

CORSA News You Can Use

CORSA Board of Directors

Spring is here- for many parts of the country, and it's a great time of the year to get on the road. Plan your Corvair trips to one (or more) of the events being run by chapters throughout the country. You can find them here: Current and Upcoming Events (corvair.org).

Chapters are an important part of Corvair ownership. You are missing out on the comradely of Corvair enthusiasts in your area if you aren't a member. Search here or contact your division director who can assist you with finding one near you. Chapter Directory (corvair.org).



Chapter Directory

Need help or don't know how to reach someone for help? Have an idea or feedback? Start with Paul Bergstrom at the CORSA club office Call, Write, or Send a Message (corvair.org) Or, reach out to a director Directory of CORSA Officials (corvair.org) who are volunteers ready to listen and help.

The Communique magazine is available in digital format to all members and is posted online when you receive this email. If you are a Print Member, the issue is mailed through the USPS. In some areas of the country, issues take longer to arrive than we would hope, but you can always read the issue online. If you have concerns about mail delivery, contact your local post office. You can find the latest and all issues here: Communiques (PDF) - 1978-Present (corvair.org).

Reminder: Join CORSA for half a year for \$20. It's a great way to get new members to "test drive" our club and get past members to come back. So spread the word. And don't forget to renew now at the current dues rates, before the increase takes effect in June. Extend for two years and get two months extra for free.

Convention and Committee Updates

Are you registered for the convention in SLO? Register and get your room before the convention pricing expires in Mid-April. Alternate hotels are close and rooms are still available. "Pop up" tours and tech sessions are being planned along with all the scheduled events. There will be something for everyone. If you have registered, more information will be sent about the events by email a few weeks before the convention. There is more information in this issue of the Communique and a revised schedule. CORSA Headlines (corvair.org) for registration information.



The annual International Convention is a joint effort between CORSA and chapters in the host area. We are fortunate to have volunteers willing to put together this event. By now, you know about the 2025 event. In 2026, it will be June 22-26 in Gettysburg, PA. We are looking for volunteers and a host city for 2027 in the Central Division area. If you have ideas or want to learn more about how CORSA partners with host chapters, please contact the Club Office.

To support our convention, we are pleased to share that CORSA has entered into an agreement with Paul and Ramona Bergstrom of PRB eMedia, Inc., to manage our conventions. Paul and Ramona are also our CORSA Club Office team and have extensive experience managing conventions for other car clubs. They are filling the role of Harry and Kathy Jensen who ran our conventions for many years and have since retired. We are grateful for all the work the Jensen's have done to make our conventions the premiere CORSA event each year. The CORSA Convention planning group and the Bergstrom's will continue to work with chapter leaders for each convention.

The CORSA Board and President have also made updates to these important roles and committees:

- Management of the CORSA Corvair Center Forum will be led by Dean Gemberling, Eastern Division director. We thank Greg Vargas for his leadership of the CCF over the past year.

- Model Car Concours Committee will be chaired by Michael Boyle. We thank Joe Darinsig, who has led this committee for several years.

Corvair Musicania

Tudie the Studebaker

(sung to the tune of "Rudolph the Red Nosed Reindeer")

Tudie the Studebaker,
Had an engine with loud knocks,
And if you ever heard it,
You'd swear it wouldn't make two blocks.

All of the ancient Chevies
Sat with starters spinning free.
While Tudie the Studebaker
Knocked along endlessly.

Then one night the oil light came,
Glowing very bright.
The rod set sail right thru the block,
And vanished out of sight.

Now all those ancient Chevies
Click along right past me.
Tudie the Studebaker
Is just a piece of history.



ALSO SEE INDEX

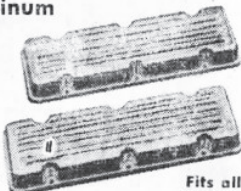
Headlight Grille & Guard For 60-63 CORVAIR

Add a European racing touch to your Corvair with these functional headlight grilles. Protects headlight bulbs against flying stones. Beautifully styled. Chrome plated heavy gauge wire—welded for strength. Easily installed with screws and clips supplied with grilles. Fit all years and models.

