



the fifth wheel

FEBRUARY 2021

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LVCC Teleconference - February 24

We'll be having our next teleconference on Wednesday, February 24, 2021. You can join us by phone or, if your computer has a camera & microphone, you can do video and screen sharing instead, just like Zoom. **Complete instructions provided on Page 10!**

The *Fifth Wheel* is published monthly by Lehigh Valley Corvair Club Inc. (LVCC), a chartered chapter for the Corvair Society of America. We accept articles of interest to Corvair owners for publication. Classified advertising of interest to Corvair owners is available free of charge to all persons. Commercial advertising is also available on a fee basis. For details, email our newsletter editor, Allan Lacki, redbat01@verizon.net.

Desert Air Package

by Bob King

Editor's Note: For model years 1965 and 1966, Chevrolet offered an optional "Desert Air Package" for Corvairs. Its purpose was to aid engine cooling for Corvairs likely to be driven in unusually hot climates. As Bob explains in this article, it's extremely rare, having been installed on just over 700 vehicles. Bob recently installed not only a desert air package but also an oil bath air cleaner – another rare option - on his '67 Corvair.

Bob King's Project.

I consider this article is more of a historical documentary than a detailed description of my efforts to install an OEM desert air package on a 1967 500 Corvair coupe. This option was not available for a '67 but there is not much of a difference between a 1965/66 and a 1967. Designated as a K46 option, there was also a the K47 oil bath option that could be added. I added both to my '67.

Option K46. Desert Air Package.

The K46 is called the dessert air option because it is designed to draw from the engine fan, pull air through a duct from the openings on the fire wall thus taking cooler outside air directly into the engine cooling system NOT via the engine compartment. This is particularly effective for idling engines where the outside temperature could be as high as 120 degrees. That's hot, but nevertheless not as hot as the temperature inside the engine compartment while idling. Especially in hotter climates like a dessert, you don't need that extra heat load.

Initially, I had to investigate whatever installation information was available for this option. I had removed the parts from a scrap car myself but that was

probably 25 years ago, before it was possible to download photos from the internet.

Photo #2 shows the interesting modification the factory needed to do to raise the air cleaner system up. If you ever see one of these laying around hang on to it, but it is useless without the rest of the important system.

In Photos #3 & 4, you'll see the strange looking PVC tube that extends upward from the turkey roaster, loops around the air plenum duct, and then into the air cleaner base, thereby entering into the air cleaner base at the same spot as the non-turbo PCV pipe. This is a long PVC tube with a U-shaped radius on it. If you don't have this part, you're not installing the complete package. (Yes, I guess you could rig up a 5/8" rubber hose to do the job but this is much prettier).

The base of the plenum completely surrounds the fan opening. (See Photos #5 & 6). It includes slots for the fan belt to go through.

Although the photos don't show it, the assembly also includes a small cover plate that enables the fan belt to be changed without removing the entire plenum. I doubt most service managers even told a customer it existed!

I did not do any before-and-after engine temperature checks. I can only assume GM would not have gone to all the trouble to design all this equipment for something with a marginal gain.

I would like to find a new gasket for the firewall which I suppose is rarer than hens' teeth. I have not had to replace a broken fan belt but, other than removing the plate that covers the fan belt opening and the 3 sheet metal screws that hold the plenum down to

the top engine shroud, it should only add another couple minute to a fan belt change. That's still easier than a '65 and earlier air conditioning system cooling belt change.

Short of another year of the pandemic situation, you may get a chance to see this system since its on a driver car being used at it was intended.

Option K47: Oil Bath Air Filter.

By now, you've probably noticed the special air cleaner housing. The snorkel points to the left instead of to the right. This is to accommodate the oil bath air cleaner which is mounted in the left side of the engine compartment. It is unique to the K47 oil bath air cleaner option.

