



www.corvairs.org

Corvairsation

Letting the Good Times Roll since 1975

December 2007

Volume 32, Number 7

1st Annual Tucson Classics Car Show

Words - Van Pershing, Photos - Chris Cunningham

It was a beautiful day for a car show. Not a cloud in the sky and spring like temperatures. The Rotary Club sponsored the show with about 550 cars in attendance, so many in fact, that several vehicles were turned away, including our own Don Robinson and Dave Lynch. This was without a doubt the finest collection of motor vehicles ever assembled in one spot in Tucson in a long time. It was a nice collection of street rods, muscle cars, exotic sports cars, antique vehicles of all kinds, and many other various and sundry sights to be seen.

The 1st Annual Tucson Classics Car Show held on October 26, 2007 had eight Corvairs in attendance. John and Amy Young were there with their beautiful '65 Monza 140 - it has factory air! Bill Maynard showed up with his '63 convertible. And there was a plethora of '64

convertibles on hand from Will Butler, Chris Cunningham, Allen Elvick, and our newest club member, Sharon Eiermann. The Cranors from Green Valley brought their '65 convertible and had the honor of being the only non-TCA members to show a Corvair. Van Pershing's Yenko Stinger was also on display.

The treat of the day, however, was the presence of Gordon Cauble with his '63 Spyder. Marcy Tucker and Bill Leslie were there for the day providing support. Barry Cunningham showed up for a few minutes to brighten everyone's day. John Frugoli came too and made a lunch run.

It was a great day with literally thousands of people in attendance. As always the Corvairs attracted a lot of attention. It's hard to believe there is a generation coming up that doesn't even know what a Corvair is much less that it is a Chevrolet!

Next year's show will be on the same day; October 25.



What is a car show without some Royal fins?



*LEFT:
Will Butler and friend relax in his 1964 Monza convertible at the 1st annual Tucson Classics Car Show.*



*BELOW:
New member Sharon Eiermann's 1964 Monza 4-speed convertible was displayed next to Gordon Cauble's 1963 Spyder convertible. Sign states car was salvaged from a Tucson junkyard in 1978 for \$90.*

2007 TCA CHRISTMAS PARTY

FRIDAY DECEMBER 14TH
CODY'S BEEF & BEANS
2708 E. FT. LOWELL RD.

Menu

12 oz Prime Rib	\$15.95
Grilled Salmon Filet	\$13.50
Top Sirloin Steak	\$14.50
½ Rack Baby Back Ribs	\$11.50
Boneless Chicken Breast	\$ 9.95
<i>(bbq, teriyaki or lightly seasoned)</i>	

Dinners include soup or salad, cowboy beans, bread & baked potato.

Please Bring One Xmas Gift Per Person for Gift Exchange

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 (COSA) 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.

COSA Membership Dues are \$38 per year (\$76 for 26 months) and include subscription to the COSA Communique, a monthly publication. COSA membership is not required for membership in the TCA, but is highly recommended. See any TCA officer for more information.

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

Business Mail Address: 1026 South 7th Avenue, Tucson, AZ, 85701-3010. Web Site Address: www.corvairs.org

PRESIDENT
Dave Lynch
1228 N. Roberts Way
Tucson, AZ 85712
520-325-0750
lynchmob@theriver.com

VICE PRESIDENT
John Frugoli
3470 S. Jessica
Tucson, AZ 85730
520-312-3574
toolanseng@yahoo.com

RECORDING SECRETARY
Marcy T.
P.O. Box 85572
Tucson, AZ 85754
520-205-1777

TREASURER
Barry Cunningham
362 Bull Run Drive
Tucson, AZ 85748
520-733-7387
cel:520-312-4514
bcunningham19@cox.net

MEMBER AT LARGE
Bill Maynard
3605 N. Vine
Tucson, AZ 85719
520-325-8497
billfromtucson@webtv.net

MEMBERSHIP CHAIRMAN
Barry Cunningham

CORVAIRSATION EDITOR
Chris Cunningham
1026 S. 7th Avenue
Tucson, AZ 85701
520-670-9676
c:520-240-9035
arizaim@hotmail.com

IMMEDIATE PAST PRESIDENT
Bill Maynard

ASSISTANT EDITOR/WEBMASTER
Van Pershing
4842 West Paseo de las Colinas
Tucson, AZ 85745
520-743-9185
tucsoncorvairs@yahoo.com

LIBRARIAN
Bill Maynard

MERCHANDISE CHAIRMAN
Don Robinson
2044 Shalimar Way
Tucson, AZ 85704
520-297-1356
fourcorvairs@hotmail.com



