inside. Shocking? You bet!

--JOHN

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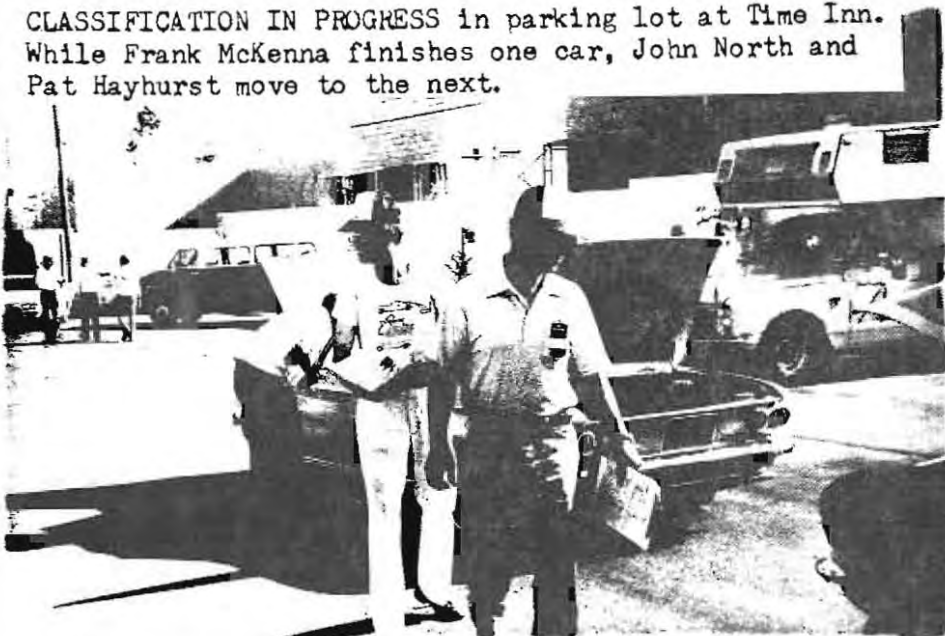
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CLASSIFICATION IN PROGRESS in parking lot at Time Inn. While Frank McKenna finishes one car, John North and Pat Hayhurst move to the next.



CONCOURS DE ELEGANCE

Cactus Corvair-Corvette Club
Mini Convention

18-20 April, 1980

At the Mini-Convention in Phoenix last month, 34 TCA members attended and managed the Concours de Elegance for the host club, Cactus Corvair-Corvette Club.

On these two pages are pictures from three activities of the concours--classification, judging and award ceremony/banquet.

JUDGING -- Gordon Cauble stands back while Mickie Schnur and Hoagie Koster do their operational evaluation on Gordon's '64 Coupe.



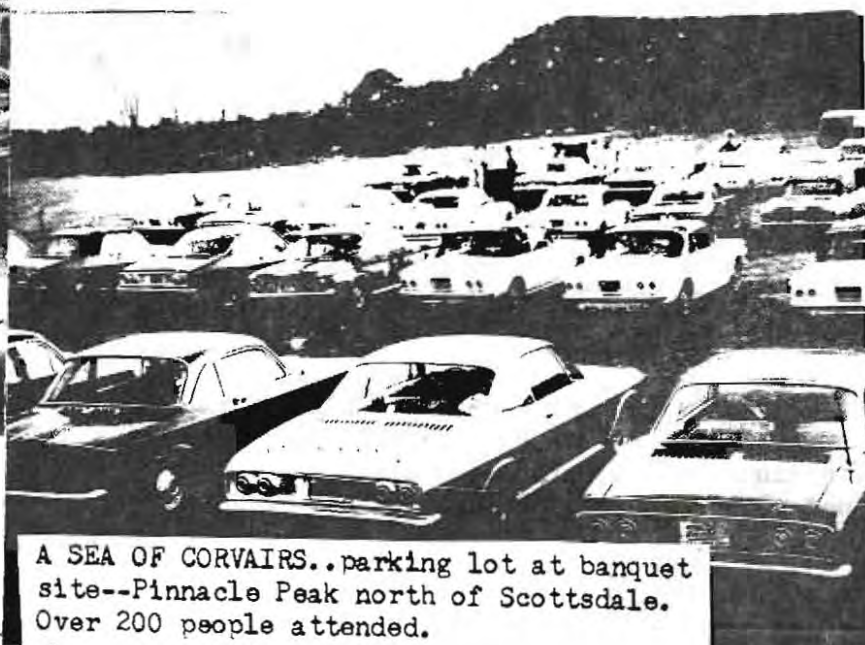
JUDGES WORK and spectators admire the Canadian entry--Peter Jacobs' '63 Monza convertible.