Yes, the oil bath air cleaner setup actually is a two-stage filtering system. Incoming air is first filtered through the oil bath canister and then routed to the air cleaner housing described above, where it would be filtered once again with the usual paper filter. The two are connected to each other with a rubber boot. Clarks sells the reproduced boot.

The air cleaner boot you see in Photo #1 is actually a 50's era Ford hose that happened to fit perfectly on the system. I purchased it at Carlisle from a parts vendor that didn't know what it was for, other than a Ford. Lucky for me, my detailed eye saw it was a close fit and it was. Lucky because the vendor charged me only \$5. The price at Clark's is \$57.90.

Wrap Up.

In closing, I have about 500 miles on

(Continued on page 4)



Photo #1. Desert Air Package & Oil Bath Air Cleaner options



Photo #3. Special PCV Pipe installed.



Photo #2. Crossover tube with extensions for Desert Air

Photo #5
Bottom view of the air plenum.

Note the cut-outs for the fan belt.

Not shown:
Separate cover plate.



Photo #6
Top view of the plenum.

Opening faces the inlet at the front of the engine compartment.

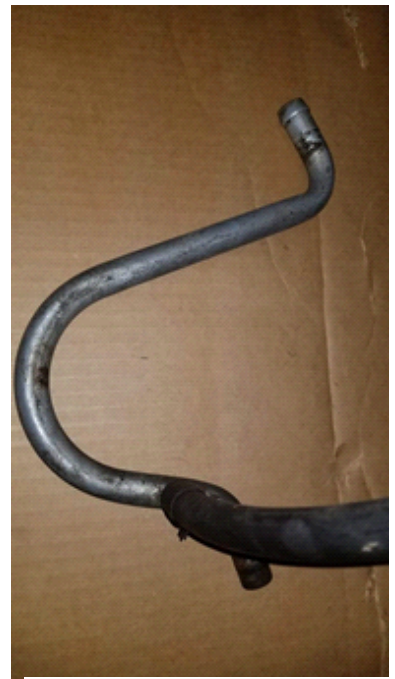


Photo #4. Special PCV Pipe bare.

the system and it has worked with no issues. I have been in 16-degree air temps and the car still run fine, not being over cooled which was a concern I had since you would never see that in a desert climate!

LVCC Meeting Notes.

We held our January meeting on Free-ConferenceCall.com. Rich Greene, Randy Kohler, Allan Lacki, Fred Scherzer and Jeff Strausser were there. We used the video conferencing feature of FreeConferenceCall which operates much like Zoom.

Randy Kohler announced that Das Awkscht Fescht 2021 is now on the CORSA event calendars in the Communique magazine and on the CORSA website. We thank Randy for making the arrangements for LVCC to have dedicated space on the show field on Sunday, which is Club Day at Das Awkscht Fescht.

In other news, Randy announced that the ACA swap meet in Hamburg, PA has been moved to Carlisle. Fred Scherzer said the number of vendors there was lower than expected.

Bob Weideman's Corvair Greenbrier, formerly owned by the late Dennis Weaver, is now back on the road after having its engine rebuilt. Bob now lives near Cherryville, PA.

Speaking of Dennis Weaver's collection, Randy noted that Dennis' 1965 four door Corvair 500 – the one equipped with a Monza interior – is up at Dennis Stamm's place for some mechanical work. Dennis Weaver also had a Corvair set up for the track. His brother in law, Bill Keifer, will be taking possession of the track car. Dennis Weaver's widow, Cathy, will need help disposing of Dennis' extensive stash of old Corvair parts. Randy, who has visited Dennis' garages, noted they are packed full.

Jeff Strausser gave an update on his Corvair, which he acquired last year

from a Dale Parkhurst. Apparently, the car had been hit in the left rear corner sometime in it's life. As a result of the hit, the sheet metal around the battery tray was not only rusted but also partially broken.

