



# Vairious Times



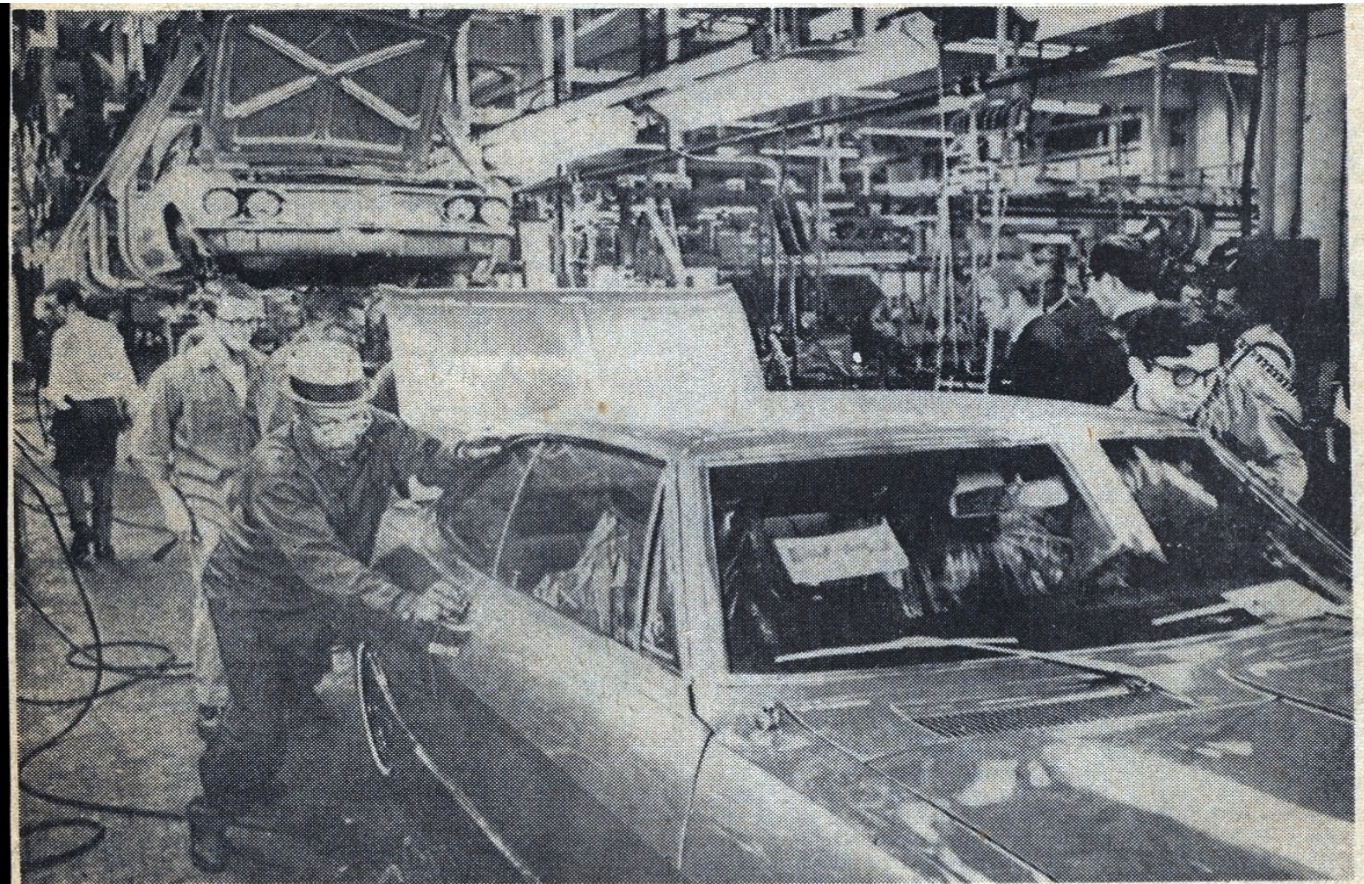
Volume 8, Issue 5

CORSA Chapter 982

May 2009

*40 Years Ago...*

## Corvair Line Shuts Down 1.7M Classics Produced



### *No. 5,999 Steals the Show*

General Motors had planned no formal ceremony to mark the demise of its Chevrolet Corvair line Wednesday, and it was just as well. The last of the line was a golden two-door Monza sport coupe with a batch of extras and a price tag of \$2,868.30, the 6,000th of the 1969 models. But