No. 17-4289—Per Pair..... **\$7.95**

Finned Aluminum

VALVE COVERS FOR 1960-63 CORVAIR

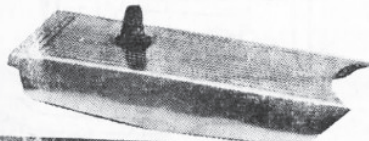


Fits all
Corvairs

- Dresses up the engine.
- Stops oil leaks caused by easily distorted stock steel cover.
- Reduces valve noises.
- Polished fins add to rigidity, add additional cooling surface to help keep engine cooler.
- Will not bend or warp.
- Precision made of top quality cast aluminum.

No. 37-1405—
Per Pair..... **\$16.95**

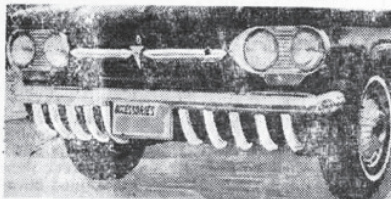
TUNNEL COVER for 60-63 CORVAIR



Beautiful, decorative polished aluminum tunnel cover adds to racy-looking interior of the Corvair. Gives the appearance of a custom center console found on more expensive cars. Covers tunnel from raised floorboard almost to seats. No bolting or drilling required—drops right in place and stays put. Complete with rubber bellows grommet to accommodate stick shift.

No. 17-5176—Each..... **\$24.95**

12-Pc. Grille Trim Set for 60-63 CORVAIR



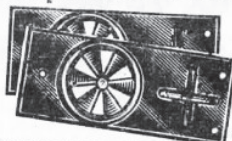
New, distinctively styled polished aluminum trim bars that:

- Dress up the front end of the Corvair—give it that custom Continental look.
- Includes 10 curved trim bars that fit under front bumper, plus 2 straight bars that fit between right and left headlights.
- Are sold in complete sets for upper and lower sections of grille, or in set of 10 bars for under bumper only, or in set of 2 bars for above the bumper only.
- Are easy to install—complete with instructions.

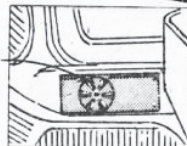
No. 17-5186—Complete 12-Pc. Set
Per Set..... **\$36.95**
No. 17-5185—10-Pc. Set (for
under bumper). Per Set..... **\$26.50**
No. 17-5184—2-Pc. Set (for
above bumper). Per Set..... **\$11.95**

ACCESSORIES and PARTS

Adjustable Heater Control FOR CORVAIR All Models



One 30° Turn
Closes or Opens



- Drive in warm comfort—install these heater controls in your Corvair.
- Completely shuts off or regulates the hot air from both front heater vents for controlled heat in winter or cooler summer driving.
- Easily installed—attractive vent plates fit right over front heater vents.
- Heavy gauge steel with dull black finish.
- Complete with mounting screws.

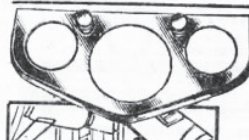
No. 17-5174—Per Pair..... **\$3.98**



CUSTOM STYLE Gear Shift BOOT for All Corvairs

Designed specifically for the popular Corvair, this striking new boot adds that finished look to the "stick shift" Corvair. Made of high gloss smooth black vinyl that will last the life of the car. Precision molded for a perfect fit. Hides the carpet hole completely. Fits all 60-63 Corvairs.

No. 17-4197—Each..... **\$3.25**



ILLUMINATED TACH & GAUGE PANEL

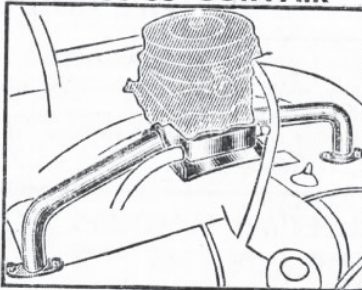
For 60-63 CORVAIR

The finishing touch for the Corvair dash. Polished aluminum auxiliary panel fits under the radio panel.

Has two 2 1/4" holes for ammeter and oil pressure gauge and one 3 3/8" hole for a tachometer. Equipped with two hooded lights for soft non-alare illumination. For gauges and tachometers—See Index.