ABOVE: Alan Atwood and Jerry Bishop check Nancy Dashkovitz' '63 Spyder convertible.



BELIEVE IT OR NOT! One of the entries was a 1971 Corvair (see concours results elsewhere)



A SEA OF CORVAIRS..parking lot at banquet site--Pinnacle Peak north of Scottsdale. Over 200 people attended.



ABOVE--JOEL AND JOANNE Gemberling and Bryan Lynch at the banquet and award ceremony. Joel led TCA's group in concours judging. The Phoenix club was very appreciative of judging efforts, making their convention a real success.



ABOVE --- Tom Renno's '66 Monza coupe won Best of Show. The highlight of the awards ceremony was when Tom gave his plaque to Peter Jacobs, Victoria, B.C., Canada as a token of our thanks to all Canadians for their help in our troubles with Iran.

AND NOW
FOR A LITTLE

VAIR = DEITY

TCA MEMBER RETIRES--OPENS DRIVE IN

A little fact...a little fiction.

Gertrude King has retired and we wish her all the best. Cele Peterson will never be the same. However, the drive in was not planned, but actually happened.

It seems that Gertrude was relaxing in her living room recently when, all of a sudden, she was surrounded by flying glass, broken block, and cement dust.... all of which, a few minutes prior, had been her walls and windows.

In the midst of this devastation sat Gertrude and the motoring intruder, who was known to Gertrude as the mechanic who worked in the service station across the street. Evidently, he had sampled a bit of John Barleycorn and had mistaken Gertrude's home for his place of employment. His first words were--"Hi, Gertrude. Can I use your phone?"

Gertrude maintained her composure and said "Certainly...right after I call the police." Well, everything is almost back to normal, and Gertrude is once again settling into retirement.

With a Monza 4 speed....no way!
--Frank McKenna

Georgia Lewis issues a warning to all TCA ladies:

At a recent Auto Clinic-Picnic-Swap Meet, Frank purchased a paperback edition of Body Language, after leafing through it. Purchase price was 5 cents, but he paid a dime, saying "Keep the change, Georgia, it's worth it." He then fiendishly laughed, muttering "Boy, am I going to have fun at the next meeting. I'm going to digest this book and analyse all the girls' gestures and expressions!"

Girls, be on your guard!

Lera Lage says...."I want to thank all my Corvair friends for the visits, phone calls and cards while I was in the hospital and since my return home. Your support means so much...."

From Etta Herman, secretary of the San Diego Corvair Club:....

"We want to thank Tucson Corvair Association for doing such a good job with the judging at the mini-convention held in Scottsdale. Our members had a very nice time, and we all met a lot of friendly people."

TWO NEW MEMBERS JOINED US LAST MONTH...

B. J. GRAVES
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ROBERT W. EGGERS
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REPORT OF BOARD MEETING

4/30/80

PRESENT: Pat Hayhurst, John North, Don Bortle, Georgia Lewis, Gordon Cauble, Frank McKenna, Ron Richmond.

Items discussed:

- 1) Reinstitute use of Phone Committee.
- 2) Demonstrate use of blower bearing lube tool at Diagnostic Clinic.
- 3) Agreed to buy grease gun and appropriate box for use by TCA members.
- 4) Diagnostic Clinic: Emphasize Swap Meet and picnic. Form committee comprised of Pat H, John N., Frank M. and Don C. for technical advice. Invite attendees to approach committee with problems. Use of old forms for safety check list.
- 5) Don Bortle passed around preliminary Financial statement for April '79-March '80.
- 6) Agreed to retain inventory of belt buckles for use as awards.
- 7) Gordon announced that Ed and Alice Carey have volunteered to serve as Corvairsation editors! Agreed to purchase typewriter for Corvairsation use, hopefully a good reconditioned electric one.
- 8) John N. accepted appointment as Activities Chairman. A ramada is to be reserved for Rose Canyon outing.
- 9) Gordon, soon to be relieved of Corvairsation editorship, volunteered for other non-related responsibility.
- 10) Mini-convention debriefing followed until adjournment.