No. 5,999, a blue two-door coupe, stole the show. As photographers waited for a picture of the Monza as it came off the line, No. 5,999 refused to start. It backfired once, then quit cold and had to be pushed out of the way at the Willow Run plant. (UPI Telephoto)



## NCC Meeting Minutes from April 9, 2009

The meeting, held at the Eagle Crest Restaurant was called to order by President Bill Chellis at 7:00.

### Attendees

John Barnes, Bill & Mary Ann Chellis, Fred Croydon, Fred and Tawney Heffley, Bill Hines, Paul Hintz, Beverly Kaufman, Greg King, Vic Kukrall, Wally McKinley, Daniel & Trent Morsk, Larri Oien, and Ron Zentner.

No minutes to approve, because there was no business meeting in March.

NCC Treasurers Report: as shown in the newsletter.

### Old business

- President Bill Chellis announced that the club has committed to buy all 31 of the National Convention raffle tickets, for the 1964 Monza 110/4 Coupe that we received. Board members purchased 15 of them, the remainder are available for purchase by members
- Bill announced that the Club has reserved a booth at the Mount Vernon Swap Meet, at the Skagit County Fairgrounds, on Saturday April 18. He, Dan Morsk, and Fred Croydon will man the booth from 8 AM until 4 PM. All members are encouraged to participate, and bring items for sale at the meet. Our main purpose in participating is to publicize our club and the Corvair.
- Bill Chellis and Fred Heffley reported on status of preparations for this years Hinton Corvair gathering Fred reported on ongoing work to obtain sponsorship for items to be raffled-off and/or included with the goody bags. Bill reported that the artwork for the dash plaques is about complete and on schedule.
- It was noted that President Bill got our event included in the CORSA Communique Events Calendar.

### Items for Sale-or Purchase

None at this time.

*Continued in next column...*

## NCC Meeting Minutes cont'd

### New Business

- Bill reported that CORSA intends to impose a \$50 Chapter Filing Fee on Chapters that are not 100% CORSA members. Bill also stated that it appears that action violates CORSA's bylaws.
- Vic Kukrall showed a Corvair Memory Frame he obtained from Proud Owner Design.

### Upcoming Events

- PACCAR Open House on April 11.
- Next local events are the LaConner Tulip Rallye, April 25, and the Foothills Toyota car Show, May 9.
- May Meeting---May 14, 6:00 PM Eagle Crest Restaurant.
- May 14 is the 40<sup>th</sup> anniversary of the end of Corvair automobile production.

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## NCC Treasurer's Report

March 31, 2009

### Checking Account

**Balance Forward**     **\$590.84**

#### Income

Dues	\$ 30.00
Merchandise	\$ 15.00
Raffle Tickets	\$ 40.00
Advertisement	\$ 25.00
BECU Interest	\$ 0.12

**Total Income**     \$ 110.12

#### Expenses

Bank Charge     \$ 7.46

**Total Expenses**     \$ 7.46

**Ending Balance**     **\$693.50**

### Savings Account

**Ending Balance**     **\$ 5.01**

April 30, 2009

*Beverly Kaufman, Treasurer*

## The North Cascades Corvairs line of quality merchandise

We have t-shirts (\$20), mugs (\$12), and hats (\$16.50) available for immediate or one day delivery. Coasters, mouse pads, totes, pillow covers and ceramic tiles can be special ordered. Shipping can be arranged at a slight additional cost.

You can order by contacting Fred Croydon at:  
[fredngale@wavecable.com](mailto:fredngale@wavecable.com)



An [order form](#) is available at our club web site.