TCA 2007-2008 Events at a Glance

DECEMBER 2007

14 FRI *TCA Annual Holiday Party/Dinner*
Cody's Beef and Beans, 2708 E Ft. Lowell Rd,
6:15pm-7pm: cocktails, 7pm dinner.

25 TUES *Merry Christmas!*

JANUARY 2008

1 TUES *Happy New Year!*

2 WED **TCA Board Meeting:** Wings Over Broadway,
5004 E Broadway Blvd - 6:30pm.

12 SAT *14th Annual Collector Car Show* at Tubac
Golf Course: meet at Cow Palace 7am for
breakfast.

20 WED *TCA General Membership Meeting* Pescado
Feliz, 840 East Ft. Lowell Road, Parking Lot
Bull Session: 6pm. Optional dinner at 6:20,
meeting starts at 7pm.

27 SUN *Corvair Tech & Tune* Bill Maynard's "Last
Chance Garage," 3605 N. Vine, 10am-2pm,
Contact: 325-8497.



CAR SHOWS



DEC-NOV SATURDAY *Little Anthony's Car Show Dates:* - 7010 E. Bdwy.
Day Shows 10am-2pm: 12/15; 1/19; 2/16; 3/22
Night Shows 7pm-10pm: 4/12; 4/26; 5/10; 5/24;
6/14; 6/28; 7/12; 7/26; 8/9; 8/23; 9/27; 10/11; 10/25;
11/8.

JAN 12 *14th Annual Collector Car Show* at Tubac Golf
Course. Contact Duane - 520-885-6630

FEB 29- MAR 2 *Tucson British Car Roundup* - Harold Beekhuizen:
harold_beekhuizen@msn.com

MAR 15 *11th Annual Benefit Car Show - Sierra Vista, AZ*

APR 10-12 *17th National Bakersfield Swap Meet*

JUNE 23-27 *COSA International Convention in Ventura CA*
Hosted by COSA West of Los Angeles.

Tucson Corvair Association Regular Membership Meeting Minutes

October 26, 2007

Members Present: Dave Lynch, Dave Baker, Barry Cunningham, Don Robinson, Bill L., Marcy T., John & Amy Young, Chris Cunningham, Matthias Eiserman, John Frugoli, Ed Segerstrom and his son John.

President Dave Lynch called the meeting to order at 7:20 pm.

Approval of the Minutes for September: Motion to approve by Bill L., seconded by John Frugoli and approved as written.

President's Report: Dave Lynch posted himself at the former location of Micha's Del Norte and directed members to Pescado Feliz for tonight's meeting, as Micha's has closed and not bothered to advise us. Our November meeting will be held on 11/28 at Pescado Feliz, we will attempt to find a new location for future meetings.

Vice President's Report: John Frugoli discussed the November mid-month at Fred's Arena. Interested members should meet Sunday 11/11 @ 9am at Ajo & Mission to caravan to Fred's. The Rotary Club car show is this Saturday at St. Gregory's school, Craycroft & River.

Plan to meet Saturday at 7:30 am at the Burger King at Grant and Craycroft Roads. A show of hands was taken, 10 cars will be in attendance. The club will provide drinks and ice. The CHVA Swap Meet is also Saturday in Marana.

Six Corvairs were driven to the meeting: three Late Models, two Early and one Van.

Committees:

Treasurer's Report: Barry Cunningham reported a \$3368.67 beginning balance, \$3228.74 ending balance. Expenses were the Corvairsation and entry fees for the Rotary Car Show.

Website: Van Pershing was not present

Merchandise: Don Robinson has hats and cups for sale.

Library: No discussion.

Tech Talk: No tech talk was held.

Mid-Month Activity: Fred's Arena 11/11/07. Meet at 9am at Ajo & Mission

Adjourn: Bill L. offered a motion to adjourn at 8:15pm. It was seconded by John Frugoli, motion approved

Respectfully submitted,

Marcy T.

Recording Secretary



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This will be **THE Catalog**
until 2013

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many improvements and updates.

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1100 sketches

Over
500 exploded diagrams
15,000 parts listed
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order CAT-O \$4.00 3 Lbs.

Clark's Corvair Parts,® Inc.
400 Mohawk Trail, Shelburne Falls, Ma. 01370
413-625-9776 www.corvair.com

Dues are Due in January

Please see Barry Cunningham, our
Treasurer and Membership Chairman,
Your dues pay for the newsletter, Corvairsation,
our Website, www.corvairs.org, and all of
our activities and events.

Dues are \$19 for individuals
\$22 for families (includes name tags)

THANK YOU

We look forward to your participation in 2008!

CORVAIR ENGINE IDENTIFICATION

Engines are identified in the following table by the code letter or letters immediately following the engine serial number.

ENGINE NUMBER LOCATION

1962-64: Top of engine block forward of generator-oil filter adapter.

