



# Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LI, No. 3

March 2023



## *February Social Meeting*

## CALENDAR OF COMING EVENTS

### March

- 11 – Corvair Performance Workshop, Dernoshek Racing & Restoration, 5645 Ashland Road, Kannapolis, NC 28083. Begins at 8 a.m. The event will consist of a full day of speakers, dyno testing, bench racing, tech talk and vending. Refer to “Dernoshek Racing” on Facebook and click on “More” and then “Events”.
- 18 -- **Group Corvair Social Meeting.** Beijing of Greenbelt Chinese restaurant, 131 Centerway, Greenbelt, MD. (This is in the old Greenbelt shopping center.) Plan to be there by **6 p.m.**, they close at 8 p.m.

21 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.

## April

15 -- LVCC Corvair Parts Swap Meet. Location: Egerton's Farm, 2510 Community Drive, Summit Station (Bath), PA 18014. Admission: Free. Contact John Egerton email address: [jegerton@ptd.net](mailto:jegerton@ptd.net)

15 -- **Group Corvair Social Meeting.** Unless we pick a new location, this will be at the Beijing of Greenbelt Chinese restaurant, 131 Centerway, Greenbelt, MD. (This is in the old Greenbelt shopping center.) Plan to be there by **6 p.m.**, they close at 8 p.m.

15 -- Lehigh Valley Corvair Club All-Corvair Swap Meet, 9 – 3, Egerton Farm, 2510 Community Dr., Bath PA.

18 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.

21-22 -- Springfest Corvair Show, Helen, GA. For more information: <https://corvairspringfest.com>

## May

16 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.

20 -- **Group Corvair Social Meeting.** Beijing of Greenbelt Chinese restaurant, 131 Centerway, Greenbelt, MD. (This is in the old Greenbelt shopping center.) Plan to be there by **6 p.m.**, they close at 8 p.m.

## June

4 -- GM on Display Car Show. Includes Corvair class. Macungie Memorial Park, 50 N. Poplar St., Macungie, PA. Info: email [macungiepark@gmail.com](mailto:macungiepark@gmail.com) or call 610-966-4289.

12 – 16 – CORSA International Convention, Chula Vista Resort, Wisconsin Dells, WI. Info: [www.corvair.org](http://www.corvair.org)

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## October

14 – Rockville Antique and Classic Car Show. Rockville Civic Center Park, 8 a.m. – 3:30 p.m. All cars must be on the field by 11 a.m. – no exceptions! Due to the popularity of the show, you **MUST** pre-register to show your car. There will be **NO DAY OF SHOW** registration. (Registration will open on July 1 on the Rockville city website.)

## Continuing Events

Every Sunday – Annapolis Cars & Coffee, Annapolis City Dock, 7:30 a.m. to noon. All makes and models welcome.

Every Sunday – “Church of the Holy Donut” Cars & Coffee, Burtonsville Town Square, 15662 Old Columbia Rd., Burtonsville, MD, 7:30 a.m. until the last car leaves.

1<sup>st</sup> & 3<sup>rd</sup> Sundays – Vienna Cars & Coffee, Cedar Park Shopping Center, Vienna, VA, 7:30 a.m. to 9:30 a.m.

## GROUP CORVAIR 2023 OFFICERS and Points of Contact

**President:** Bob Hall  
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301-493-8405 [HallGrenn@aol.com](mailto:HallGrenn@aol.com)

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**Secretary:** Marolyn Simpson  
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[MarolynSimpson1@gmail.com](mailto:MarolynSimpson1@gmail.com)

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## **Dues – Third and Final Warning!**

Yes, it's that time of year again and Group Corvair is collecting dues once more. And if you haven't paid yet, your **DUES ARE NOW OVERDUE!**

We've dropped them to a measly **\$10** a year so they shouldn't hurt your budget very much. (And you can take advantage of the reduced rate and pay a couple years in advance!) Please send a check made out to **Group Corvair** to: Jim Simpson, 3845 Wayson Road, Davidsonville, MD 21035. Alternatively, you can come to one of the social meetings and pay cash (or check), or you can give PayPal a try and send money directly to me at [simpsonj@verizon.net](mailto:simpsonj@verizon.net). (If you do send money via PayPal, use their "send money" link and also send me an email just to let me know.)

This is your THIRD warning – we're going to be scrubbing the membership lists "real soon now".

P.S. Thanks to you who have already paid!