## North Cascades Corvairs Business Cards

The example here shows the front of my card, and if you would like to have some of your own, call or write me, and let me know what you would like on yours. The card stock I use, printable on both sides, allows a picture of your car on the back. I can produce them for about ten cents each. So, for a dollar you can have a sheet of ten cards. Just get me a picture of your car in the pose of your choice.



**Fred Croydon**

439 Modoc Way  
La Conner, WA 98257  
Ph: (360) 466-2266

e-mail: [fredngale@wavecable.com](mailto:fredngale@wavecable.com)

### CORVAIR SOCIETY OF AMERICA

The Corvair Society of America, (CORSA) is an international organization that is made up of over 4,800 members and 125 chapters, one of which is North Cascades Corvairs. CORSA members are dedicated to the preservation, restoration and to furthering the appreciation of the Corvair automobile. CORSA supports all sanctioned Corvair Clubs with several benefits, including event insurance, members only classified ads and the monthly magazine, *Corsa Communique*. North Cascades Corvairs strongly encourages all members to join CORSA. YOUR membership in CORSA helps them provide those services. Annual dues are only \$38.00. For more information, including a membership form, contact CORSA at the following website: [www.corvair.org](http://www.corvair.org) CORSA email is: [corvair@corvair.org](mailto:corvair@corvair.org).

## Cover Story

### On The Production Line

Chevrolet's Willow Run, Michigan assembly plant was the sole production facility for all 1969 Corvairs. It was one of 24 General Motors assembly plants operating nationwide in 1969, including 17 building various models of Chevrolet division cars. The plant is in Ypsilanti, a small town of 25,000 in southeastern Michigan, just twenty-five miles west of downtown Detroit and now part of the Detroit to Ann Arbor metropolitan sprawl.

The vast majority of all 1960-1969 Corvairs were built at the Chevrolet and Fisher Body assembly facilities in Willow Run. In the sixties, Corvairs were also built in California (Oakland & Van Nuys), Kansas City, Missouri and in Canada at Oshawa, Ontario. Willow Run was always considered to be the "home" plant.

Exactly 6000 1969 Corvairs were assembled - 2,762 500 coupes, 2,717 Monza coupes and 521 Monza convertibles.

The Willow Run plant began building the Chevy II Nova for the 1962 model year running them on the same production line as the Corvair. As the Corvair's production volume dropped each year after 1965, it became harder and harder to build it on the same line with Nova. By 1969, only three Corvairs per hour were coming down the line amid all the Novas and it became a serious problem to train new assembly workers on the Corvair intricacies. Add to that the basic layout differences of the two cars. The job that a worker did at a given station on a Nova may not have been the same job as needed on a Corvair. The Corvair required more work than the Nova before the powertrain and suspension were married to the body, and the Nova needed more work afterwards. This meant the Corvair was getting a free ride for a while on the line, a very inefficient arrangement.

Something had to give and the most logical choice was to get the Corvair off the main line. On October 28th, 1969 Corvair production stopped, resuming on November 15th in a special area in the northeast corner of the plant. This Corvair only assembly line was 400 feet long, manned by 43 of Willow Run's very best workers, supervisors and utility men. Each man was specially chosen because he showed a personal interest in the project, and the Corvair.

There were five assembly stations on the line. Numbers one, three and five had hoists. Station one lowered the carrier cradle, picked up the body and returned the body truck to Fisher. Then, with the body raised, workers began installing gas & brake lines, linkages, heater, and so forth.

At station two the carrier stayed in the air and the body was prepared for marriage with the front & rear suspensions and engine-transaxle assembly. At station three, the carrier was lowered by hoist and electrical, wiring, steering column, dash and interior parts were installed. At station four, the carrier was raised up again where the engine and chassis components were brought from their own miniature line and raised up into the car from underneath. Gas tank, bumpers and tires were installed here as well. At station five, the car was lowered to the floor for fluids, headlamps, aiming, bezels, wipers, etc.

Most workers there felt they were privileged to work in the area, feeling it was the best place to work at Willow Run. And they all liked the Corvair. The line ran smoothly. Despite continual parts shortages, those who were there feel the best built 1969 Corvairs were those completed between November 15th and April 21st when all hell broke loose. Production during this period totaled about 2600 cars.