1965-68: Top of engine block behind oil pressure sending unit.

YC	6 cyl. with M/T	1962-64
YH	6 cyl. with M/T	1962
YL	6 cyl. with M/T, A/C	1962-64
YM	6 cyl. with A/C, HPE	1962-63
YM	6 cyl. with T/C, 4 sp. Tr.	1964
YN	6 cyl. with M/T, HPE	1962-64
YR	6 cyl. with T/C, 4 sp. fr	1962
Z	6 cyl. with A/T	1963-64
ZB	6 cyl. with A/T	1962
ZD	6 cyl. with A/T, A/C	1962-64
ZF	6 cyl. with A/T, HPE	1962-64
ZG	6 cyl. with A/T, A/C, HPE	1962-64
ZH	6 cyl. with A/T	1962-64
ZJ	6 cyl. with A/T, A/C	1962
Y	6 cyl. with M/T HPE	1962-63
RL	6-164 with T/C	1966
RM	6-164 with M/T, SHPE	1965-67
RN	6-164 with SHPE, P/G	1965-67
RQ	6-164 with SHPE, A.I.R.	1966-67
RR	6-164 with A/C	1966
RS	6-164 with M/T, A.I.R.	1965-68
RS	6-164 with A.I.R.	1966
RU	6-164 with M/T, HPE, A.I.R.	1965-68
RV	6-164 with P/G, A.I.R.	1965-68
RW	6-164 with HPE, A.I.R., P/G	1966-68
RX	6-164 with P/G, HPE, A.I.R.	1965-67
RY	6-164 with A/C, SHPE	1966-67
RZ	6-164 with SHPE, A/C	1966-67
RA	6-164 with M/T and A/T	1965-67
RB	6-164	1965-66
RD	6-164 with HPE	1965-67
RE	6-164 with A/C	1965-68
RF	6-164 with HPE, A/C	1965-68
RG	6-164 with P/G	1965-67
RH	6-164 with P/G, HPE	1965-67
RJ	6-164 with P/G, A/C	1965-68
RK	6-164 with P/G, HPE, A/C	1965-68
QO	6-164 with P/G, A.I.R., A/C	1967
QP	6-164 with HPE, P/G, A.I.R., A/C	1967
QQ	6-164 with SPHE, A.I.R., A/C	1967
QR	6-164 with SPHE, A.I.R., A/C, P/G	1967
QS	6-164 with HPE, A.I.R., A/C	1967

A/C: Air conditioned

A.I.R.: Air injection reactor

A/T: Automatic transmission

HPE: High performance engine

P/G: Powerglide

SHPE: Special Hi Perf. Engine

T/C: Turbocharged

140 Rocker Arms

Steve Rathman of Sun City has been manufacturing rockers for 15 years, first for dune buggies. Steel rocker arms with roller bearings reduce friction and increase valve action while improving lubrication. They bolt onto 140 engines without milling, and a special spacer provides clearance for valve covers. He says that on a mildly-tuned engine, the rockers add 15HP. Steve Rathman can provide details at 951-377-3552.



Jack Pinard

More Notes on Fuel

by Dave Palmer, Ventura Co. Corvairs

Modern technology and new alcohol fuel blends are making the experience of driving of a Corvair a bit more challenging: harder starts, detonation "ping," lower fuel mileage, and general drivability issues crop up. This by no means limits or eliminates the daily driving of our favorite little cars; it just poses some new challenges. Here is what I have found with my daily-driver Corvairs.

For hard start ups, the biggest problem here is increased alcohol content in the fuel blends. Let me tell a story which demonstrates that the alcohol content is higher. Recently, I drained some water-contaminated fuel from a tank at work. There were probably three quarts of gas in a open-top pan. Not wanting to just dump it, I decided to set it out to evaporate as I had done on other occasions. Within a hour, about half of the gas had gone. Shortly after that, nearly all of it had evaporated away. I've serviced equipment for thirty years and used this method countless times. But, in the good old days, the evaporation process would have taken a couple of days. The reason? Alcohol evaporates much faster than gasoline. I read a article on alcohol blends in gasoline, and it appears that the higher the octane rating, the more alcohol in the blend.

With our Corvairs, there has always been a bit of a problem with the fuel boiling out of the carburetors after a hot run. Sometimes it took a few extra cranks to get the fuel into the empty carbs and the engine to start. Today, this is all too common. How many times has it taken extra cranking to start your Corvair - particularly after sitting around for a long while - say a week or more? The gasoline has evaporated from the carburetors.

