

Corvairnation

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

FROM THE "TRANSAXLE TELEGRAPH" — June 1977 — NEWSLETTER OF THE NORTH TEXAS CORVAIR ASSOCIATION.

↓ FROM THE GLOVE BOX ↓ By Glen Herring

CORVAIR PRODUCTION BY MODEL AND YEAR

	60	61	62	63	64	65	66	67	68	69	TOTAL
COUPE:	83,116	151,588	186,457	158,602	117,888	145,992	68,980	19,028	14,013	5,479	931,143
500	14,628	16,857	16,245	16,680	22,968	36,747	24,045	9,257	7,206	2,762	167,345
700	36,562	24,786	18,474	12,378							92,200
Monza	11,926	109,945	144,844	117,917	88,440	88,954	37,605	9,771	6,807	2,717	618,526
Spyder			6,894	11,827	6,480						25,001
Corsa						20,291	7,330				27,621
SEDAN:	186,891	104,445	83,427	51,804	38,221	54,717	21,276	6,116			546,897
500	47,683	18,752				17,560	8,779	2,959			95,733
700	139,208	51,948	35,368	20,684	16,295						263,503
Monza		33,745	48,059	31,120	21,926	37,157	12,497	3,157			187,661
STATION WAGON:		26,042	6,078								32,120
500		5,591									5,591
700		20,451	3,716								24,167
Monza			2,362								2,362
CONVERTIBLE:			16,569	44,165	35,808	34,819	13,487	2,109	1,386	521	148,062
Monza			13,995	36,693	31,045	26,468	10,345	2,109	1,386	521	122,560
Spyder			2,574	7,472	4,761						14,807
Corsa						8,353	3,142				11,495
PICK UP:		13,262	4,471	2,046	851						20,630
Side Ramp		10,787	4,102	2,046	851						17,786
No Side Ramp		2,475	369								2,844
CORVAN:		15,806	13,491	11,161	8,147						48,605
GREENBRIER:		18,489	18,007	13,761	6,201	1,528					57,986
ANNUAL TOTAL:	250,007	329,632	328,500	281,539	207,114	237,056	103,743	27,253	15,399	6,000	1,786,243

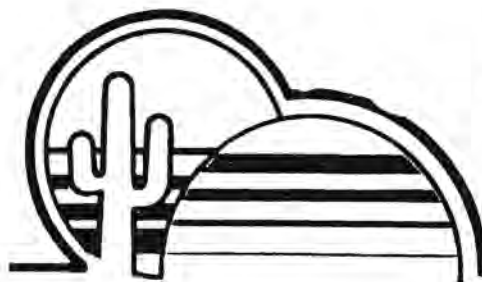
Spyder had a unique body number only in '64, being a Monza coupe or convertible option in '62 and '63. This chart, however, lists all Spyders as a model — therefore, Monza totals include no Spyders.

Glen Herring 5/77

JANUARY 1984

VOLUME 9..NUMBER 10

HAPPY NEW YEAR !!!



Wheel & Spokes

TUCSON CORVAIR ASSOCIATION

CORVAIRSATION IS A MONTHLY NEWSLETTER FOR THE MEMBERS OF THE TUCSON CORVAIR ASSOCIATION AND OTHERS INTERESTED IN THE PRESERVATION AND RESTORATION OF THE CORVAIR AUTOMOBILE. THE TUCSON CORVAIR ASSOCIATION IS A CHARTERED CHAPTER OF CORSA (CORVAIR SOCIETY OF AMERICA)

MONTHLY MEETINGS ARE HELD ON THE 4th WEDNESDAY OF EACH MONTH. ONE ADDITIONAL SOCIAL AND/OR TECHNICAL EVENT IS PLANNED AND SCHEDULED EACH MONTH. DETAILS ARE PUBLISHED IN THE NEWSLETTER.

DUES FOR TUCSON CORVAIR ASSOCIATION MEMBERSHIP ARE \$10.00 PER YEAR, PAYABLE TO THE MEMBERSHIP CHAIRMAN. ANY TCA MEMBER WHO IS A MEMBER OF CORSA RECEIVES A \$1.00 DISCOUNT ON THEIR TCA DUES.

CORVAIR SOCIETY OF AMERICA (CORSA) MEMBERSHIP IS \$14.00 PER YEAR AND IS HANDLED DIRECTLY BETWEEN INDIVIDUALS AND CORSA AT, 2506 GROSS POINT ROAD, EVANSTON, IL. 60201.