Also, the engine's rear cover casting had a crack which could easily lead to a major oil leak. Jeff, being an ace mechanic and welder, fixed both problems. He cut out the bad sheet metal, obtained a replacement from the Corvair Ranch and welded it in. He also obtained a good rear cover casting and used it to replace the one that was cracked. Good job Jeff!

Rich Greene said he has been spending time at the America on Wheels (AOW) Museum in Allentown. He volunteers there on Sundays. The museum now has a first-class restoration shop located on Front Street. Presently, there are approximately ten cars in the shop. The AOW restoration shop is separate and apart from Nicola Bulgari's restoration shops located near the Lehigh Valley Iron Pigs Stadium across the Lehigh River.

Allan Lacki and Rich Greene led a discussion about the possibility of merging the Lehigh Valley Corvair Club and the Philadelphia Corvair Association. The Philadelphia club doesn't have a president and its newsletter editor just announced he will be vacating his position in a year or so.

R.I.P. Paul Shade

We are sad to announce that one of our long-time members, Paul Shade, formerly of Shartlesville, passed away in Wyomissing Nursing and Rehabilitation, Thursday, February 11, 2021 after years battling the effects of dementia. Paul and wife Joan were regulars at car shows in and around our area including Das Awkscht Fescht with their two Corvairs and a very pretty Marina Blue 1966 Chevelle Sport Coupe.

Paul is survived by his wife Joan to

whom he married February 20, 1960. Paul was a 1956 graduate of Hamburg High School. He was a member of Friedens Church, Shartlesville, where he was a former consistory member and janitor for many years. Paul was also member of the Pennsylvania National Guard Reserve and was employed as a utility worker at Met-Ed for 30 years.

His first job was at the former Degler Chevrolet where he developed his passion for cars. Paul could be found tinkering with many antique cars in his free time and during his retirement enjoyed displaying his antique cars at car shows. He was a member of Blue Mountain Senior Citizens, Ontelaunee Region Car Club, A.A.C.A., Shartlesville Lions Club, Life Member of Shartlesville Fire Company, Berks County Fersommling Committee and, of course, the Lehigh Valley Corvair Club.

Memorial contributions may be made in Paul's memory to Friedens Church, PO Box 366, Shartlesville PA 19554. Burkey & Driscoll Funeral Home, Hamburg, is in charge of arrangements. Online condolences may be expressed at www.burkeydriscoll.com.

2021 CORSA Convention at San Diego.

The CORSA Board of Directors just announced that the 2021 Convention has been cancelled. Unfortunately, we are not pushing San Diego back another year. The next time the convention is slated for the West Coast will be 2024.

According to the State of California, conventions are not currently allowed in San Diego County. There is no way of predicting when this status will change. <https://covid19.ca.gov/safer-economy/>

The site of the convention, the Crowne Plaza Mission Valley, is currently occupied by health workers and is closed



Remembering Paul Shade. Here he is with his '66 Chevelle and 1960 Corvair.

to the public. Management intends to re-open the hotel on July 1. But currently, the hotel is not accepting room reservations at all, not even for convention week, which is at the end of July. Unless this changes, there will be little time for our members to make room reservations.

The Prairie Capital Corvair Association, a chapter of CORSA, is considering the possibility of upgrading the Springfield mini-convention to full convention status. Stand by for further information.

***Mechanical Fuel Pump Update,
by Mike Dawson***

Editor's Note: Our January issue included an article named, "Never Ending Fuel Pump Issues?" by Mike Dawson. Here, Mike provides further tips on the purchase and care of mechanical fuel pumps for Corvairs.

Mechanical Fuel Pumps Currently Available:

- Airtex: Clark's, Rock Auto, Amazon, O'Reilly, NAPA, Advance Auto Parts, Car Quest. Prices from \$45 to \$119.99.
- Airtex pump are re-boxed by many suppliers at various prices.
- Carter: Limited availability, they used to be re-boxed Airtex.
- Delphi: Limited availability
- US MotorWorks: Junk, do not buy! (The "US" part is a

fallacy) The one I bought did not even have a mounting hole and had very high pressure. (See the January issue of the Fifth Wheel).