My Corvairs are set up to run for a little extra mileage. The main carburetor jets are #52, and I set the timing of the distributor to where the engine 'just' stops pinging on acceleration. I also improved the engine cooling by cleaning

continued on next page

the head-fin flashing for maximum air flow. Everything works well, but the Greenbrier still has the original-style mechanical fuel pump. When I had my '65 sedan, I installed a electric fuel pump and could pre-prime the carburetors before starting the engine. It was interesting to note how much priming the pump actually had to do! Modern cars have electric fuel pumps, electrically monitored fuel injection, and closed fuel systems. Gasoline evaporation is contained. Cars made in the 1960s had none of those advantages, and you can smell the gas evaporating from time to time.

Detonation "ping" can also be attributed to the fuels available nowadays. Back in the day ... Regular-grade gas was 92 octane. This is what premium is rated at today. Add to that the different flash point of alcohol and lower BTU "heat" output, and we have explained the ping, lower mileage, and drivability issues.

Fortunately, our Corvairs can be tuned to operate with these modern fuels. Standard performance may never be the same for daily driving - compared to the good old days. Vapor-lock during a parade on a hot day comes to mind. But we can still enjoy our Corvairs. What I don't quite yet know is how to adapt a hydrogen fuel cell to the Greenbrier. Still working on that one ... !

Welcome New Members!

Sharon Eiermann
2398 E. Bigview Dr.
Oro Valley, AZ 85755

and

Mathias Eiserman
438 E Prince Rd. #216
Tucson, AZ 85705



Holiday Gift Ideas

Italian Lambskin Driving Gloves

For Italian sports car drivers only!

\$74.95

Lambskin
Imported from Italy
Snap Closure
Unlined
Colors: Black, Brown



Shorty Driving Gloves

Fingerless style allow you to work on your car if it breaks down in cold weather.

Cut out knuckle-holes offer more natural feel when wrenching down on difficult rusted bolts. Perfect for auto tune up clinics.

\$14.95

Snap closure
Elasticized wrist
Cut out knuckleholes
Black only



SWAT Gloves

The original weighted glove. Don't accept a substitute for the real thing. Don't just shake hands, punch'em out with these beauties.

\$68.95

Native Deerskin
Powdered lead filled
Unlined
Black only



ODOMETER

Repair Made Easy

After over 40 years of service most odometer numbers are pretty much worn out. They start flaking off and make a nice clean speedometer look bad. Pic #1 is from a '65 Corsa and as you can see it look pretty sad. Upon asking around, it was discovered that good used odometer cylinders aren't too easy to come by. But there is an easy repair that can be done. Eckler's Classic Chevy International (<http://www.classicchevy.com>) sells odometer restoration decals for '56 to '72 Chevys for \$6.99 a set (Item Number 37-33). Well, as luck would have it, the Corvair is a Chevy. The set includes six black and two white numbered vinyl strips with adhesive on the back that can be placed on each individual wheel of the odometer. That gives you one black strip and one white strip to mess up as you do your installation. Two sets must be purchased to do both the main odometer and the trip odometer on a Corsa.

The first step, of course is to remove the speedometer from the instrument cluster. That hardest part of the process is removing the speedometer needle. A small trim removal tool can be used but care must be taken not to mess up the needle - it's pretty tender. Once the needle is off, remove the two screws holding the black face plate on. From there the odometer cylinders can be removed. Next, remove the flakey numbers from the cylinders. A fingernail and a little compressed air worked fine in this case. Once clean, you can wrap the adhesive number strips around the cylinders one by one being careful that the zero on the strip lines up perfectly with the zero on the cylinder. Care must also be taken to make sure the strips are exactly in the center of the cylinders. Once all the new numbers are in place the cylinders can be returned to their home in the speedometer head. Make sure the slotted tabs wind up on the retaining bar as shown in the pictures above.

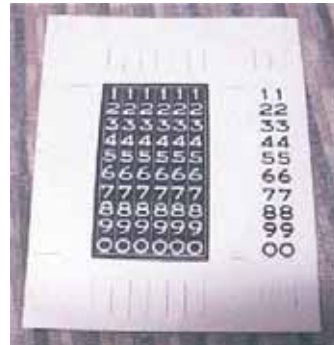
The finished product is very nice and so much better than the old faded flakey number from years of yore. You can also take this opportunity to reset the odometer to zero, if you wish. It's easy to do and doesn't require any further disassembly of the cylinders.

Van Pershing

A link to this article can be found on the club's webpage www.corvairs.org.