### Some background on this month's cover photo

It is a clipping from the Flint Journal that ran on 5-15-69. The guy pushing 5999 on the left is Willie Burchfield (line worker), the guy behind him and to the left is Art McDonald (repair and utility man) and the fellow further back on the left is Joe Casey. Sorry we never have figured out who the guy pushing & steering on the right is.

Note: Dave Newell has arranged for Joe Casey to appear at this year's CORSA Convention.

*Story continued on next page...*

## Cover Story (cont'd)

The original schedule for the Corvair room assembly was to build out through July, but orders for Novas had backed up and dealers were screaming for more. This could only be done if Corvair production was finished, adding that manpower to the Nova line. On April 21st, Corvair production was doubled to 51 cars a day, making the last day of production May 14th. The goals were met and the weekly rates did indeed double to over 300 Corvairs each week. In the first week of the new program, 318 were built, up from 145 the week before. It accelerated for two more weeks, hitting 341 and then 364 cars. The very last work week of Corvair production was only two and one half days long, but they still cranked out 141 Corvairs. How did they do it?

Three ways. The first was to put the entire Willow Run work force on a six day, overtime week, as union rules prevented the Corvair workers from being the only ones to get Saturday overtime. Second, the number of workers doubled. The third and most important change that allowed the rapid build out of '69 Corvairs was the violation of GM's steadfast rule against stockpiling cars. A car was never built unless there was a dealer order on hand, and cars were never built ahead of orders. Leave it to the Corvair to be the exception, and all those unsold Corvairs began to pile up outside the plant. They just couldn't be sold as fast as the speeded up line was churning them out. The rush complicated an already critical parts shortage problem and many of these very last Corvairs were let go to dealers short of parts.

After the dust settled, 6000 Corvairs had indeed been built by May 14th - 2194 on the main line with the Novas and 3806 in the Corvair room. Of those 3806, 1164 were built during the last three and one half weeks. Novas total 1969 model year production was a whopping 283,000. In retrospect, it seems incredible that so much effort went into assembling such a small handful of Corvairs. It once again proved that the Corvair was always the exception rather than the norm.

### The Last Day

When Chevy PR issued its press release announcing the end of the Corvair production on May 14th they were well prepared for the flood of calls from the media. The news was on the wire service tickers by 10:30 AM, signaling an explosion of newspaper reports, television & radio spots and magazine articles. Phone calls from reporters all over the country started coming in almost immediately to the Chevy PR staff. Their questions were numerous. They wanted to know the real reasons why, needed more information on the car's history, and even appealed for statements about Mr. Nader. That would never happen from anybody at GM !

The Associated Press, United Press International, and local TV stations were requesting to photograph the last Corvair as it actually came off the assembly line that Wednesday. No plans had been made to have the press at Willow Run and even the ever-present GM Photographic Department wasn't going to be there. All GM needed was smug, gleeful reports in the media that the Corvair was finally dead.

With all the requests to see the last Corvair being built, GM relented. A small ceremony would be allowed, which probably assured better treatment by the press than if they'd been shut out. The Corvair room was a high security area at Willow Run and very few outsiders had ever been in it. So it must have seemed strange when newsmen began arriving after lunch on Wednesday, May 14th. The line had been running all morning so the very last cars could be ready for them.

The tone of the day was very informal, with no speeches or statements by anyone from GM. It was a sad day for the assembly workers, foremen and their supervisors who had grown fond of the Corvair and their little team. It surely was no day of celebration for them. Instead, it was a funeral and they were the pallbearers.

The last Corvair, an Olympic Gold Monza Coupe (# 6000), was in its overhead carrier and was pushed closer to the waiting newsmen. The car in front (# 5999) was lowered to the floor, on its wheels for the first time. After receiving its ration of gasoline, this Lemans Blue Monza coupe quickly became as famous as # 6000 itself. 5999 wouldn't start. A loud backfire, and then silence. Some sentimental workers and reporters felt the Corvair was stubbornly holding up the line, refusing to die.