--Georgia Lewis



Our treasurer, Don Bortle, submits the names of the following members who are up for renewal. Is yours here?

FEBRUARY -- Knud Swensen

MARCH -- Chuck Pettis, Chris Crowfoot, Glenn Urschel, Tom Moore

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

MAY -- Bill Fournier, Ted Lloyd, Gertrude King, Will Ray, Sam Sharp, Howard White

General Attorney-at-Law

STEPHEN N. BOGARD
Home Federal Savings Towers
32 N. Stone Ave
882-9677

Incorporation Attorney for
Tucson Corvair Association

D. & J.
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Michael (Val) Valentino

623-6606

TUCSON CORVAIR ASSOCIATION
Regular Meeting - April 23, 1980

Meeting was called to order by the President, Pat Hayhurst, Wednesday, April 23, 1980, at Village Inn Pizza Parlor, 5133 East 22nd, at 7:45 p.m. Present: 45.

New attendees introduced themselves.

Minutes of the March 26, 1980 regular meeting were approved as they appeared in the April Corvairsation.

Treasurer Don Bortle reported a balance of \$488.90 in the Treasury. He reported a supply of t-shirts, license plates frames and caps on hand. He further reported that \$16.20 had been collected from the Can Project for the month. Members were reminded that they would receive credit for one-half of can money credit toward their Christmas Party admission fee.

The subject of TCA sponsoring a mini-convention was discussed briefly and tabled.

Frank McKenna reported on a letter received from CORSA which offered a special purchase price of \$11.95 for the book CORVAIR DECADE. Regular price is \$13.97. Postage not included. Special price is for lots of ten. At the suggestion of Jerry Bishop it was moved by Frank McKenna that we purchase one book for the TCA library which would give members the opportunity of evaluating the book. Motion passed.

It was decided to bring the club's tow bar to all TCA functions. Frank McKenna reported that he had custody of the tow bar which was available to members.

Intermission and a slide presentation of the Cactus Club mini-convention followed. Photographer and projectionist was Eric Bender.

Pat Hayhurst announced that we had a new Can Chairman, Dan Mattingly. Members were encouraged to bring cans to the regular meetings.

Pat Hayhurst presented Pat Bender an overdue award for his past presidency, a belt buckle.

Pat Hayhurst stressed the need for a new Corvairsation editor as the Caubles had more than served their term. Volunteers were asked for the May edition as the Caubles would not be available.

Four grab bags and door prize followed.

Frank McKenna read the For Sale items which were posted on the bulletin board: a 1960 Monza and a 1962 van.

Technical tips (Frank): Blower bearing lubrication tool is now owned by TCA. Tool is available to club members at a cost of \$1 a car. Also exhibited for information was a damaged tube on a gasoline tank, and a defective strut rod bushing from a late model car.

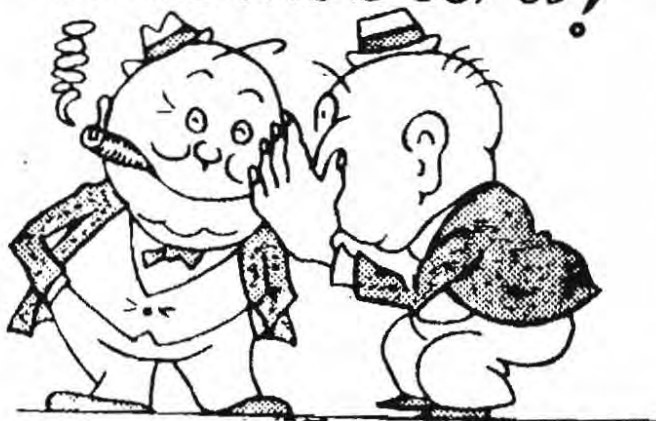
Meeting adjourned at 9:40 p.m.