Check 'Em Out!

Mechanical pumps have contained the following defects from the manufacturer at various times in the past:

- Loose valve assemblies due to poor staking and the rubber flap valves may be affected by ethanol (curling up when hot).
- It may be missing the stand pipe which keeps leaking gas from entering the crankcase.
- Check for reinforced gasket material in all three gaskets (sandwich material). Non-reinforced material could be the wicking type instead of non-wicking.
- Make sure the hole for mounting is correct for your type of lock bolt. There are two bolts, pointed and blunt.
- Reshape your bolt if needed for best contact.
- Check that the screws are threaded completely through the bottom section of the pump and that they are tight.
- Check that the stem protrudes very close to 7/32 inch (.220).
- Check the dimension from the mount hole to the tip of

the stem: 15/16 (0.930).

Installation Tips.

Installation of mechanical fuel pumps is critical. Remove the lower push rod from the engine and check the tip for wear (it has a chamfer for reference check), plus be sure the Teflon button is not missing or turned sideways; either will cause pump issues.

Be sure the lock bolt point fits the hole, do not over tighten or you will pinch the pushrod (but it does have to be tight). Feel the bolt fit in to the hole with your fingers, stroking the pump very lightly as you feel the bolt enter the hole. Snug it firmly and tighten the lock bolt. Recheck after a few miles by trying to rock the pump in its mount.

NJACE Swap Meet, by Brian O'Neill & Bob Marlow

Editor's Note: The following is from the New Jersey Association of Corvair Enthusiasts, our neighboring CORSA chapter just across the Delaware River.

One of the things that I missed last year - and will again this year - is our annual Parts Auction. After the auctions I would always go home laughing and grinning. The banter between the auctioneers and the audience was hysterical. As the man on television says, 'but wait there's more'.

The club officers have put their heads together – figuratively that is – and come up with a great idea to replace the auction this year and start bringing us

back together. We are planning a Spring Swap Meet for May 1st!

The swap meet will be held in the parking lot at the New Beginnings Bible Church in Flanders, NJ. It is very close to Ashley's Auto Body so you'll have no problem finding it.

There will be no registration or entry fees. We will comply with whatever social distancing and mask wearing requirements are in existence at that time.

We are expecting a big turnout because I am sure that folks just like me are itching for any Corvair related activity. By the time you read this, our website – capably maintained by Al Lacki – will contain all the information and have a method for you to sign up for spaces at the swap meet.

So dig out all those parts that have been gathering dust in your basement or garage. Figure out a price for your parts, box them up, and bring them to the swap meet. See you there – in person!

Additional Swap Meet Details:

- What: NJACE All-Corvair Spring Swap Meet



- When: Saturday, May 1, 2021, 9 AM - 3 PM, rain or shine!
- Where: Outdoors at the New Beginnings Bible Church, 104 Bartley Flanders Rd, Flanders, NJ 07836
- No vendor fee! No admission charge! (Donations will be accepted for the benefit of the church.)
- Vendors, reserve your space (it's free!) by sending your name, phone number, and email address to NJACE club Secretary David Malcolm at david.s.malcolm@verizon.net.

Extra Attractions:

Music – Door prizes – 50-50 raffle – Refreshments on site. Enter the best/funniest/ugliest mask contest!

All applicable COVID protocols will be enforced. Wear a mask and practice social distancing. Persons not complying will be asked to leave.