## **From the Oval Garage**

**Bob Hall**

Tom Rahochik and Mid-Maryland Corvair are moving ahead spearheading a bid to CORSA to organize and host the 2025 CORSA INTERNATIONAL CONVENTION in Gettysburg PA just off of State Route 15 (not far from the Corvair Ranch. This is a big commitment for any one club so volunteers are needed from the DC, Baltimore and Pennsylvania Corvair groups to help with initial planning to meet CORSA's requirements before they can award the Convention to our area. Remember that any help does not necessarily mean a two-year commitment, but the foundation for the convention has to begin now. I'd wager that all of us have been to at least one convention so everyone has some experience. Tom would welcome your interest so let's help get CORSA Gettysburg 2025 launched. See info below.

Daylight saving time returns Sunday morning March 12th and with it that extra hour before sunset and warmer weather so important to "shade tree mechanic" productivity.

We had a good turnout at our face-to-face February meeting at the Beijing of Greenbelt Chinese restaurant and enjoyed our shared meals while catching up on our respective Corvair projects. See details below in this newsletter.

Please send your \$10.00 dues for 2023 to Jim Simpson if you haven't already done so and join us at our in-person and/or Zoom March club meetings.

And one important note to all of you Corvair people with decades of experience and adventures in your rear engine wonders—don't take your knowledge to the grave (have I got your attention now?)—send your stories to Jim even if only in outline form. They are assets to anyone keeping our cars on the road. That story of the wonderful vacation or ingenious roadside repair with your car could be just the thing to bolster another owner's resolve to complete a project. Send Jim your stories.

## **Minutes of the February Virtual Meeting**

**Marolyn Simpson**

Group Corvair members started logging into the February Zoom meeting on February 21 at 7:30 pm. As usual there was general conversation about events of the day as well as Corvair topics. Bob Hall, president, called the meeting to order at 7:45 pm with seven members participating.

Bob H. recommended that the minutes from the last meeting be approved as they appeared in the newsletter. The minutes were approved.

Jim Simpson gave the treasurer's report. Income during the last month was from dues. Expenses for the month were for filing the Corsa chapter report.



Bob Lewis sent a short note when he sent his dues. He had recently bought a 1986 bright yellow Corvette convertible “Pace Car”. He is not necessarily a Corvette guy, but this one came along, and he likes it.

Bob H. and Bryan Blackwell have been working on computer domain names such as GroupCorvair.org, GroupCorvar.com, and GroupCorviar.biz. They want to get those names coordinated with the Corsa web site.

There were discussions on both rust prevention and experiences with tempered glass.

Mark Shiffler gave an update on his plans for refurbishing his 1966 car that he recently acquired. He bought it from the original owner and had been sitting in a shed since 1974. After describing the engine, a Corsa 140, everyone concluded that it was more than likely original to the car.

Jerry’s passenger vent window needs some adjustments. We could visualize a future tech session. Jerry also informed us that he saw a late model Corvair on his way to the Group Corvair dinner on February 18. He left a note but at the time of our Zoom meeting he had not yet heard anything from the owner.

Jim shared his experience with working on AM/FM radios. He has put a new speaker in his Corsa.

There was a discussion on brakes and brake fluids.

We signed off the Zoom meeting at 8:50 pm.