DEADLINE for all material to be published is the 10th of the month. Got something to say...Send it in...Let your thoughts be known... Type it if possible...Short articles can be called in to Lee... Send all material to the Editor...Mail it by the 7th so I get it...

CLASSIFIED ADVERTISING IS FREE TO ALL TCA MEMBERS AND A \$ 2.00 PER/4-LINE AD TO NON-MEMBERS. COPY SHOULD BE MAILED TO THE CORVAIRSATION EDITOR AT THE ADDRESS LISTED ABOVE. COMMERCIAL ADVERTISING IS ARRANGED THROUGH, GORDON CAUBLE, 5950 N. CAMINO ARIZPE, TUCSON, AZ. 85718 PH: (602) 299-1122.

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DON BORTLE, ED SANFORD, BILL
WILCOX, BOB THOMPSON,
CORVAIRSATION EDITOR AND
CURRENT OFFICERS.

Main Bearing

the Presidents Message....

It was a great Christmas Party. Everyone that said they'd come, came. The only missing party was Barney, who fell ill that day. We missed you, Barn ! All in All, everyone enjoyed themselves. Dave Thompson was given the coveted " Man of the Year" award for being an " all around good guy " for the year of 1983. There were plenty of prizes and the most treasured were the beautiful hand painted items donated by Frank McKenna's lovely bride. I extend an extra special " Thanks a Million" to all of those who made our Annual Christmas Party such a grand success. Frank Mc Kenna was chairman of the committee, so "Thank Him" yourself next time you see him.

Elsewhere in this issue, you will find a letter from GAIL ALBANI, our Club member that lives in Phoenix. She is our Representative to the ARIZONA AUTOMOBILE HOBBIEIST COUNCIL. Please read the letter and give it some thought. Take a few minutes and write or call our Legislators and let them know how you feel. If we want things to go " Our Way", we have to let our thoughts be known.

A New Year is well under way and it will be a good one for all, I'm sure. Club Elections are coming up next month, and a new lease on life is at hand for T.C.A. and I sincerely hope that all of us will give as much as we are able, to make 1984 a great success.

Happy New Year

ARIZONA AUTOMOBILE HOBBIEIST COUNCIL...report by GAIL ALBANI of Phoenix....

As you know the Legislature is now in session and the time has come again for us all to get to work. In a couple of recent issues of the Old Cars Newspapers, the Editorials have stressed the importance of the hobbyist as a Legislative "watchdog". We automobile enthusiasts have an obligation to ourselves and to our hobby to keep ourselves informed of any possible legislation which could affect our hobby. We are very fortunate to have our A.A.H.C. here in Arizona and to have all the dedicated people who work so hard each year to spread the word on possible problems with new laws. Every year and this new year will be no exception, the 4% sales tax on sales between private parties of cars, boats, and airplanes has come up and we have been successful in beating it down. In this morning's paper, I read an article on the Governor's ideas to raise state revenues and one of the main items mentioned was this tax. Why is it so bad? It has passed in other states and believe me we multiple car owners are the ones who suffer the most. The main problem is that they are not going to accept that you sold that lovely little Corvair to your fellow Club member for just \$700.00 (less than the proposed taxable \$750.00 limit). They are going to ask "experts" and they are going to consult the Gold Book and then they are going to tell you what that car is worth and that is what you are going to be taxed on. Sounds like a bad story, right? Well ask the people in Connecticut or other states that have the tax already. You'll find out that this is only too true. There will be other laws that will need careful watching too, and this is what we must all get involved in. So I am asking for your continued support of the Council and your active involvement in keeping the members of TCA informed and aware of what is happening. Also, if you know of other Car Clubs in the Tucson area who are not Council members, please try to get them involved. Last year when we were on the phone so much about the 4% tax, the sheer volume of calls that our Legislators received was very impressive. It may take that and more to stop it again this year. One letter or one call means nothing, but when the mail flows like a river and the phone doesn't stop ringing, that is what tells our elected representatives that We the Voters are concerned and that We the Voters are watching just exactly how they vote on these issues.

Exhaust Pipe

Your NOMINATING COMMITTEE has selected (coerced) the following members into seeking office in the Club.. NOMINATIONS will also be accepted from the floor at the January Meeting, with Election in February, and Installation in March. Don't be bashful, VOLUNTEER your services..Help your club.