LVCC Officers

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Corvair Trivia

by Charlie West & Others

1. What year saw the highest total production of Corvair vehicles?
a. 1961 b. 1963 c. 1965
2. Which model had the lowest production number of all Corvair vehicles?
a. '69 Monza convt. b. '65 Greenbrier c. '62 Loadside
3. Which model had the highest production number of all Corvair vehicles?
a. '60 700 sedan b. '62 Monza coupe c. '63 Monza convt.
4. How many 1969 models were produced?
a. 7,860 b. 6,000 c. 5,321
5. What was the final year of Forward Control production?
a. 1964 b. 1965 c. 1966
6. What model years were Corvair station wagons produced?
a. 1961-1962 b. 1962-1963 c. 1961
7. Which model year had the largest production of Monza convertibles?
a. 1963 b. 1964 c. 1965
8. The Forward Control family included ___ models.
a. 4 b. 3 c. 5
9. When was the Spyder offered as a separate Corvair model?
a. 1962-1963 b. 1962-1966 c. 1964 d. 1962-1964
10. Corsa turbocharged models were offered for sale during which model years?
a. 1965-1967 b. 1964-1965 c. 1965-1966
11. What model years did GM build Corvair Lakewood station wagons?
a. 1961-1962 b. 1960-1961 c. 1961
12. In what year did Corvair passenger cars have “wedding band” tail light rings?
a. 1960 b. 1963 c. 1965 d. 1966
13. Which model year did Corvairs have amber front marker light lenses?
a. 1967-1969 b. 1968-1969 c. 1968 d. 1969
14. What is the last model year for which factory air conditioning was available on the Corvair?
a. 1964 b. 1965 c. 1967 d. 1969 e. A/C never offered on Corvairs
15. What was the last model year for the four-door sedan?
a. 1965 b. 1966 c. 1967 d. 1968 e. 1969
16. In what model year was the four-speed manual transmission introduced?
a. 1960 b. 1961 c. 1962
17. In what model year was quick ratio steering first offered as an option?
a. 1962 b. 1964 c. 1965 d. 1966
18. Who founded the Corvair Society of America?
a. Raoul Balcaen b. Tony Fiore c. Richard Langworth

For answers, log onto https://www.corvair.org/chapters/lvcc/trivia_answers.htm

The Brown Electronic Fuel Injection (EFI) System

Editor's Note: This article is based on information posted on the Brown Injection Systems website at www.corvair-efi.com. As you might expect, LVCC has no way of corroborating the claims made there. But for what it's worth, a running example of a Corvair equipped with the Brown EFI system was demonstrated a few years ago at one of the Corvair Performance Workshops in Indiana. By all appearances, it matched the description presented here.

Ted Brown of Anderson, South Carolina is well known in the Corvair hobby. He is the proprietor of Brown Injection Systems, LLC. Their premier product is the Brown Electronic Fuel Injection System designed especially for Corvairs. Brown sells the system in the form of a kit.

Theory.

Carbs and points on the Corvair and all engines of that era are a compromise. The carbs give the best fuel mixture at only certain times due to the design. Distributors can't compensate for temperature and use flying weights to control the timing... good, but again a compromise. In comparison, fuel injection with electronic timing applies the best fuel mixture and timing for any given set of RPM, load, and temperature combinations. The kit makes use of other sensors, too, but those are the basics.

Objectives.

Ted Brown designed this system to be simple, complete, and trouble-free with easy troubleshooting if it ever needs maintenance. There is no need to modify the cylinder heads and no welding is required. One of the design objectives was to make the kit a bolt-on affair, thus allowing all but the Corvair fuel and ignition system to remain unmodified.

To install the kit, a person must have a willingness to learn, a laptop, and a little patience. For those who don't feel qualified, the Brown Injection Systems website lists about a half dozen installers including Ken Hand, another well-known tech guy in the Corvair hobby.

Evolution.

Ted Brown was inspired by Milt Binon who built several EFI kits from 280Z parts and adapted them to the Corvair during the 1970s and '80s. Building upon concepts laid down by Milt, Ted adapted a Chevy Cavalier/C1500 V6 EFI system and hoped to at least sell 10 units. That initial effort evolved into the special-built throttle body injector system being sold today.

Sales.