## A Bit More on Radios

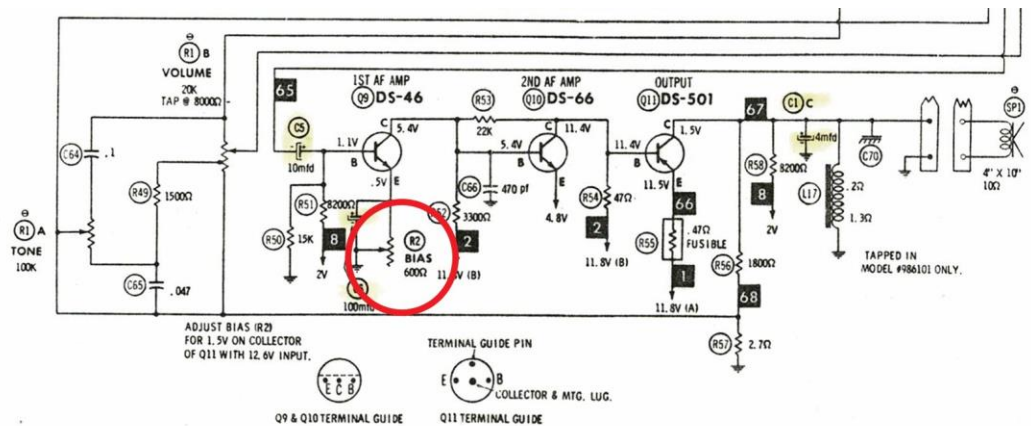
Jim Simpson

Last month, we did some work on Bob McElwee’s AM/FM Radio. As it turned out, the repair was fairly simple. There’s an adjustable resistor in the AM/FM radio that is used to bias the final power amplifier transistor that drives the speaker. Without getting too technical, this is a “Class A” amplifier and if it isn’t set correctly, it doesn’t work right – possibly no sound, badly distorted sound, and even possibly damage to the transistor and/or speaker. As it turned out, the adjustable resistor was bad, but I was able to make a substitution that should last. (Here’s the relevant portion of the AM/FM radio schematic just in case you are interested.)

But that experience started me thinking; I have an AM/FM radio and had I ever adjusted that setting? Not that I could remember, even though I’ve had that radio on my workbench a couple times chasing down an intermittent problem. (That turned out to be a cold solder joint that I located by tapping all over the circuit board and then reheating all the nearby solder joints.)

**BIG TIP:** You do NOT have to take the radio out to do this adjustment! All you need are 1) a DC voltmeter (just about any will work, analog or digital. The almost-free Harbor Freight digital meters work just fine), 2) a small screwdriver, something with ~ 1/8” wide blade is fine, 3) a light so you can see what you are doing, and 4) a limber back so you can work upside down, under the dash.

Using the picture on the next page, there are two arrows that point to a) the fins on the output transistor heatsink (the collector (marked “C”) of Q11 in the schematic is in electrical contact with the fins) and b) a convenient contact point on the radio chassis. Using some small alligator clips, hook your voltmeter to those two points, “+” to the fins and “-” to the radio chassis. Just be careful not to short the fins on the side to anything. Set the voltmeter to measure DC voltage on the 20 volt range if you are using a Harbor Freight special or something close to that on other meters. The maximum voltage is less than about 6 volts. Turn the ignition switch to “ACC” so you have power to the radio, turn the radio on (it doesn’t have to be tuned to a station, nor do you need the volume to be high).



Check the voltage you are measuring – it should be about 1.5 volts DC. If it's more than about plus or minus 0.2 volts from that, use a small screwdriver to adjust the potentiometer (variable resistor) accessible inside the hole outlined in magenta. The slots for the variable resistor are just inside the hole, about 3/8" down. Don't worry, there's nothing you can short down there, but just don't try to force anything. The resistor should turn easily back and forth.

Once you have the voltage set to about 1.5 volts (and don't worry about it being exact), you're done. Turn off the radio, disconnect the meter and that's it!

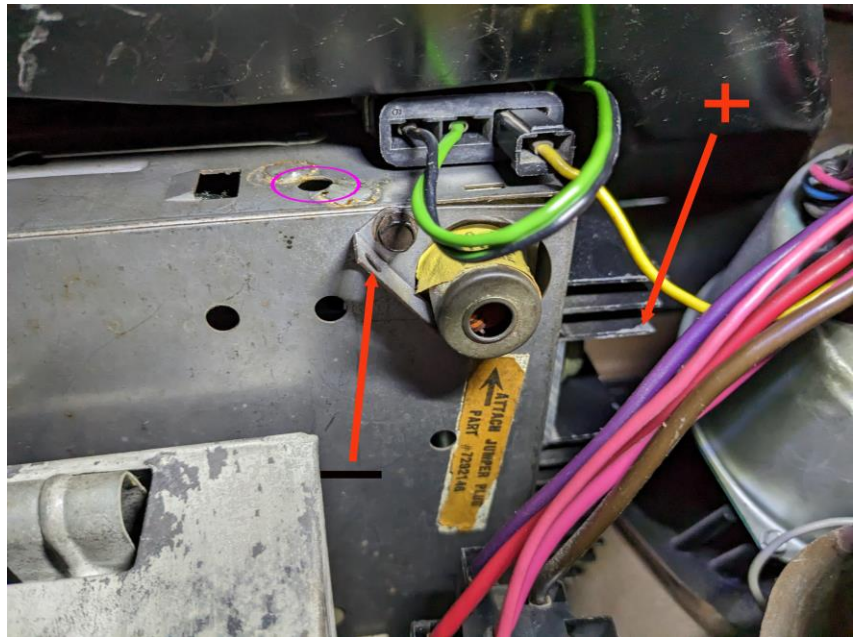
**New Speaker:** When we were working on Bob's radio, his home-made speaker reminded me of my long-dormant project to make one of my own. So, I used this as an opportunity to finish what I'd started several years ago.