*Story continued on next page...*

### Cover Story (cont'd)

All the evidence points to a "service" or replacement engine, one that would normally be ordered for customers' cars. Due to the extreme shortage of parts at Willow Run for the last Corvairs, a service 140 was probably ordered. This was then installed in # 5999 as its original engine. Engines shipped directly to Willow Run from the Tonawanda, New York engine plant have the distributors installed; service engines are delivered without distributors. Engine line workers, unfamiliar with distributor installation and in a hurry, must have put it in 180 degrees off. BANG !

With # 5999 now pushed out of the way, at 1:30 PM #6000 was easily started and driven a few feet ahead where the Olympic Gold Monza coupe stopped for photographs by the press. At 2:00 PM, # 6000 was driven out of the building, followed by the newsmen, and down a ramp onto the loading dock area. Nearby was a long string of tri-level railroad cars filled mostly with Novas and a few Corvairs. More photos were taken here by the press and plant personnel. And that was that, the Corvair production decade was over.

The narrative above was found on the 1969 Corvair Group's website. It is condensed from three of Dave Newell's chapters in *1969 Corvair Fingertip-Facts*, by Dave Newell and Mark Ellis. It is reprinted here with Dave's permission. To read the full behind the scenes '69 story and learn about the Chevrolet people involved, the book can be ordered from Clark's Corvair Parts.

Dave Newell adds: The articles you sent from the 69 site aren't from our book. They're paraphrased and edited versions taken from three chapters that I wrote for the book, but I didn't write them like that. The really good historic stuff, especially concerning the people involved, has all been edited out. Some words have been changed, like the sentence about the last minute decision to have a ceremony on May 14th: it reads "GM relented" where I wrote "Chevrolet relented" in the book. That's a BIG difference since the division and the corporation had their own PR staffs. I'm not sure how my writing got botched up like that. Most everything there is written by me except some sentences that may have been added to make things clearer to the uninitiated who might happen to stumble upon the site. What's most important, though, is what has been left out, including all references to Joe Casey, who will be a speaker in Jacksonville.

I will drive my car only in parades, club activities, matters of public interest, and under 2500 miles per year.

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### Through the Gears (cont'd)

This meeting will be our last one before the Hinton Chevrolet Corvair Gathering takes place on June 6th. Fred Heffley and I will present an update on sponsors that we have signed up for the event. But as you all should know by now, I sent a message out some time ago asking for RSVP's from those planning to attend. Once again, the RSVP request is to assist Galen and his wife Candice better plan for the lunch they are preparing for us. Please show your appreciation for their support of the Corvair hobby by responding and attending the Hinton Chevrolet Corvair Gathering.

We have a lot to go over this month. Including more developments on participating in The Pacific Northwest Historics Car Corral. Hope you can make it to our meeting.

Bill



## Corvair 50th Anniversary Coins

*Dave Newell*

The Corvair Preservation Foundation is proud to announce a commemorative coin honoring the most important date in Corvair history, October 2, 1959. That date will mark the 50th Anniversary of the Corvair's Introduction. It will be fifty years since the first day the revolutionary Corvair was offered for sale.

It was our purpose to create an elegant tribute to the October 2 anniversary. We chose to create a commemorative coin because Chevrolet also minted one to mark the Corvair's introduction in 1959. It's fitting that the CPF would issue a new coin fifty years later. And just as Chevy's coin did, the Corvair 50th Coin features the most famous Corvair logo of all time.

### Design by Harry Borgman

The word "Corvair" with a light-hearted star placed over the letter "i" was actually the only promotional logo that Chevrolet ever created for the Corvair. It was designed in 1959 by Harry Borgman of Chevy's advertising agency, Campbell-Ewald, as part of the Corvair's introductory advertising campaign. Harry designed many of the first Corvair ads and continued to do illustrations for Chevrolet and Corvair advertising throughout the 1960s. During his sixty year career as an artist, Harry Borgman has become accomplished in many different media including all forms of illustration, sculpture, photography, and digital art. His exhibitions have ranged from surrealism to comic book cover art. You can see some of his work at [www.harryborgman.com](http://www.harryborgman.com).