POSITION

NOMINEEE

President	Bob Gay
Vice President	Bill Wilcox
Treasurer	Alan Atwood
Secretary	Lucy Post
Member at Large	Dave Thompson

MEMBERSHIP STATUS

DUES DUE

NOV. 1983

Edward Madden
Dave Baker
Barry Cunningham

DEC. 1983

Pat Bender
Tom Lamanda
Lee Spitzer
Woodroe Wilkins

JAN.1984

Ernie Alloy
Neil Clements
Richard Lucht
Dave Tait
James Wright
Don Bortle
Van Pershing
Dave Thompson
Len Droz

FEB. 1984

Alan Atwood
Don Chastain
Thomas Morgan
Bill Wilcox
Al Agular
Walter Wilson
Gordon Cauble
Thomas Locascio
George Sproles
William Sears
Jim Guggerty
Patricia Tait

WELCOME NEW MEMBERS

Craig & Tammy Avery
6615 Golf Links Rd.
Tucson, Az. 85730
Ph. 745-6017

Ed Sanford has a "Near Miss" to relate during the meeting....Could be an IMPORTANT SAFETY TIP for all of us....'Listen up, y'all.....

IMPORTANT: SUBSTITUTE AIR FILTER FOR LATE MODELS...Sears Part #-45277

A REAL THRILL...Your Editor had the great privilege of riding in the FIRST CORVETTE ever built. Prototype was being driven by Mauri Rose (three time Indianapolis 500 Winner)and we approached 130 MPH on Mound Road, just outside the Detroit limits....Scared the little green apples out of me...No top on it, and was a cold night, and we got stopped by the Highway Patrol. No problems though....He gave them a ride too, and speed was forgiven..

I was working at Chevrolet Engineering (old plant) at the time and and still find time to recall; Ed Cole, Rosenberger, Duntav, Benzinger, and the others that helped make Chevvy's and Corvairs great....



The smooth aerodynamic lines of these Corvair experimental "idea cars" were the result of wind tunnel tests conducted by General Motors Styling. The Monza GT, a silver fastback coupe (right) and the

Monza SS (left) finished in Flame Red shared basis styling. Both used Corvair-based powerplants mounted in the rear. These cars were smaller than the production Monza.

(Photos courtesy Constance A. Smith.)

Somewhat Electrifying...

A CORVAIR EXPERIMENTAL EXPERIENCE

by Constance A. Smith © 1982

During 1959, the Chevrolet Division of General Motors first announced the Corvair to a receptive audience of Americans. The Corvair, at this time by far the most innovative model in the 1960 lineup, brought a number of new concepts to the American car: Corvair had the first unitized body ever offered by General Motors in the United States. Furthermore, Corvair was the first rear-engined rear wheel drive American production model. Later, Corvair featured a TRW turbocharger added to its aluminum alloy, cast iron engine; Olds Division introduced the first blower of the Sixties only months before. Finally, Corvair's independent suspension included A-arms up front, coil springs and shocks up front and independent swing axles, coil springs and shocks in the rear. Corvair developers Maurice Olley, Harry Barr and Robert Benzinger were led by Ed Cole. Other Corvair designers worked under the direction of former Vice Presidents Harley Earl and William Mitchell and designers Ned Nickles and Ron Hill. Nickles retired from GM in the mid-seventies.

A daring experimental, the preproduction Corvair and its innovative components were to

reappear in a number of customized automobiles, conversions and ground-up experimental transportation projects.

A number of outstanding components appeared on the pre-production model: An engineering feat by itself, the Corvair's unusual horizontally opposed or flat six cylinder engine consisted of a cast iron crankcase, aluminum heads and detachable cylinder barrels. The centrally positioned crankshaft and camshaft fit tightly between the cylinder banks. Early engines required dual carburetors. Equipped with a turbocharger, later versions were supplied by a single unit and still others, required not less than four carburetors to introduce a mixture. The original base 145 cubic inch engine had a bore and stroke of 3.42x2.6 inches, was rated at 80 hp at 4400 rpm, and utilized an 8 to 1 compression ratio. Higher performance models equipped with 150's and four speeds achieved exceptional performance; they accelerated from 0 to 60, not 50, in under 11 seconds. Weighing close to 2600 pounds, the 180 inch long, 66 inch wide Corvair has a wheelbase of 108 inches and was capable of about 110 mph. The turbocharger units were added to a

specialty prepared, beefed up engine. Weighing 13½ pounds, the turbo was capable of providing up to 10 psi boost; these units performed better than many comparable units sold today. Although some turbochargers were part of an optional package, others were standard on additionally introduced models.