No. 74-3689—Each..... **\$4.95**

Induction Ram Manifold for 60-63 CORVAIR



- Fits all passenger cars.
- Enables you to 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.
- Can be used with any stock Chev. 4-bbl. carb. without alterations to carburetor.
- Easily installed in an hour or less.
- Does not have any multi-carburetion linkage to get out of adjustment on stock and modified set-ups—throttle linkage works and feels like stock.
- Ram manifold is complete with all necessary fittings, fuel line, linkage, and instructions.

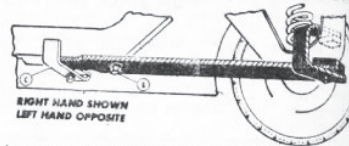
No. 37-1331—
Each..... **\$46.95**

Carter 4-bbl. Carburetor. For use with above,
No. 79721—Each..... **\$55.78**

REAR HELPER SPRINGS

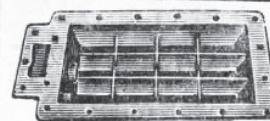


for 60-62 CORVAIR Trucks



- Increases load carrying capacity—carry up to 500 lbs. more pay load.
- Helps sagging springs.
- Keeps rear of truck level for a safer, more stable ride.
- Helps prevent breaking of springs.
- Easily installed—complete with all necessary bolts and clamps.

No. 86-1031—Per Pair..... **\$26.50**



AIR COOLED FINNED ALUMINUM OIL PAN for 60-63 Corvair

- Keeps oil temperature down—helps keep engine running cooler.

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

- Transfers tremendous heat to outer surface.
 - Increased bearing life.
 - Keeps impurities out of reach of oil.
- This aluminum oil pan has 237 square inches of cooling area. Increases oil capacity 3 quarts. Drilling boss is provided for the installation of the oil temperature gauge. A "must" addition on supercharged and "souped up" Corvair engines.

No. 37-1390—Each..... **\$24.95**

4 CARBURETOR Installation Kit

For 1960-63 CORVAIR

Gives You More
Speed, Power &
Top Performance



Complete kit that enables you to install 4 carbs on your Corvair and get:—

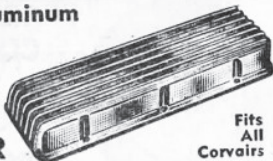
- Up to 41% increase in horsepower.
- Instant response to throttle... no flat spots.
- No more flooding and starving on tight turns.
- Instant starting, smoother idling.
- Faster, smoother acceleration.
- Improved economy through more efficient fuel distribution.

Complete kit contains all the parts needed to install 2 additional carburetors on any Corvair engine. Designed to use same model carburetors as used on the Corvair... (carbs not included with kit). Kit includes special adapter flanges to reposition original carburetors, flanges for added carbs, linkage, throttle shafts, throttle levers, brackets, fuel line, clamps, fittings, special sealing compound and instructions. Easily installed without removing cylinder heads—some drilling and tapping is required.

No. 74-3688—Per Kit..... **\$39.95**

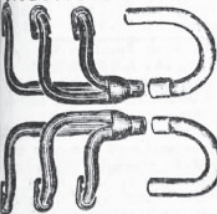
FOR 60-63 CORVAIR CARS & TRUCKS

Finned Aluminum VALVE COVER For 60-63 CORVAIR



Dresses up the engine. Stops oil leaks caused by easily distorted stock steel cover. Reduces valve noises. Polished fins add to rigidity, add additional cooling surface to help keep engine cooler. Precision made of top quality cast aluminum. No. 37-1330—**\$23.95**

Exhaust Header Kits and Mufflers for 60-62 Corvair



Choice of Fibre Glass or Steel Packed Straight-Thru 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 and efficiency can be obtained by installing Steel or Fibre Glass Straight Thru Mufflers—See Below.
- Can also be used as Lakes Plugs by using left side on right side, right side on left side.

New design exhaust headers replace old style manifolds and provide a scavenging action that clears the exhaust system of gases and reduces power robbing back pressure to a minimum. These new headers give each exhaust port it's own pipe, eliminating the congestion of stock manifolds. 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). Fits all 60-63 Corvairs except 1963 Spyder.