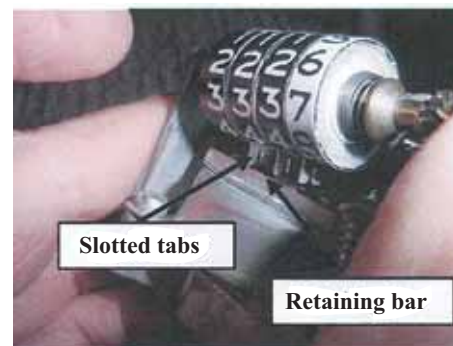
Pic #1 Worn and flaking numbers



New odometer decal strips



carefully removing the cylinders



Slotted tabs

Retaining bar

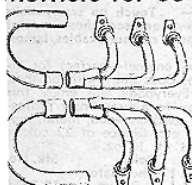


The finished product



See Index For Other Items

Exhaust Header Kits and Mufflers for 60-67 Corvair



Choice of Fiber-glass or Steel Packed Straight-thru or Stock Mufflers—See Below.

- Eliminates power-restricting manifolds.
- Improves the exhaust system.
- Reduces back pressure.

Increases horsepower up to 22%. Saves up to 22% on gas. Improves engine performance. Additional improvement in performance can be obtained by installing Steel or Fiberglass Straight Thru Mufflers—See Below. Can also be used as Lakes Plugs by using left side on right side, right side on left side.

low design headers replace old style manifolds. gives each exhaust port its own pipe, providing scavenging action that clears exhaust system of gases, eliminates congestion of stock manifold, reduces back pressure to a minimum. Lets the engine perform more efficiently. Headers can be used with stock or straight-thru mufflers—see index. Headers are cadmium plated, complete with U-pipes, clamps and instructions. mufflers not included.) For 60-67 Corvair except 1963 Spyder.

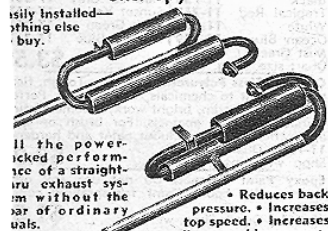
4-750—Fits 60-64 exc. 1963 Spyder. Shpg. wt. 14 lbs. Per Kit \$24.95

4-1111—Fits all 60-67 models. Shpg. wt. 15 lbs.

mufflers for above Header Kits. it 60-67 Corvair except station wagon and 1963 Spyder.

Stock No.	Each	Shpg. wt.
22-629	\$2.35	5
22-035	4.98	7
23-495	4.98	11

DUAL MUFFLER SET With Glass Packed Mufflers, Resonators & Chrome Tail Pipes for 60-67 CORVAIR exc. Spyder



Easily installed—nothing else to buy.

all the power-packed performance of a straight-thru exhaust system without the roar of ordinary duals.

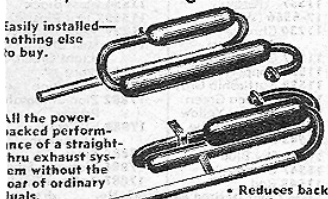
- Reduces back pressure.
- Increases top speed.
- Increases gas mileage and horsepower.

esonators included with set reduce sound without creating power-stealing back pressure. Kit contains two fiberglass packed mufflers with exhaust pipes, two resonators, chromed tail pipes, clamps and instructions.

or all 60-67 Corvair exc. 140 HP Spyder, S.W. and Trucks.

4-900—Per Set. Shpg. wt. 34 lbs. \$29.95

DUAL MUFFLER SET With Bullet-Shaped Glass Packed Mufflers, Resonators & Chrome Tail Pipes for 60-67 CORVAIR Cars, Station Wagons & Trucks



Easily installed—nothing else to buy.

all the power-packed performance of a straight-thru exhaust system without the roar of ordinary duals.

- Reduces back pressure.
- Increases top speed.
- Increases gas mileage and horsepower.

esonators included with set reduce sound without creating power-stealing back pressure. Kit contains two fiberglass packed bullet shaped mufflers with exhaust pipe, 2 resonators, chromed tail pipes with straight or angle ends (1 1/2" or 1/2" outside diameter), clamps and instructions.

Stock No.	Per Kit
0-67 Corvair Pass. exc. Spyder & 140 HP. Eng. it w/1/2" diam. straight cut chromed tailpipes.	24-1142 \$29.95
it w/2 1/2" diam. angle cut chromed tailpipes.	24-1143 32.95
5-67 Corvair Pass. with 140 HP. Eng. 4 single carb. engines	24-1144 29.95
it w/1/2" diam. straight cut chromed tailpipes.	24-1145 32.95
it w/2 1/2" diam. angle cut chromed tailpipes.	24-1146 32.95
0-67 Corvair Sta. Wgns., Pickups, Greenbriar. it w/1/2" diam. straight cut chromed tailpipes.	24-1147 32.95

Give Your Corvair More Z-I-P, More Z-O-O-M! DUAL MUFFLER SYSTEM for 60-67 CORVAIR

Simplest, easiest, most economical way to improve all-around performance of your Corvair!