I started with a badly damaged speaker that I picked up at the Corvair Ranch. Late-model Corvair speakers are unique to the Corvair – they are large rectangles, very shallow, and have a 10 ohm impedance. As far as I can tell, no one makes a new one. There are people who will repair them – replace a burned out voice coil or re-cone the speaker – but this one had been damaged well beyond any chance of repair so I wasn't worried about taking it out of the salvage pool. This gave me a frame to work with.

I picked up a couple of 4 ohm, full-range speakers from an on-line audio component vendor – Parts Express. The particular ones I used were Daytonaudio, Model PC105-4, 4" Full-Range Poly Cone Drives. They are reasonably good, mid-range speakers that sell for under \$15 each. I also bought a 2-ohm, 10-watt power resistor from them. 10 watts is almost certainly overkill, I'd guess 2 watts would be fine, but the price difference is small.

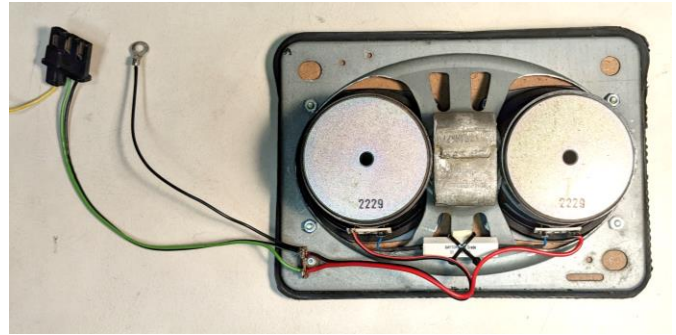
These speakers are the right depth to fit and will handle much more power than the Corvair radio can ever deliver.

Next, I carved out a large part of the supporting ribs on the sides of the speaker – take a look at the photo. Try to salvage the terminal strip that the original speaker connected to, you'll want it later. Carve enough out so the new speakers clear. Check out the magnets of the new speakers – they are huge compared to the original speaker and provide more sound per watt. I mounted the speakers to a piece of 1/4" thick Masonite that provided a good acoustic baffle and then bolted everything to the carved up Corvair speaker frame. Make sure you've positioned the new speakers far enough from the original magnet that the mounting bracket will still fit. (Put it in place to make sure!) Mine was a tight fit, but it goes in there.





You need to wire the speakers in series so they will operate “in-phase” and not acoustically oppose one another. Note that speaker connectors are normally marked “+” and “-” and are also different sizes with the “+” being larger than the “-”. Assuming you are using an original radio speaker connector, there are two wires coming out of it, a green one from the center connector and a black one from the end as you can see in the picture. (The yellow wire in the picture is the power connection to the radio.)



If you were able to salvage the original wiring terminal strip, mount it down in one corner as you can see in the above photo. From there, you will run wires to the speakers. (I had some red & black paired wire available, but you can use anything on hand.) Start with a connection from the green wire to the first speaker’s “+” connection. Then connect the 2-ohm resistor (or if you want, just a jumper wire) between the first speaker’s “-” connection and the second speaker’s “+” connection. Finally run a wire from the second speaker’s “-” connection back to the black wire at the terminal strip. Note also that you should have a ground wire hooked up to the black wire – that’s the other black wire with the loop connector at the end. It will go to a screw on the car body to ensure a good radio power ground.

Finish the job by gluing a piece of thin, audio-transparent cloth over the speakers. This cloth will keep things like dead bugs from falling through the dash grill and landing on the speaker cone(s). If something does land directly on the cone, it will create the most amazing rattles and buzzes and convince you the radio has gone completely haywire!



Reinstall everything in the car and test it out. My new speak has enough volume to rattle the entire dash!

## Late Model Fixed Glass Molding Rust Prevention -- Update

Bob Hall & Jim Simpson

Last month, we had an excerpt from the late-model body manual which talked about the zinc anodes that Fisher Body installed on the '67 & '68 models. We did some digging and found them listed in the 1970 Corvair parts book (Grp 11.209, part # 7746628). But as you might expect, these are long discontinued. But if you want to add some to your car, particularly during a restoration when you have the glass out, it would be quite simple.