According to the website, Brown Injection Systems sold 115 fuel injection kits as of May 2020. "We are the world leader in Corvair fuel injection systems design and manufacture".

Pieces & Parts.

The current generation of the TBI kit was developed to simplify installation and not be dependent on used parts. This kit uses stock Corvair carburetor linkage, air cleaners, and distributor which makes it look very close to the factory Corvair engine. It uses standard GM/Bosch parts and sensors and all the parts were chosen based on availability, price, and dependability. A Microsquirt fuel injection control system is also employed.

Fuel rails, lines, electronic ignition, rev limiter, wideband, nitrous and boost control, dual fueling tables (for controlling each Corvair head separately), fuel pressure regulator and a 36-1 trigger wheel come standard with the kit. Of course, the throttle bodies are in-

cluded, too. The TBIs are actually heavily-modified Corvair carburetors provided by the customer on an exchange basis. The throttle bodies have the venturi removed for maximum air-flow, and that equals power. Customers can also order the TBI bored to 1-3/16" inches to achieve maximum air-flow for an additional fee. Likewise, an add-on knock sensor is available for high horsepower / turbocharged applications.

There are some parts that need to be purchased locally. They include:

- 5/16" fuel return line from fuel pressure regulator (FPR) to the tank filler neck
- Fuel pump and strainer (Sending unit with a pump available as a kit)
- High-pressure rubber hose between the engine and car fuel line
- Miscellaneous bolts and screws.

What Should You Expect?

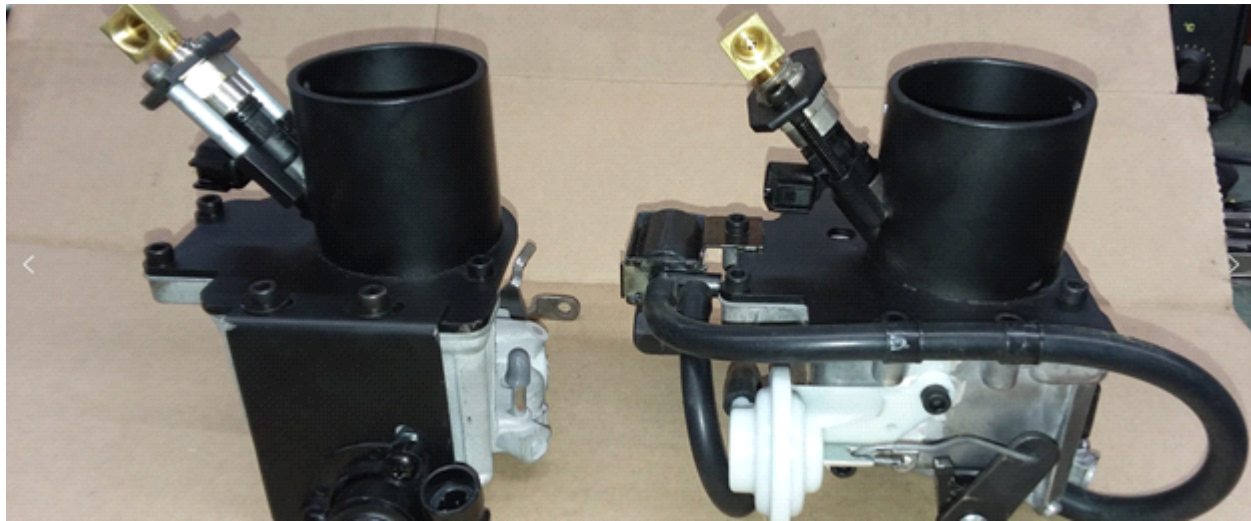
After installing the Brown kit, a Corvair owners should expect ease of starting, good all-around performance, and better fuel economy.

This will not make your worn-out engine new. It does not fix burned valves, leaking heads, cracked pistons, etc.... its fuel injection. It maximizes the amount of fuel and spark for the best all-around performance and economy based on external factors that a traditional carb and points can't do.