- Reduces Back Pressure!
- Increases Horsepower!
- Increases Gas Mileage!
- Increases Top Speed!
- Easily Installed!
- Complete—

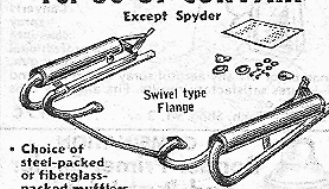
NOTHING ELSE TO BUY!

Complete Kit with Two Fiberglass Mufflers or Two Steel Packed Mufflers—Only \$12.95

Get sports car performance out of your 60-67 Corvair—install this performance-improving dual exhaust system. Eliminates back pressure and congestion of crossover pipe and stock mufflers—allows exhaust gases to flow freely, lets engine deliver its top power, top economy. Completely easily installed (takes approx. 15 minutes) kit includes everything necessary: two fiberglass or steel packed mufflers, exhaust pipe, tail pipes, clamps and instructions.

Year Model	Steel Packed Mufflers	Shpg. wt. lbs.	Glass Packed Mufflers	Shpg. wt. lbs.
60-64 exc. Superchargers, S.W. and trucks	24-786	25	24-787	17
61-62 Sta. Wgn.	24-788	22	24-791	18
61-63 Greenbriar & Corvair	24-792	24	24-793	18
65-67 exc. Superchargers, S.W. and trucks	24-1141	25	24-1140	17
All numbers. Per Kit				\$12.95

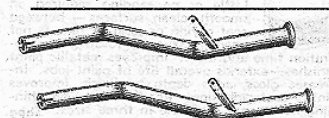
"TROMBONE" DUAL EXHAUST SYSTEM For 60-67 CORVAIR



Except Spyder

Swivel type Flange

- Choice of steel-packed or fiberglass-packed mufflers.
- Eliminates harsh, raspy tones of stock exhaust.
- Reduces back pressure.
- Improves performance.
- Increases horsepower up to 14%.
- Increases economy.
- Easily installed—no alterations, cutting or welding required.

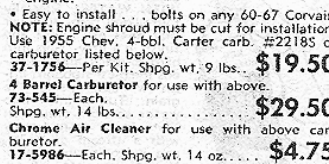


4-Bbl. Carburetor Manifold for 60-67 CORVAIR

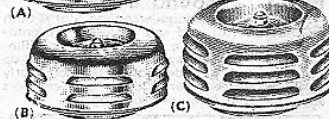


COMPLETE 1-PC. EASY-TO-INSTALL STEEL UNIT—Only \$19.50

- Gives ram induction effect for increased power and R.P.M.
- Gives unbelievable new pulling power for quieter acceleration and passing ease.
- Eliminates hard starting—enjoy quick starts under any weather conditions.
- Increases speed greatly in 1/4 mile drag tests.
- Idle smoother than stock manifold due to equal distribution of gas on each side of engine.
- Easy to install—bolts on any 60-67 Corvair. NOTE: Engine shroud must be cut for installation. Use 1955 Chev. 4-bbl. Carter carb. #22185 or carburetor listed below.
- 37-1756—Per Kit. Shpg. wt. 9 lbs. \$19.50
- 4 Barrel Carburetor for use with above. Shpg. wt. 14 lbs. \$29.50
- Chrome Air Cleaner for use with above carburetor. 17-5986—Each. Shpg. wt. 14 oz. \$4.75



Chrome Plated Shallow Style AIR CLEANERS For 61-66 Corvair



Brilliantly chrome plated to add sparkling beauty to the engine. Maximum filtering with minimum restriction—lets the engine breathe more efficiently and deliver top horsepower. Recessed top permits use of standard size filter. Fits all models.

(A) Standard Type. 74-3725—With Copper Filter. Each. Shpg. wt. 9 oz. \$2.39

74-3726—With Screen Filter. Each. Shpg. wt. 8 oz. \$1.75

(B) Double Louvered Style. Has two rows of French louvers. Real beauties that permit even more air to enter carb. 2" high, 4 5/8" diameter. Has copper mesh filter. 74-3727—Each. Shpg. wt. 10 oz. \$2.79

(C) Triple Louvered Style. Three rows of French louvers permit maximum air intake. Micron paper filter element for maximum filtering. 2 1/4" high, 4 5/8" diameter. 74-3728—Each. Shpg. wt. 12 oz. \$3.50

with Equalized EXHAUST PIPES

Deep, throaty exhaust tones... gives the impression of having a big V8 engine in your car.