No. 24750—Per Kit **\$29.95**
MUFFLERS to go with above Header Kits. fit 60-63 Corvair except S.W. & 63 Spyder.

Deep-Tone Fibre Glass Muffler	Stk. No.	Each
Steel Packed Muffler	22-233	\$5.45
Mellow Tone Fibre Glass Muffler	22-1746	6.98
Stock Mufflers	22-2067	5.30
	23-2206	8.25

Chrome Plated Shallow Style



AIR CLEANERS For 61-63 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. Smooth Sides. 2" high, 4 5/8" diameter. Choice of copper mesh or screen filter.

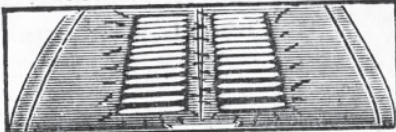
No. 74-3725—with copper filter. Ea... **\$3.10**
No. 74-3726—with screen filter. Ea... **2.25**

(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.

No. 74-3727—Each **\$3.75**
(C) Triple Louvered Style. 3 rows of French louvers permit maximum air intake while providing excellent filtering. 2-11/16" high, 4 5/8" diameter. Has Micron paper filter element.

No. 74-3728—Each **\$4.50**

STAINLESS STEEL VENT LOUVRES for 60-63 CORVAIR



Dress up the rear deck of your Corvair with a set of these sparkling-bright stainless steel louvers. No holes to drill—no effort required for installation—just slip them on. Special fish hook clip prevents theft. Won't ever corrode, tarnish, or discolor. Louvers are formed to exact contour of rear deck—fit perfectly. Installation does not interfere with air passage through grille openings. Adds a touch of "custom" smartness to any Corvair. Set consists of 26 louvers, use on alternate louvers—if wanted for each louver 2 sets are needed. No. 17-4245—**\$9.95**
Per Set.

Rear Camber Compensator & Anti-Sway Bar for 60-63 Corvair and Greenbriar



Improves Handling



PREVENT THIS

- Lowers the roll center thereby improving the stability and traction in turning and over rough roads.
- Improves safe handling of the Corvair by compensating for dangerous oversteering at higher speeds.
- Aids in reducing car sickness—prevents possible rollover on sharp turns at high speeds.
- Fully assembled—ready to install in a jiffy. Consists of a single transverse spring, which mounts on the transmission case. Complete with stirrups, which fit on the axles. Fits all 60-63 Corvair models.

No. 19-2138—Corvair; Each **\$17.95**
No. 19-2800—Greenbriar; Each

FRONT ANTI-SWAY BAR For CORVAIR Cars



Easy to install. No alterations required.



Improves handling



Prevent This

- Improves front end stability.
- Prevents lean and wander.
- Helps retain correct wheel alignment and reduces uneven tire wear.
- Redistributes weight of front end more equally on turns to maintain greatest traction between car and road surface.
- Gives the Corvair passenger cars and trucks the feel, performance and safety of much heavier vehicles.
- Easy to install... no alteration to front end required. Complete with instructions.
- Fits all 60-63 Corvair cars.

No. 19-2509—**\$14.98**
Each.



ALSO SEE INDEX



CORVAIR OWNERS HANDBOOK

First complete handbook of repair and maintenance of 60-63 Corvair. Nearly 300 pages, volume contains more than 500 photos, charts and drawings, covers all models. Special section on increasing power and performance is worth the price of the book in itself. Compiled and edited by Ocee Ritch. No. 17-5183—Each. **\$4.00**

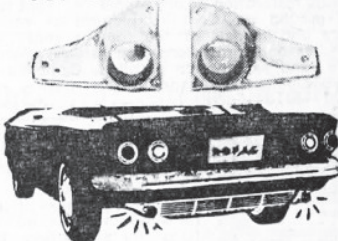


QUICK-FILL TYPE GAS CAP for 60-63 CORVAIR

- Adds that "sport car" look to your Corvair or Monza.
- Styled after Ferrari and Maserati types.
- Easy to install.