The CPF was privileged when Harry consented to design the Corvair 50th Anniversary Coin. His original Corvair logo graces the front side, superimposed over striking 50 year numerals. These make a timeless homage to all years and models of Corvair cars and trucks whose fifty year story began on October 2. A fresh new concept of the CPF logo graces the reverse side, highlighted by the second version of Harry's starry Corvair graphic. This rendition of the Corvair logo was used through most of the Corvair's production years in advertising and merchandising materials, even in TV commercials.

### 50th Coin Features

The Corvair 50th Coin measures more than an inch and a half in diameter and is a full ten gauge, the heaviest coin we could buy. It will be made from burnished, simulated gold with a black wash to bring out the fine details and then lacquered. The edge of the coin will be reeded, which is an engraver's term for the ridges that you see and feel on U.S. quarters.

Every Corvair 50th Coin will come with its own presentation jewelry box, a premium steel box covered and lined in black velour. In addition, each coin will include a protective crystal clear plastic capsule which opens easily if you wish to examine the coin closely. Also included is an Authenticity Certificate signed by the artist.

### October 2nd Ypsilanti Postmark

Your Corvair 50th Coin will be mailed to you from the Ypsilanti Automotive Heritage Collection, home of our Corvair Museum, on Friday October 2, 2009, exactly 50 years from the Corvair's introduction day which was also on a Friday. The special shipping box will bear a custom-designed U.S. Postal Service Corvair October 2 postmark and a custom postage stamp featuring Harry Borgman's logo and a picture of a 1960 Corvair. Completing the package will be a unique mailing label set off with an image of the Willow Run Assembly Plant and Corvair 50th graphics.



*Article continued on next page...*



## Corvair 50th Anniversary Coins (cont'd)

### Autographed Certificate

Every Corvair 50th Coin will be shipped with a numbered Authenticity Certificate signed by the artist, Harry Borgman. Harry will be an honored guest of the CPF at the CORSA International Convention in Jacksonville, Florida on July 13-17. He will be part of a special CPF historic presentation on Wednesday evening. Harry will be happy to autograph your certificate at the convention, whether you order your Corvair 50th coin now or in Jacksonville. You can take your certificate with you or have it shipped with your coin.

### Please Order Early

The CPF is accepting orders right now for a donation of only \$45 per coin plus an additional \$5 for Priority Mail shipping. You may pay with your credit card by ordering from the CORSA website, or by sending your credit card information, check, or money order for \$50 payable to the Corvair Preservation Foundation at P.O. Box 607, Lemont IL 60439. Your \$45 donation may be tax deductible, and a receipt for your taxes will be sent with each coin.

There will be only a limited number of Corvair 50th Coins made, and when these are gone no more will be produced. By ordering now you can be sure of adding this once-in-a-lifetime coin to your collection of Corvair treasures and getting a low certificate number. All proceeds will benefit the Corvair Preservation Foundation and be used for the Corvair Museum, CPF acquisitions, maintaining educational exhibits, history presentations, exhibit transportation, and to defray administrative costs.

Join the CPF celebration of the Corvair's 50th Anniversary on October 2. The Corvair 50th Coin is how to do it. Now it's our turn to make Corvair history, on October 2, 2009!

## Jack Pinard's Candidacy Statement

### CORSA AT CROSSROADS

Corvair Society of America is facing major challenges. CORSA directors are making decisions that will affect you and your organization for many years.

In this time of transition your voice, your ideas, are important. Both new members and old must participate in the process of planning our future.

As candidate for Western Division Director, I am asking for your support in guaranteeing that our special west coast needs are considered by the board.

You can demonstrate this goal by voting by June 1. (April Communique)

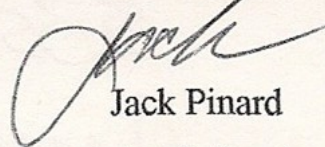
In addition you can show your

commitment by telling me your views by letter, E-mail and phone, or in person at area events and the July convention.