Newest, hottest, custom fit dual exhaust system for Corvair passenger cars. Because of the equalizer and "Trombone" design, a much longer exhaust pipe is possible. This, plus longer mufflers and tailpipe develop a much deeper tone quality—a tone that gives the impression of having a more powerful engine under the hood. Dual exhaust system is complete ready to install. Kit contains two matched steel or fiberglass packed mufflers, exhaust pipes with swivel type flanges, two 2 1/2 foot full length chrome plated tailpipes, clamps, gaskets, bolts and instructions. Replaces entire stock exhaust system.

60-67 Corvair exc. Spyder, Station Wagon Shpg. wt. 37 lbs.	Kit with 2 Steel Packed Mufflers \$tk. No. Per Kit	Kit with 2 Glass Packed Mufflers \$tk. No. Per Kit
60-64	24-886 \$24.95	24-887 \$24.95
65-67	24-1063E \$29.95	24-1064E \$29.95

SCAVENGER PIPES WITH FLARE TIPS For use with above "Trombone" exhaust system only. Choice of chrome or plain tips. Gives a richer, deeper exhaust tone... and dresses up the rear of car. Easily installed complete with brackets. Shpg. wt. 6 lbs. Per Pair 24-888—Plain Finish, Per Pair... \$6.95 24-889—Chrome Finish, Per Pair... 9.50

Dual Throat Carburetor Manifold Kit for CORVAIR SPYDER



INCREASES Horsepower up to 195 HP at 4400 RPM a 30% gain above stock. Give your 'Spyder' a big power boost at low cost—make your supercharged engine a real live 'Bomb'—get maximum pep, power and performance. Eliminates carburetor 'flat' spots when cornering. Simple bolt-on installation—no cutting, welding or alterations required. Kit complete with dual throat manifold adapter, gas line, throttle plate and arm, studs, nuts, and instructions. Fits all 62-67 Corvair Spiders. Shpg. wt. 3 lbs. 37-2006—Kit less carb. Each. \$22.95

Dual Throat Stromberg Carburetor. Recommended for use with above for maximum results. 74-6324—Each. Shpg. wt. 5 lbs. \$25.59

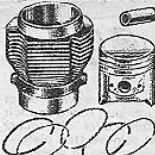
4 BARREL (QUAD CARB) Induction Ram Manifold for 60-67 CORVAIR



- Get maximum performance, pep, and power from your Corvair engine.
- Get up to 40% more horsepower.
- Get 28-30 miles per gallon at speeds up to 65 mph.
- Eliminates carburetor flat spots when cornering. Improves idle and slow speed smoothness.
- Instant starting.
- Easily installed. Does not have any multi-carburetion linkage to get out of adjustment on stock and modified set-ups—three linkage works and feels like stock. Spare tire does not have to be moved.
- Aircraft quality aluminum casting.
- With all necessary fittings, fuel line linkage and instructions. Fits all 60-67 Corvair cars. NOTE: Engine shroud must be cut for installation. Use 1955 Chev. 4-bbl. Carter carb. #22185 or carburetor listed below.
- 37-1764—Manifold only. Each. Shpg. wt. 10 lbs. \$29.95
- 4-bbl. Carburetor. For use with above. 73-545—Each. Shpg. wt. 14 lbs. \$29.50

USE YOUR ZIP CODE

MORE Power & Acceleration, Better Performance & Speed



INSTALL A Large Bore Cylinder & Piston Kit In Your 60-65 CORVAIR

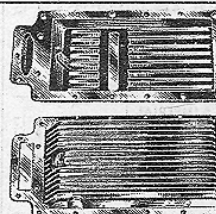
Up to 12 HP in 1960 models—Up to 9 HP in 1961-65 models.

Increase—Cubic inch displacement—Compression ratio—Up to 12 HP in 1960 models—Up to 9 HP in 1961-65 models. Improve—performance, acceleration, efficiency. Replace original standard bore cylinders and pistons with these large bore cylinders and pistons. Easy bolt on installation! No boring or honing! Replace original equipment perfectly.

Year Model	Approximate Horsepower Gain			Cubic Inch Displacement		
	Bore	With With		Std.	With With	
		3 1/2"	3 3/4"		3 1/2"	3 3/4"
1960 Std.	3 3/8	7hp	11hp	140	150	155
Monza	3 3/8	8hp	12hp	140	150	155
1961 Std.	3 3/8	3hp	7hp	145	150	155
Monza	3 3/8	4hp	8hp	145	150	155
60-65 Std.	3 3/8	4hp	8hp	145	150	155
Monza	3 3/8	4hp	9hp	145	150	155

Large bore cylinders, pistons and rings are also ideal for replacing worn parts to stop oil burning, loss of compression... restore engine efficiency. Eliminate boring, honing of cylinders and machining of pistons. Kits contain 6 latest type relieved finned cylinders, 6 solid skirt forged aluminum pin-fitted 3-ring pistons, and set of chrome steel expander rings. All parts perfectly matched. State Year, Model, Engine Displacement and Stock No. Shpg. wt. 24 lbs. For 60-65 Corvairs.