Polished aluminum snap-lock gas cap that replaces original equipment. Gives a "dressed up" appearance to your car. Eliminates unsightly chipped paint around the filler cap. Ideal for sports car racing. No. 17-5175—Each. **\$17.95**

POLISHED ALUMINUM DUAL EXHAUST PORTS for 60-63 CORVAIR



Highly polished cast aluminum dual ports that balance and broaden the appearance of 60-63 Corvairs. Ideal for holding dual exhaust pipes—eliminate ragged holes or pipes hanging below the body of car. Designed to fit the contours of the body. 2 3/8" diameter port holes. Can be easily installed in 5 minutes. No. 17-5177—Per Pair. **\$9.95**

Forged Aluminum Flywheel & CLUTCH PRESSURE PLATE ASSEMBLY For 60-63 CORVAIR



- Increases Top Speed.
- Improves Speed Shifting.
- Improves Acceleration.

This specially designed forged-aluminum flywheel and clutch converts the sporty Corvair into a package of dynamite. Faster starts, faster speed shifting and higher top speeds are easily obtained when you have this balanced combination in your Corvair.

Flywheel and clutch are made of heavy-duty forged aluminum—the reduction in rotating weight make possible a big increase in miles per hour. Tested under severest competition on strip and track. Fit all Models.

No. 87-2554—Flywheel—Each. **\$37.25**
No. 87-2577—Clutch Pressure Plate Assembly. **\$41.50**

Did you know that
Ralph Nader's sister,
Laura, owned a
Corvair?
She had to hide it
from her brother for
fear of getting him
mad.

If you believe that,
you don't know it's
April Fools Day!



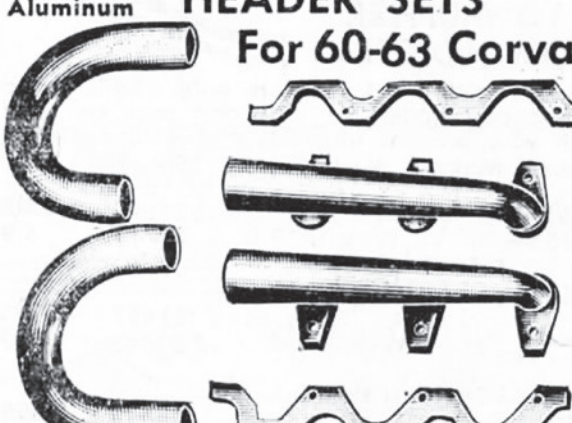
Laura Nader



Corvair Lady meme

Ralph's actual sister. The photo above is from a paper, "What's Good About Conflicts?", she submitted while serving as a Professor of Anthropology at University of California, Berkeley.

Cast Aluminum HEADER SETS For 60-63 Corvair



- Replaces power restricting manifolds.
- Improves the exhaust system.
- Reduces back pressure.
- Increases horsepower and top speed.
- Improves gas mileage.
- Improves all-around engine performance.
- Does not restrict heater.
- Can be used with stock or straight-thru mufflers —see index.
- Set contains 2 cast aluminum headers and flanges, 2 steel 180° bends. Precision machined to fit perfectly.
- Larger jets. (furnished with headers) must be installed in carb. to avoid excessive exh. heat (and burn out of headers) at sustained high speeds.
- Fit all models.

No. 24810—Per Set..... \$39.95

Classified Ad

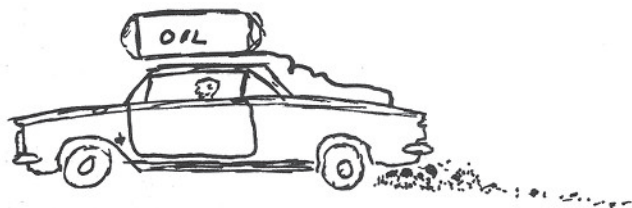
Moving Sale: Two late model coupe rear windshields, one tinted, one clear, plus some sheet metal. Fred, (630) 843-1270.



Mother Monza's Nursery Rhymes

A bright young fellow from Kent,
Thought his Vair was heavenly sent,
But his labor and toil,
Only paid for the oil,
That poured on the cement as he went.

— Ray Pearl
Airhorn, May, 1972



Stock Isn't...

Professor Nash, V.S.O.P.