All you need are some small strips of zinc metal. Check with a friendly roofer to see if he has any small scraps; zinc is commonly used in roofing to prevent moss and mildew growth. Alternatively, you can buy small strips on Amazon, eBay, and similar sites that are used for metal plating. Cut pieces to a size that will fit in the window channel and not interfere with the trim. (Zinc is soft enough that you should be able to cut it with scissors or a sharp knife.) Use a small screw to install them. The screw will give them a good electrical and mechanical bond to the body sheet metal, but do put a dab of caulking to ensure no water leakage.

One note of caution! If you are attempting to do this while the glass is still in place, be VERY CAREFUL not to chip the glass. You could create a crack that will destroy the window.

While Fisher Body put two on each side, we don't see any reason why you can't or shouldn't put an addition two or three along the bottom. After all, that's where it stays wet. Here's a repeat of the body shop illustration to show how the originals went in.

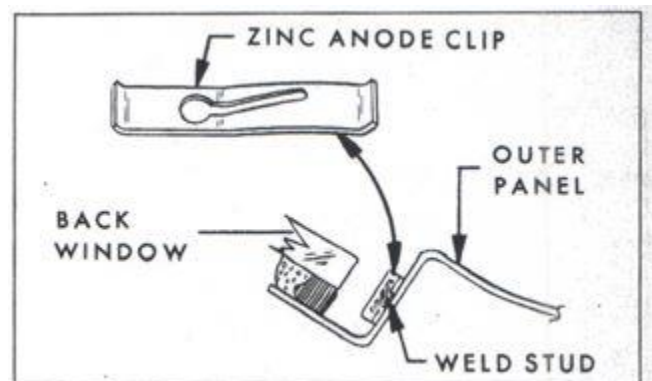


Fig. 17-6—Zinc-Anode Clip Installation

## Vair Vendor

**For Sale: '65 Monza Convertible, powerglide, manual top.** Engine out, needs rebuild. Car partially disassembled but have all parts. Reasonable offers! Brian Whitehead, 301-440-8400



**For Sale: '65 and '66 Manual Convertible Top Frames.** '65 frame is black, '66 is cameo beige. Fabric on both is completely shot. Good for renovation and new tops. Asking \$250 each. Bob Hall, 301-213-9852.

**For Sale: Set of Four American Racing Chrome Wheels.**

Complete with caps, chrome lug nuts, and locking nuts with key. 14" with 3" offset so **not** correct for Corvairs, but fine for GM midsize cars from the late '60s. Tires are too old for the road, but OK for rolling around the garage. Some pitting on one wheel, but others good. Top layer of chrome thin in a few very small areas of rims. Closeup photos of each wheel available upon request. Asking \$150 for the set. Bob Hall, 301-213-9852.



## For Parts, Old and New, and All Body, Mechanical, and Suspension Work

# Corvair Ranch

1079 Bon-Ox Road  
Gettysburg, PA 17325  
717-625-2805



## The Yenko STINGER



If your idea of a gutsy Grand Touring sports car can be met by a nose-heavy, large bore bomb that has been beefed up to imitate sports car performance, then the Yenko Stinger is not for you.

Here is America's only air-cooled rear engine sports car with independent four-wheel suspension. Inspired by the inherently excellent design of the Corvair Corsa, the Stinger was created to handle in true GT tradition. It transforms sophisticated chassis engineering into a competition-bred road machine that will make **you** want to do the chauffeuring.

Inside there are two honest bucket seats (three-passenger removable rear seat included); a four-speed, full-synchro, closer-ratio gearbox; responsive, feather-light, quick steering (3.0 turns lock to lock). And that's just the beginning.

It corners like it "invented rails." Race-spawned dual master cylinders command the heavy duty brakes. A few racing modifications make the Stinger a winner in Class D Production of the Sports Car Club of America or Class H Stock (NASCAR) at the drags.

Even the basic Stinger (Stage I), a fine five-passenger family car, offers you an eager 160 horsepower in a race-suspended chassis. A dual-purpose Stinger for the serious rallyist and the occasional race driver boasts a Stage II tune that unleashes a husky 190 horses. Stage III is all spirit with 220 horses for the street — the "detuned" race car. Stage IV is something else — with **ALL** the racing goodies at 240 horsepower. For this one you'll need a competition license, a race course, and lots of trophy space. And, if it's brute horsepower you're after, try Stage V — up to 250 horsepower. Stinger anyone?