79-4461F—3 3/4" bore. Per Kit... \$99.50
79-4462F—3 3/4" bore. Per Kit... \$125.00
Shipped from our Wisconsin warehouse. Payment must be made in full in order to facilitate handling. Satisfaction guaranteed.



AIR COOLED FINNED ALUMINUM OIL PAN for 60-67 Corvair

This functional new oil pan with fins inside and out, offers the following advantages:

- Keeps oil temperature down—helps keep engine running cooler.
- Increases bearing life.
- Keeps impurities out of reach of oil pump.

Has 237 square inches of cooling area. Increases oil capacity 2 quarts. Drilling boss is provided for the installation of oil temperature gauge. A "must" addition on supercharged and "savaged up" Corvair engines.

37-1390—Each. Shpg. wt. 7 lbs. \$20.95

1-pc. rubber gasket for use with above oil pan. 37-1000—Each. Shpg. wt. 6 oz. 79c

Finned Cast Aluminum VALVE COVERS for 60-67 CORVAIR



Dresses up engine. Will not bend or warp like steel covers. Stop oil leaks—reduce valve noises. Polished fins add to rigidity, add additional cooling surface to help keep engine cooler. Fit all Corvairs.

37-1405—Per Pair. Shpg. wt. 5 lbs. \$16.95

CUSTOM Manual Choke Conversion Kit for '60 and 62-66 Corvair



Converts automatic choke to manual control

- Eliminates hard starting, stalling, flooding and poor gas mileage due to that troublesome automatic choke. Easy to install.

Kit contains control cable, all necessary parts and instructions. For 1960 Corvair. 64-6175—Per Kit. Shpg. wt. 2 lbs. \$4.25

For 62-66 Corvair. Kit contains two cables, plus all necessary parts for both chokes, and instructions to convert to manual choke. 74-6303—Per Kit. Shpg. wt. 3 lbs. \$8.50



LOW SILHOUETTE Air Cleaners for CORVAIR

Using 4-barrel carburetors. 2 1/4" High, 6 1/2" Diameter. Specially designed for Corvairs that have been converted to center mounted 4-barrel carbs. Perforated sides for minimum air restriction. Aluminum mesh filter can be removed for cleaning. Fits all 4-bbl. carburetors with 4 1/2" diameter opening with single stud. No. 17-5986—Each. Shpg. wt. 14 oz. \$4.75



Monthly Newsletter December 2007 Vol. 32 No. 7 Corvair Society of America Chapter 857

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



NEW



Meeting Place: Pescado Feliz, 840 East Ft. Lowell Rd,
Parking Lot Bull Session: 6pm. Optional dinner at 6:20, meeting starts at 7pm.

Upcoming Events:

December 14, Friday

TCA Annual Holiday Party - Cody's Beef and Beans, 2708 E. Ft. Lowell, Rd.
Cocktails 6pm- 6:45, Dinner at 7pm. See details on page 1.

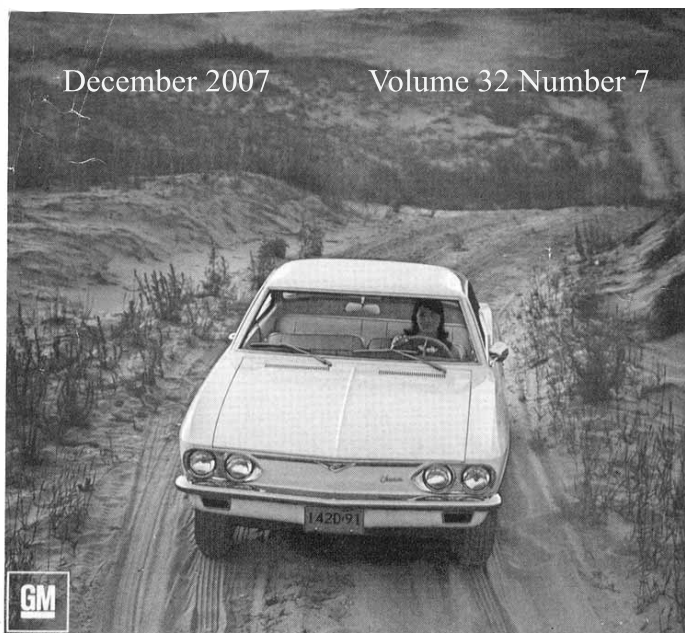
Happy Holidays



Tucson Corvair Association
1026 South 7th Avenue
Tucson, AZ 85701-3010

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