During the initial cold starting, the engine will run rich (emulating a choke) to aid in the cold start and run. Your engine will perform better and last longer due to the elimination of cylinder wash and heavy rich cycles that foul spark plugs.

Tuning to Perfection.

(Continued on page 9)



Out of the box, a Corvair equipped with a Brown Electronic Fuel Injection System should run pretty well, but the owner may want to make some adjustments for changes in cam profiles, “worked” heads, increases in bore, etc using the free software.

For the very best tuning, owners are advised to invest in wideband O2 sensors and a copy of MS Tunerstudio software which is optional at extra cost. This “paid version” will allow the owner to tune the engine while driving the car using the software’s “Autotune” feature. This, in turn, dramatically reduces the amount of time to tune the fuel injection system to perfection.

Adjustments to startup, timing, idle,

and parameters may also need to be made, but the paid version of the software is not required for those changes.

Early Model (EM), Late Model (LM), & Forward Control (FC).

1961-63 EM and low HP 64’s did not come with a harmonic balancer. When a harmonic balancer is used, the customer must also switch the rear engine mount to a 64 model for the belt to have sufficient space for a fan belt change. The timing wheel/harmonic balancer combination will not fit on the FC unless modified.

A late-model control panel is mounted in the place of the removed voltage regulator. The EM/Wagon control

panel is mounted sideways in the blank area under the voltage regulator area.

FC has a completely different control panel and is fitted to the shape of the FC engine bay. The location of each is specified on the installation page of the website.

What About 4-Carb Engines?

The 2 TBI with enlarged bores and removed venturi make it a higher flowing TBI and will easily provide enough airflow and fuel to make a 140 engine produce plenty of power with fair fuel mileage (using block-offs). Nevertheless, a 4-TBI is also available for those who want all-out power.

February Teleconference Instructions

What: Lehigh Valley Corvair Club February Teleconference
 When: Wednesday 2/24/21 7:00 PM - (US/Eastern)
 Duration: 1 hour



It's our February meeting on FreeConferenceCall.com. We're doing a virtual meeting on Wednesday, February 24. Put this one on your calendar. You can join us by phone or, if your computer has a camera & microphone, you can use do video and screen sharing instead, just like Zoom.

Instructions:

By Phone: At the scheduled date and time, dial in to the conference. When prompted, enter the access code followed by pound or hash (#).

Conference Call Dial-in number: (515) 606-5376
 Access code: 838110

By Video: To join the video and screen sharing session, click the online meeting link.

Online meeting link: <https://join.freeconferencecall.com/redbat01>
 Online meeting ID: redbat01

All courtesy of FreeConferenceCall.com

Classified Ads



For Sale: New Parts: Brakes hoses, air filters, oil filters, tune-up parts, brake shoes, shocks, tail light lenses, gaskets, plugs, cables, choke pull offs, electrical switches, gas filters, caps, backup switches, suspension parts, engine bearings, valves, emblems, exhaust, turbo parts, patch panels, early bezels, head studs, 140 exhaust extractors, Y pipes, mufflers, fuzzies, clutch cables, lower bracket, heim joints, models, magazines, CORSA magazines, Hot Wheels, Racing Champions cars and much, much more. Contact Larry for pricing. Used Parts: Too many to list. Larry Asheuer Call 267-994-1569 or email: a-lcorvair@msn.com

For Sale: (a) Stainless steel exhaust valves for non-140 heads, Clark's price \$10.75 each. My price \$30.00 for set of 6. (b) Shake-proof bolts for top shroud. Clark's price \$0.65 each, my price \$0.40 each. (c) Stainless steel cylinder head serrated flange nuts. My price \$10 for a pack of 12. Not available from Clark's. (d) Full set of Viton O-rings. Clark's price \$10.80, my price \$8.00. (e) Corvair model kit, \$20, Many other items available. Bob King text/call to 610-442-2873

Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.



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