[Reprinted from Tech Slips in the April 1979 issue of the CCE Airhorn,]

Modifying Your Corvair for Better Power & Speed How to Install the Buick Straight 8

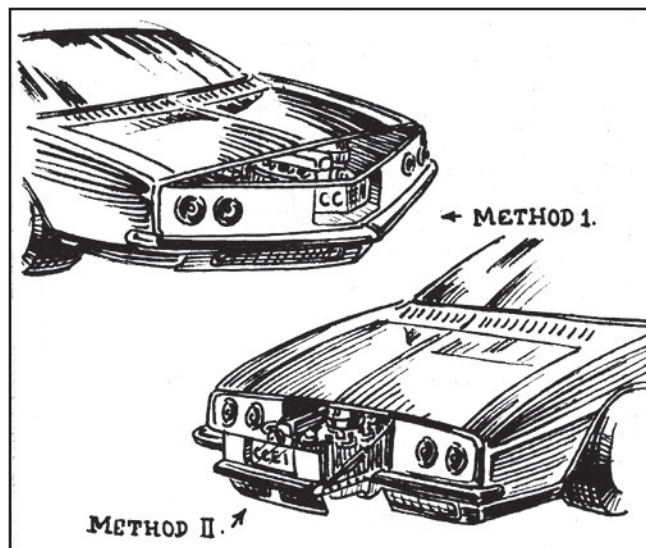
Occasionally we find an engine of superior power, reliability, economy, and low weight. Unfortunately, the Buick Straight 8 fits none of these requirements, but since we had one laying around in a '51 Roadbastard, we thought it might be interesting to stuff it into our little 65 Monza.

As the Corvair powerglide is nearly identical to the Dynaflo in regards to crisp clean shifts, it was decided to leave

the original transaxle in place and adapt the Buick 8 via the Buick to Corvair adapter plate, available from Incredio Products Corp., Pittfall, N.J. A two cylinder Crosley starter is used with this kit, along with matching '58 Chevy turboglide flywheel.

As the installed length of the new motor is somewhat longer than before, two methods are available to gain necessary clearance.

First idea is to secure a hefty chain around a large pole and also to the rear end panel of the Vair, making sure it is centered. With about 50 ft. of slack, in the chain, the Corvair must be propelled to 49-3/4 MPH to achieve the desired results. (See photo.)



Second method is to section the body on either side of the backup lamps, and extend it out 3 feet. (See photo.)

The rest of this worthwhile conversion is pretty straight forward, with the motor mounts being handled by pipe hanger strap, reinforced by 12" sections of erector set girders. Throttle linkage is the usual string and pulley affair, so this should be familiar to you all.

Cooling the 8 proved to be a bit of a problem, but as usual, we handled it in a unique fashion. The radiator hoses connect to simulated sidepipes, whose position in the wind do an adequate job of cooling. A clever diverter valve allows the coolant flow to be channeled into the roll bar for interior heat.

The only negative features appear to be increased overall length (we are told backing into a wall at 30 or so will cure this) and a slight tendency to oversteer. After a test drive by the famous driver John Snitch, he likened it to driving a cement filled bucket on the end of a 30 foot rope.

Another unusual but unobtrusive feature is since the engine turns opposite the Corvair, our new conversion has only one speed forward (as with the Dynaflop), but a DUAL RANGE reverse gear capable of propelling the car at speeds of 100+ backwards. Just the thing if you see a parking space in the mirror and want to get it before someone else pulls in.

NEXT MONTH: Installing the Corvair "110" into a '51 Buick Roadbastard.

Stock Is...

Larry Claypool

[This article was originally printed in the October 1987 issue of the CCE Airhorn. Larry has updated it to contain information as of 2025.]

Rear Tail/Backup Lights

Our last look at what is stock detailed the license lamp lens, so on we move to the tail and backup lights.