I promise to listen and share your opinions. And if elected I will serve to the best of my ability to advance the interests and ideals of all members of CORSA Western Division.

Working together we will promote and preserve Corvairs for our children and grandchildren.

Thank you.



Jack Pinard

corvairjack@yahoo.com

cell 805.340.6533

*Jack Pinard, 116 E Garden Green, Port Hueneme, CA 93041-1926*

NCC Mystery Photo of The Month



Do you know where and maybe when this picture was taken? This is the first of an occasional mystery Corvair photo that will appear in the newsletter from time to time. You have a month to figure it out as the answer will be posted in next month's newsletter.



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## INLAND NORTHWEST CORVAIR CLUB'S

**ECONORUN 2009**

JUNE 12-14 COEUR D'ALENE, IDAHO



The 2009 Econorun is being held in conjunction with the Coeur d'Alene car show – a major nostalgia event with a 50's theme and about 600 street rods and classic cars. This is a walking-street show in Coeur d'Alene's historic downtown and many thousands of spectators and participants come from all corners of the Pacific Northwest and Canada for the event. In addition, the Coeur d'Alene area offers myriad tourist activities and great family fun if you wish to include the Econorun in a family vacation. There's even "Silverwood" a full-fledged theme park just north of town.

Planned events: Friday night catered party on the cruise loop & optional cruise privileges, Saturday car show. Saturday night BBQ Party, Sunday road trip and visit to Bird Museum of invention, Sunday lunch.

Registration for the Econorun is a simple three-step process: Register with our club, the car show, and the host hotel. Here are the steps and thanks for joining in on the fun and helping to make this a great event!

For additional event information, please contact Craig Nicol at (208)765-2360 or online at ([nicolcs@aol.com](mailto:nicolcs@aol.com)).

For INCC registration assistance, please contact Dave McChesney at (509) 325-2072 or online at ([daveeva@comcast.net](mailto:daveeva@comcast.net))



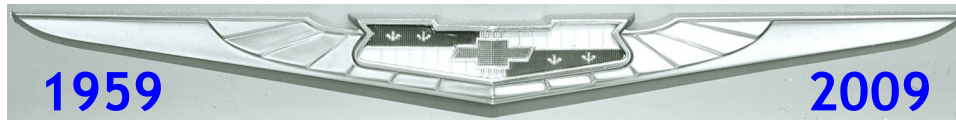


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## Corvair Golden Anniversary Dates



### January

23 - First Corvair Production Prototype

### February

First Corvair advertising is created

### April

Production begins on Corvair aluminum engine components at the Chevrolet Massena, NY foundry

### May

22 – GM officially announces it will build a small car called the Corvair

### June

Corvair engine production begins in Tonawanda, NY

### July

1 – First Corvair Press Conference held at the Detroit Athletic Club

7 – First Production Corvair is built at Willow Run

15 – The first long-lead auto writer drives a Corvair at the GM Proving Grounds

### September

10 – The Chevrolet National Sales Convention and Press Review are held

### October

2 – The Corvair goes on sale

NCC thanks Dave Newell and the Corvair Preservation Foundation for providing this information and it is reprinted here with their permission.



# Upcoming Events

## MAY 2009

**14 NCC Club Meeting** Eagle Crest Restaurant  
Meeting starts at 6:00 PM

**16-17 Monroe Swap Meet**  
Evergreen State Fairgrounds

**17 Open Class Car Show**  
Anacortes, WA  
See Bill for more Information

## June 2009

**6 Hinton Chevrolet Corvair Gathering**

**11 NCC Club Meeting** Eagle Crest Restaurant  
Meeting starts at 6:00 PM

**12-14 NW Econorun Inland Northwest Corvair Club**  
Coeur D'Alene, ID

## JULY 2009

**3-5 Pacific Northwest Historics**  
Pacific Raceways, Kent, WA

**4 Independence Day**

**NCC Club Meeting**  
*Date and Location TBD*

**13-17 CORSA International Convention**  
Jacksonville, FL

## August 2009

**NCC Club Meeting**  
*Date and Location TBD*