The physical shape of early Corvair proposals remained almost unchanged, however, the designers tested a number of small surface changes after the initial model was made, as usual. On early prototypes, designers extended the rear of the roof and proposed a series of rear deck louvers. The headlamps varied in size until a decision was finally made to make all four of equal diameter. The heavy bumpers proposed in early stages led to more elegant thinner chrome; this made the models appear lighter and faster.

Both the superior engineering and attractive styling led to the Corvair's early popularity and success. Chevrolet's Division sold over 248,000 of five Corvair coupe and sedan models during 1960 according to some accounts. 1960 was Corvair's first full year of production; only a four-door was ready in calendar 1959. Sales did not show a noticeable decline until

1965 when they hovered below 205,000, but by 1969, a total of 1.7 million had been manufactured. Approximately 7000 models were built in Canada.

The less colorful but faithful Ford Falcon and Plymouth Valiant were conservative competitors.

Beginning in 1961 trucks such as the Greenbrier, Corvan, Rampside and Loadside were offered for sale to the general public.

Chevrolet offered many options, such as wire spoked wheels, a convertible top, and air conditioning for the Corvair. These extras made the latter models particularly attractive to automotive enthusiasts then and to auto restorers now.

These attractive production models inspired hot rodders and designers alike. Most of the resulting conversions, customs and experimentals adopted Corvair's low profile air-cooled flat-six.

General Motors introduced the attractive Monza SS roadster and Monza GT fastback at New York's annual automobile show in the early Sixties. Molded of fiberglass, these more or less ground-up prototypes were powered by a flat-six mounted centrally; they were "mid-engined." The Monza GT, suggesting the Opel GT of the early seventies and the newer Corvettes, was equipped with a six, supplied by dual carburetors, located in front of its rear axle. the GT was also equipped with a four speed transmission and independent suspension. Its hidden headlamps contributed to its smooth hood; however, by today's guidelines, the covered lamps would also contribute to aerodynamic efficiency. Entrance and exit was possible via a cockpit that lifted up. The engine was accessible via a hatch. A low slung two-seater, it was a car that, perhaps with a few changes, could and should have been a production model.

The topless Monza SS was equipped with a six located behind its rear axle and four carburetors. Although the SS is physically shorter than its production counterpart, it shares other basic components with the Corvair and GT.

General Motor's Astro I idea car, introduced in 1967 was also propelled by a rear mounted, modified, six-cylinder engine. This "hemi" was supplied by dual carburetors, with the valves driven by an overhead camshaft. The 176 cu. in. powerplant provided approximately 240 horsepower. Astro's fiberglass body was divided in half; the rear portion, an electrically operated canopy, allowed entry and exit to both passenger and engine compartments. The Astro I utilized a wishbone



Astro I was a 1967 dream car powered by a highly modified OHC flat six. Tilt-up rear gave passenger entry and revealed powertrain.



Astro II looked ready for the street, was rumored to be mid-engine Corvette prototype. It wasn't.



Astro III was radical, jet-powered tri-wheeler shown at Chicago Show in '71.



Electrovair I, based on a '64 Corvair; and Electrovair II, using a '66 body, get together for a photo session. GM's electrics were highly innovative.

suspension and shallow dished, aerodynamically efficient, wheels.

The Sebring Spyder, Super Spyder, Phoenix and Bertone Testudo also borrow some of Corvair's components.

Over the years, in-depth research by General Motors' staff resulted in a number of experimental electric vehicles including the Electrovair I and II.

The Electrovair I was built on a 1964 Corvair chassis and the Electrovair II utilized 1966 Corvair components. The more daring Electrovair II weighed approximately 3400 pounds, about 800 pounds more than the production vehicle on which it was based. Its powertrain weighed about 1200 pounds: the vehicle's battery pack added an additional 800 pounds. The driveline of the Electrovair II consisted of an induction motor which drove a quill shaft through a differential carrier, a planetary gear set and rear axle pinion shaft in the differential assembly. A pump, driven by the planet carrier, circulated oil, in this case transmission fluid, for cooling. A shaft from the gear set also carried or drove a speed sensor and tachometer. Although this driveline caused more vibration than desired, its simplicity was noteworthy.