DON YENKO



## YENKO STINGER TUNE SPECIFICATIONS

**STAGE I. 160 horsepower.** Recommended for street use or for the customer who wishes to do his own high performance preparation. (Full warranty.) \$3520.00

Dual master cylinder brake system.  
Fiberglass engine deck lid with spoiler, incorporating functional, adjustable air scoop.  
Fiberglass rear pillar Landau panels.  
Stinger trim, including tri-stripping and color key painting, with deckname customizing.

Tuned exhaust headers.  
Seven-quart finned aluminum oil pan.  
M-600 Marline connecting rod and main bearings.  
Turbo-Turbo crankshaft.  
Carburetor with modified linkage.  
Tachometer

Steel pack mufflers with chromed tail-pipes.  
Crankcase ventilator.  
Chromed air cleaners (4).  
Constant tension belt retainer.  
Stinger emblem.  
Vinyl trimmed dash.  
Rear compartment paneling.

### OPTIONS AND ACCESSORIES (Installed)

3.88 rear axle ratio	\$ 10.00	Radio, pushbutton	\$2.40
Deluxe seat belts	10.50	Radio, AM/FM	135.80
Competition seat belts (includes heavy duty installation)	30.00	Sports styled walnut grained wheel with telescoping	74.10
Bumper guards (front)	9.50	Trifit helmet	11.50
Bumper guards (rear)	70.70	Mag-style wheel covers	63.20
Heater and defroster	42.15	Simulated wire wheels	157.25
Head rests (2)	85.00	Yenko roll bar	150.00
10 gallon aux. gas tank with shut off valve	79.45	200 x 10 Michelin X Tires (5) and Tubes, exchange	70.00
Special metallic brakes (includes special drums)	73.80		
Heavy duty valve guides	162.00		

NOTE: Stages II, III, and IV are merely modifications made to the Stage I engine. All stages are streetable.

**STAGE II. 190 horsepower.** Recommended for high-speed touring, rallying, or dual purpose race machine. Same as Stage I, plus the following: \$4020.00

High performance Stinger camshaft (includes heavy duty valve springs and retainers).  
Lightweight flywheel.  
Modified engine cooling fan.

Notched pistons for increased valve clearance.  
Solid fit piston skirt clearances.  
Horizontal oil control baffles.  
Oil Pressure and Temperature Gauges

Ampmeter Gauge  
Polished crankshaft.  
Select fit main bearings.  
Deep sump oil pan pickup.  
High compression (10 to 1) cylinder heads.

NOTE: Stage II engine will afford the buyer high performance without sacrificing any of the desired reliability and smoothness of a street machine. Tested at 190 dynamometer clutch brake horsepower, the Stage II machine will easily out-accelerate all of the street variety V-8's and most of the so-called high performance cars.

**STAGE III. 220 horsepower.** For the customer who wants all out street performance. Same as Stages I and II, plus the following: \$4420.00

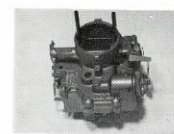
High compression cylinder heads (10.5 to 1), includes polishing, porting, relieving, shaving.  
Honed cylinder walls to racing clearances.

Full float piston fit using high compression forged pistons.  
Adjust piston deck height.  
Distributor, high performance — reworked.

**STAGE IV. 240 horsepower** for the customer who wants all out performance in Class D Production competition. This is the basic Stage III engine. Total price is according to racing options \$4420.00

**STAGE V. 250 horsepower.** Illegal for SCCA racing. Includes .060 pistons. \$5079.00

CONVERTIBLE AVAILABLE, SPECIAL ORDER



### STOP ITEMS

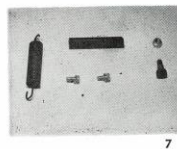
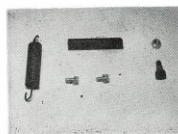
Custom Stinger segmented, sintered metallic brake linings, complete set of eight.

	Price
Adjustable rear brake bias restricting valve with fitting.	\$ 49.05
Tailored Stinger brake servo booster unit with bracket.	26.50
Installation kit for brake servo booster unit.	46.50
Stinger dual master cylinder (standard all Stages).	28.00
	30.00

### GO ITEMS

Close ratio transmission — price available on request.