Naturally, all Corvairs came with tail/stop lamps as standard equipment, but backup lamps were standard only on Monzas, Spyders, and Corsas through 1965; then they were made standard on all 1966 and newer models. Thus, your '61 Lakewood or '65 500 wouldn't have backup lamps unless it was ordered that way, or the dealer installed a backup lamp kit. Where backup lamps weren't used, aluminum cover plates styled to match the taillight lens design were installed over the opening in the body. FCs, by the way, were never available with backup lights, even though you see some with car or regular truck lights that somebody installed. Also not stock is the popular conversion of backup lamps to tail lights for a total of four; it looks neat, but Corvairs were never offered that way by Chevrolet.

As for year-by-year changes, there are plenty, since lenses are an easy (read that inexpensive) way to give an old face a new look.

1960

1960 used Corvair's simplest lens, just a plain red plastic piece for tail, and an identical whitish piece for backup. The light housing is simple too; a smooth aluminum stamping shaped like a rounded peak surrounds the lens. Incidentally, there's a little bump in the bottom of the housing and a matching notch in the lens so it fits on only one way!

A slightly fancier look was deemed necessary for the new top-of-the-line Monza series, so a flashier backup lens was cast up. Also shaped like other '60 lenses, the Monza backup was whitish only in the center; the reflector part, the outer half inch, was done in red.

1961

1961 carried over from '60, appearance-wise. Under the backup lenses, however, revised housings had the light bulbs up and down rather than straight in as before. This eliminated the large holes in the inner rear body panel needed for socket clearance and also permitted their use in the new station wagons' tailgates.

The placement of spare tire in the engine compartment required new inner body panels that also necessitated a change to the right side taillamp wiring. The early model taillamps have the socket and wiring pigtail built in, not readily removeable. So while all the 60-61 taillamp units look basically the same on the outside, the RH unit for 1961 coupes and sedans is different than all the rest due to its longer wire and different connector.

1962

New lenses and housings appeared for '62. The lenses became more ornate with a "spoked" aluminum trim ring glued onto the outer edge, fully encircling it. The lens itself is

almost flat across its entire width. The backup lenses all used a red outer reflector and whitish center. The portion of the aluminum light housing you can see is narrower than the '61, and it is flattened so the cross section would look like a square "U" channel. The outside diameter of the lens itself is bigger than in '61; accordingly, the inside diameter of the housing where the lens fits is bigger too.

1963

1963 saw new lenses and housings once again. This year's lenses wore a diecast, chrome plated ornament that features a center "bullet"; it is held onto the lens by a Phillips head screw from the backside. The lens itself is pretty simple, being slightly peaked in the middle. Part of the ornament extends out to the housing right where the lens attachment screws used to be, so the housings were revised to locate the screw holes at 9 and 3 o'clock instead of the previous 12 and 6 o'clock. Naturally, that's where the holes in the lenses are too. Backup lenses again featured red and white plastic for all models.

1964

Lenses were new again for 1964. A separate, diecast, chrome plated ornament shaped like a gunsight is used on both backup and tail lenses. The ornament is held on by the two lens retaining screws. The lens itself is bullet-shaped within the circle of the ornament, and flat outside of it. The backup lenses followed the now-established red reflector/white lens design, with the chrome ornament covering the transition. The light housings themselves were the same as 1963.

1965

As you would expect, the complete light assemblies were new for 1965. Housings were steel stampings with separate plug-in sockets. Lenses were enlarged to the diameter of the housings, and chrome plated stamped steel bezels surround each lens. Three Phillips head screws retain both the bezel and the lens.

The 1965 lens itself features a two-level, slightly peaked motif. The outer level extends two-thirds of the way around, with the bottom one-third a recessed reflector. A round aluminum trim ring makes the transition to the inner portion which is also recessed. The backup lens uses whitish plastic for the inner portion, and red for the outer. Naturally, the tail lamp is red throughout.

1966

1966 features not one but two new lenses, a case of early and late production. Both are very similar. The lens starts off extending back from the bezel about an inch, then reversing back in towards the housing, then back out to a chrome ring about an inch in diameter. The lens inside the ring is red on the taillight, and a red reflector on the backup. Only the area under the reflector and out to the inside of the main recess is whitish on the backup lens. The little chrome ring is the differentiating factor in early and late styles, with a thin "wedding band" ring used from start of production until late in calendar 1965. Although a date of 8/30/65 is shown in assembly manuals as the change date, a number of cars assembled later than that are known to have been built with the early style lens, probably because inventories of it were high due to plummeting Corvair sales about that time (little

thanks to a certain consumer advocate). My guess is that all existing "wedding band" stock was used up by the first of the year. The second style lens featured a wide chrome band that extended back toward the recess of the lens about 1/4". Otherwise, the lens is the same as before.