In addition to a three-phase AC induction motor, the Electrovair was also equipped with 286 costly silver-zinc cells, connected in series and spaced out in 13 coated aluminum trays. Part of the trays, the handles and the covers, were made from plastic. A 530 volt battery pack occupied the front luggage and rear engine compartments. The power package provided approximately 120 KW and a 530 volt open source. After rejuvenation, the batteries would withstand 100 charge cycles. The cells could be recharged in six hours on conventional household current. Contemporary electric vehicle

batteries, however, are capable of withstanding hundreds of recharges.

A unit employing 18 SCRs converted the batteries DC to three-phase AC power and varied the voltage and frequency of the power. The inverter and capacitors were located beside the motor and other logic circuits were mounted beside the wheelwells.

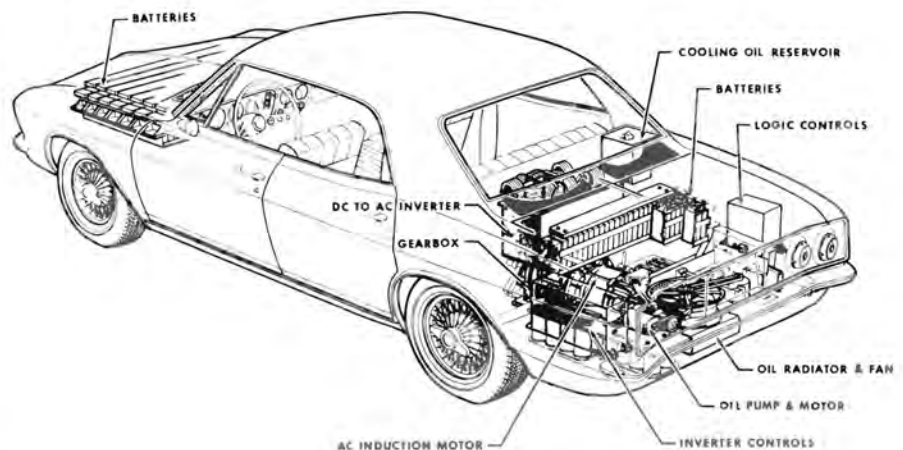
Both oil and air were used in the vehicle to cool the electrical components. The cooling assembly utilized a heat exchanger and a motor driven fan measuring 10 inches in diameter.

Although this was a very complete concept vehicle, engineers summarized the problems associated with a vehicle of the Electrovair's design. They saw a need for a lighter and smaller drive system, cheaper components and materials, a motor

control system less sensitive to electrical noise and batteries that would last longer and provide increased mileage. They also pointed out that it is difficult to cool components and a problem to provide auxiliary power for car heating and air conditioning. Safety and radio-TV interference were included in their mention of additional problem areas.

The Electrovair and all of the Corvair experimentals were noteworthy. However, the Corvair, without any modifications was exceptional. It was this daring production concept which inspired all of these experimental vehicles as well as customizations.

(Constance A. Smith is a former General Motors engineer. The story preceeding is excerpted by permission from her forthcoming book, "The New Experimental Vehicle," copyright 1982 by Constance A. Smith.)



CUTAWAY VIEW OF GENERAL MOTORS ELECTROVAIR

Electrovair II's battery packs added 800 pounds to package. Both oil and air were used to cool drivetrain components.

Rally Point

This page is your up-date on CORVAIR HAPPENINGS , both Local, State-Wide and National....Mark your callendar so you don't forget....

January Meeting....January 25th, 1984..Nomination of 1984 Officers....

February Meeting...February 29th,1984..Election Of Officers

FEBRUARY 25th & 26th...PARK MALL AUTO SHOW....More info at meeting & in Next Issue of paper.

March 17th & 18th...Annual Car Show & Swap Meet in Mesa Community College.

April 29th...CORVENTION (Mini-Convention) Mesa...More details later

Pit Stop

Peggs no muss..no fuss...no cuss...

IMPOSSIBLE CREAM PIE

INGREDIENTS: 2 Cups Milk, 4 Eggs, 3/4 Cup Sugar, 1/2 Cup Bisquick
1/2 Stick of Oleo, 1 Tsp Cinnamon.
(Optional: Add 1 Cup shredded Coconut & 1 Tsp Vanilla)

Directions: Put everything in a blender. Mix thoroughly. Pour into a 9 inch pie tin. Sprinkle topwith cinnamon. Bake at 350 for 35 to 40 minutes.