	Price
Stinger lightweight flywheel (standard on Stages II, III, IV).	49.95
High capacity secondary ignition wiring, set.	6.95
Stinger modified carburetor air horns with turn cut-off fix, each.	15.05
Stinger super high CFM enlarged venturi carburetors, each, exchange.	85.00
Seven-quart cross baffled aluminum finned oil pan (standard on all Stages).	37.00
Oil control horizontal baffle for hard cornering (standard on Stages II, III, IV).	12.00
Deep sump oil pan pickup (standard on Stages II, III, IV).	17.00
Stinger high performance camshaft kit; includes heavy duty inner and outer valve springs, aluminum retainers (standard on Stages II, III, IV).	119.90
Camshaft only, outright.	89.90



Competition-type heavy duty clutch pressure plate.  
Heavy duty competition-type clutch disc.  
SW heavy duty adjustable electric 10 psi fuel pump.  
Heavy duty armored fuel lines, set.  
13 x 7 heavy duty reinforced steel wheels, each.  
Stinger Koni shock absorbers, each, exchange.

Rear  
Front  
Stinger Gabriel adjustable shock absorbers, front or rear, each.  
Stinger GM-type heavy duty shocks (standard all Stages).

Front or rear, each.  
Fitch shock absorber stabilizer, set of four.  
Oil pressure gauge kit.  
Oil temperature gauge kit.  
Stinger Sun electric tachometer — 0 to 7000. 270° sweep transistorized in one unit.

Stinger heavy duty front springs (standard all Stages), each.  
Stinger heavy duty rear springs (standard all Stages), each.

### SHOW ITEMS

Stinger cast aluminum rocker covers, set of two.  
Talbot aluminum racing mirrors, each.  
Mag-style wheel covers, set of four.  
Magnesium wheels with studs and hub caps, each.  
Stinger fiberglass deck lid, with air scoops

Price
75.00
15.50
35.00
30.00
35.00
19.95
20.95
14.95
9.70
29.95
13.60
30.00
47.90
8.75
6.85
29.95
7.95
77.95
65.00
150.00

Competition-type heavy duty clutch pressure plate.  
Heavy duty competition-type clutch disc.  
SW heavy duty adjustable electric 10 psi fuel pump.  
Heavy duty armored fuel lines, set.  
13 x 7 heavy duty reinforced steel wheels, each.  
Stinger Koni shock absorbers, each, exchange.  
Rear  
Front  
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Front or rear, each.  
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Oil temperature gauge kit.  
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Stinger fiberglass deck lid, with air scoops

Price
75.00
15.50
35.00
30.00
35.00
19.95
20.95
14.95
9.70
29.95
13.60
30.00
47.90
8.75
6.85
29.95
7.95
77.95
65.00
150.00



Racing-type, three spoke, deep dish steering wheel.  
200,000 candle power driving lamp.  
AM/FM Stinger radio with antenna.

### MISCELLANEOUS ITEMS

Stinger Technical Manual.  
Yenko roll bar (crash tested).  
Auxiliary 10 gallon gas tank, with installation brackets and hoses.  
Yenko fiberglass seats, less upholstery, each.

Photo 11: Yenko fiberglass seats, upholstered, each.  
Competition seat belts, each.  
Shoulder harness, each.

Photo 12: Stinger jacket patch.

Photo 12: Stinger pins — "Be a Swinger in a Stinger"; "Help Stamp Out Tea-Are-Fours in a Stinger."  
Stinger T-Shirts.

Photo 12: Stinger car emblem.

Firestone Indy tires 5.50—8.10 x 13 front, each.  
Firestone Indy tires 6.60—10.50 x 13 rear, each.  
Firestone tubes 5.50—8.10 x 13, each.  
Firestone tubes 6.60—10.50 x 13, each.  
Goodyear GP R2 tires 7.00 x 13, each.  
Goodyear tubes 7.00 x 13, each.

Price
46.50
12.00
123.80
3.00
69.95
75.00
20.00
55.00
15.95
17.95
1.00
.75
2.00
3.00
36.86
38.61
7.91
8.75
41.67
7.62



"IT HANDLES AS WELL AS ANY PRODUCTION SPORTS CAR AND BETTER THAN MOST."