Respectfully submitted,

Georgia Lewis

Georgia Lewis
Recording Secretary

Here's The Secret!



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- * Engine Resealing
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1962 CORVAIR VAN for sale. 4 speed, good engine and transmission. \$250. 325-8289.

'68 CORVAIR "500" Coupe, auto, engine runs good. Body straight. Tires like new--14". Brakes rebuilt. AM/FM radio. \$600 or best offer. 792-9130.

1960 CORVAIR CLASSIC...4 dr automatic, new tires, paint and velour seats. Economical. Very nice. \$1200. Call Jeff, 325-8289.

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

WANTED--WINDSHIELD, right front, for late model coupe. Also will pay \$2 for your old harmonic balancer. Eric. 388-2224.

EARLY 3 SPEED BOXES FOR SALE--OK for '65 too. Can we work a trade for an early 3.55 differential? John. 326-2086.

BRAKE DRUMS FOR LATE MODEL, Front and rear. Turned, and ready for installation. #13. Frank. 285-2571.

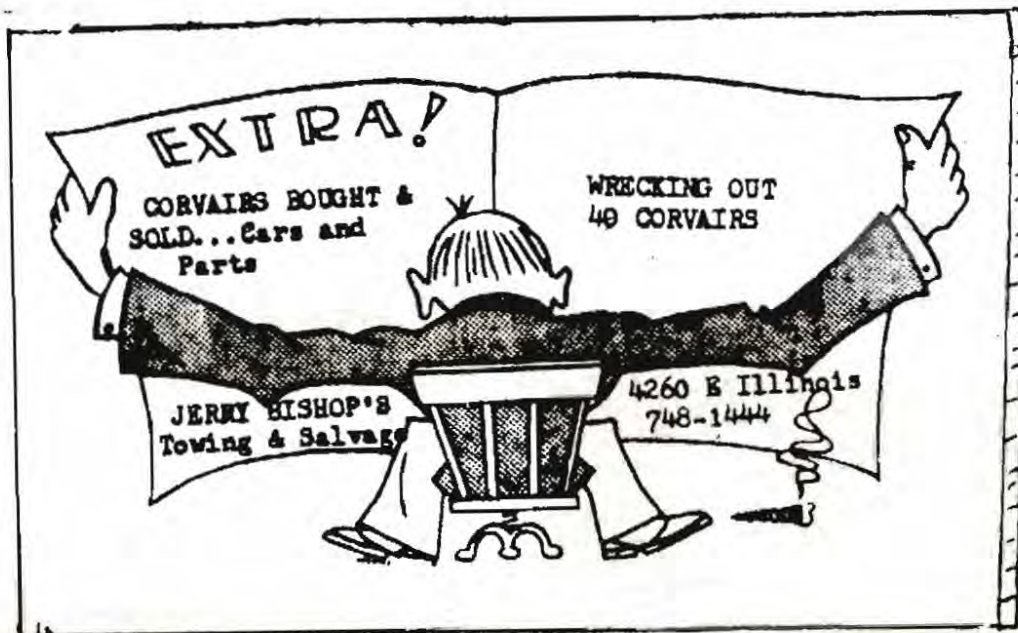
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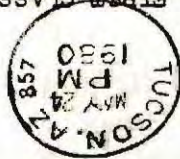
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TUCSON CORVAIR ASSN. REGULAR MONTHLY MEETING

- * **TIME:** May 28th.. 6:30 p.m. SUPPER SERVED AT 7:00 p.m.
- * **PLACE:** VILLAGE INN PIZZA, 5133 East 22nd Street
- * **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!



BEAT THE HEAT.....AT 5500 FEET!

*Rose Canyon Rally and Picnic

*Sunday, June 18, 1980

Assemble at 10 a.m. at O.K.CORRAL, 7710 East Tanque Verde, and depart 10:30 by caravan to ROSE CANYON (on Mt Lemmon) Ramada #2

Bring your family and friends, picnic lunch and beverages, and of course your Corvair! Rose Canyon is an ideal spot to spend a cool afternoon with your TCA friends. See you there!