Result: A SCRUMPTIOUS PIE THAT MAKES IT'S OWN CRUST...You'll love it..

Vairo 'n Spares

IF YOU NEED HELP WITH: Repair Info, Part Numbers, Part Locating, or "Will-It-Fit" Info, call our club members...Many substitute parts are still being made that will fit..IF..you know what they are & where they are...Call....

Gordon Cauble, Corvair Consultant, at 299-1122, available 'most anytime.
Frank Mc Kenna, Tucson Parts Locator, at 885-8571, available evenings.
Don Chastain, Part Number Consultant, at 325-3526, Available anytime.
Dave Martin, Club Librarian, at 884-7785, Vair Books to Loan, evenings.
+++++

FOR SALE: '62 Monza 2 Door Coupe..Auto/Trans..Body work completed, ready for Painting..Needs Interior re-worked..Good Running Cond..
Good Tires..Car located in Kearny Az @ (602)-363-5611..
More Info, Call Dale Webb in Tucson @ 298-0924 Asking \$950..
+++++

FOR SALE-3 Prong, Spinner type ,wire wheel covers in mint condition (4) \$90.
Vinton "O" rings at \$9.50 set. Air & Oil Filters. Weather Strips for trunk & engine lids. Early & Late model shocks. Other hard to find parts. Call Gordon Cauble @ 299-1122..Parts Locator...

FOR SALE-61 Rampside Pick-up. Good running Condition. Needs some body work on right rear quarter. Good interior. \$ 850.
62 Spyder Convertible. New Paint. New Upholstery. New Top. New Tires. Wire Wheels. Runs Good. \$ 3200.
66 Corsa Coupe. 140 HP, 4 speed, new tires, newly rebuilt engine, Clutch & Flywheel. Also includes IECCO accessories of: (1) Fast steering arm,(2) Sport Steering Wheel, (3) Quick Shift Linkage. (4) Oil Radiator, (5) Large capacity finned oil pan. (6) Tuned Extractors, (7) Ram Induction System W/Holley 4 Barrel Carburetor. (8) Mallory Hi Performance Distributor. Much, much more invested, but asking \$2500. or interesting SAAB Sports trade. Call after 5 PM and keep trying. (Don Davis) All 3 vehicles must be seen to be appreciated. Call 296-9811...AFTER 5:00 P.M....Keep Trying...

FOR SALE- CAR ON ASSIGNMENT..FOR SALE THRU GORDON CAUBLE- 299-1122
66 Corsa Coupe. New lacquer Paint & metal repair (No bondo)
All parts included to assemble into a Concours show car. Regal Red, New Radial Tires,Air Conditioning. Needs Clutch job. Over \$5000. invested. Sacrifice @ \$3000. Call Gordon @ 299-1122 for details.

WANTED- Rampside door for 61 Pick-up..Lee Miller 742-7289

GOT SOMETHING TO SELL, OR NEED SOMETHING...? These ads are FREE to our Members & only \$ 2.00 for each two lines from Non Members...

DISPLAYADS...help defray the cost of printing your CORVAIRSATION..

Rates Are: \$ 3.75 for business card size...\$ 7.50 for 1/4 Page ...
\$ 15.00 for 1/2 Page.... Display Ads are handled by Gordon Cauble at 299-1122.... Advertize your business in your paper



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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

- * THE TIME: Fourth Wednesday of each month, 6:30 pm
- * THE PLACE: The Filling Station, 6934 E. Tanque Verde Rd.
- * THE MENU: An All-You-Can-Eat Buffet, Including Salad Bar
- * THE COST (for the meal): \$3.99 plus drinks.

COMING
EVENTS

February 25 & 26 - Park Mall Show
More details at January Meeting

February 22, - Elections

NOTICE
MEMBERSHIP EXPIRED
LAST ISSUE

CORVAIR ASSOCIATION EDITOR
P.O. BOX 126
CORTARO AZ- 8 5 2 3 0



NOTICE
MEMBERSHIP EXPIRED
LAST ISSUE

FIRST CLASS MAIL



Dave Baker
7041 Arrowhead Dr.
Tucson, AZ 85715

The Tucson Corvair Association is a chartered chapter of the Corvair Society of America (CORSA). Monthly meetings are held on the 4th Wednesday of each month.