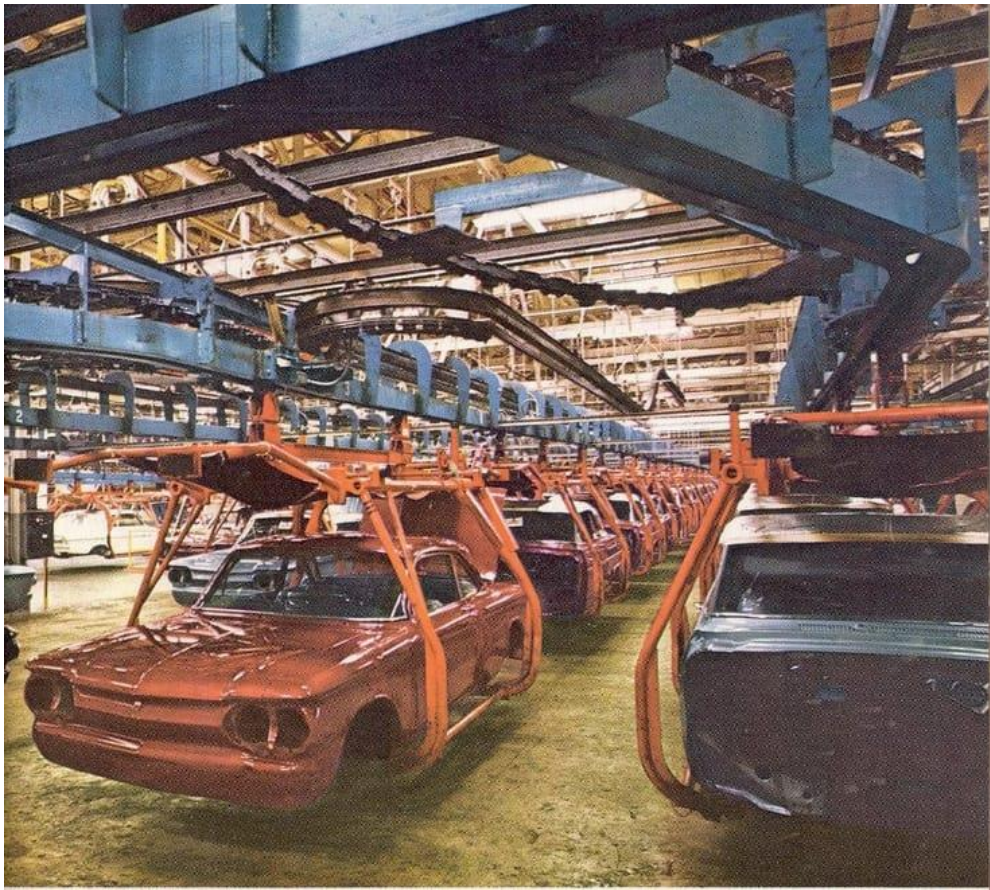
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Clark's Corvair Parts is celebrating their 50<sup>th</sup> Anniversary and is having a monthly special on parts!!

# OUR 50TH ANNIV -2023

Thanks to the support of 1,000's of Corvair owners over the last 50 years we continue to grow and reproduce more parts every year. We respect your trust and always put our customers first. We would also like to thank our 24 employees, 10 have been with us over 20 years and some as long as 46! Have a great year and enjoy our monthly sales and specials all year-Joan & Cal Clark

**SPECIAL SALES EVERY MONTH-** each month we'll send an email (if you have signed up) and also list in a special sale section on our Home page [www.corvair.com](http://www.corvair.com)

**FREE 50th MEMENTO gifts with your first order in 2023**

**FREE CATALOG WITH AN ORDER- if you have not received a free 2019-2025 catalog yet, just ask for one.**

**LIST YOUR CORVAIR FOR SALE- NO CHARGE-** sell your Corvair or a spare you just don't have time for! For all of 2023 we will list it on our website at **NO CHARGE-** check the website for details (Corvairs For Sale)

**CLARK CAR SHOW & PARTS SALES-** See our 2023 supplement or website for more details. We expect around 130 cars, and will offer tours of our buildings including the Upholstery Dept. Cal will be giving an old fashion "slide show" showing the building of our complex and history. Parts on sale! **SEPT 16, 2023 -rain or shine**

**2023 SUPPLEMENT- On our website or as a hard copy -many new repros & updates.**

**INTERNATIONAL CORSA CONVENTION-Wisconsin-** We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello. Convention dates June 19- June 24

**CATALOG- over 450 pages, free with an order, \$8 postpaid in USA**

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