1967-1969

All subsequent production (as well as parts counter sales) used the wide band lens through the end of Corvair production. The light housings and bezels remained the same for all late models.

Forward Controls

For you FC fans out there, a word about the rear door (or tailgate) reflectors. These were part of the "deluxe equipment" package that was factory installed. On Greenbriers, you got the fancy interior with better seats and upholstered door panels, and on all models you got an armrest, dual sunvisors, stainless windshield reveal moldings, and of course those neat little reflectors. Unless you've got the windshield trim and other goodies, though, reflectors alone wouldn't be stock.

Manufacturers

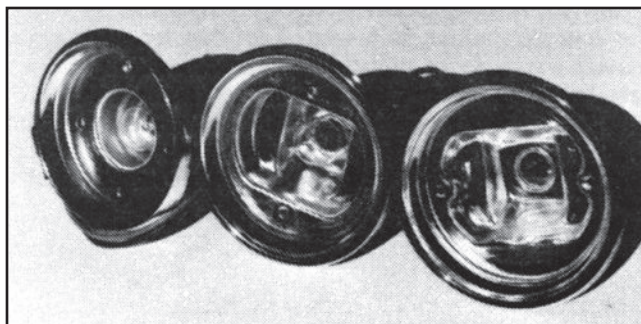
Naturally, all the lenses originally were made by Delco's Guide Division, so they all say "Guide" on them. Several aftermarket companies such as Glo-Brite and Do-Ray made lenses too, but they don't say "Guide", so they're not stock for Factory Stock class.

Availability

Current availability on lenses is pretty good. Most serious Corvair vendors carry them, and NOS lenses always seem to be plentiful at swap meets. There are good reproductions now available for some years that are correct down to the "Guide" stamping; no doubt more will follow as time goes on.

The early taillight housings have always been bad corrosion points, because they're exposed to road splash. A reproduction of these has likewise been offered by bigger vendors, and they are generally good. I say generally because while the finish and fit are top-notch, the stampings of the '63-'64 housings could be tightened up a bit to be flatter at its "U" shape outer edge. If you've got a full set of these, no one will notice, but put a repro tail housing next to an original backup housing and a sharp eye will catch the difference.

As for the FC reflectors, a repro has just become available for these too. They're fine for most use, but not quite exact enough for Factory Stock, as the chrome edge is just a bit wide and the reflective quality isn't quite as good.



Activities Calendar

CCE Board

CCE SPONSORED OR RECOMMENDED EVENTS

Apr 9 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

Apr 13 – Annual "Dust Off" Tour, 1:00 PM. **Dell Rhea's Chicken Basket**, 645 Joliet Rd, Willowbrook, IL 60527 (located on the northeast frontage road 1-55 and Route 83 exit 274B).

Apr 16 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30. Meeting starts at 7:00. **We have the room until 9:30.**

Apr 23 – Articles are due for the May Airhorn.

May 4 – Spring Tour, Chatham/Springfield, IL. The tour will be visiting the Corvair Museum in Chatham and then spend rest of the day in Springfield. More information to follow.

May 14 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

May 20-23 – CORSA International Convention, San Luis Obispo, California. See corvair.org, CORSA News & Events, 2025 CORSA International Convention for more information.

May 21 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30, meeting starts at 7:00. **We have the room until 9:30.** For those not going to the CORSA Convention.

May 28 – Articles are due for the June Airhorn.

June 11 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

June 18 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30, meeting starts at 7:00. **We have the room until 9:30.** Entertainment is annual Parking Lot Beauty Contest. Bring out your Corvairs. People's Choice judging'

June 25– Articles due for the July Airhorn.

July 9 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is

about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

July 16 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30, meeting starts at 7:00. **We have the room until 9:30.**

July 23 – Articles are due for the August Airhorn.

DOWN THE ROAD

Second Wednesday of the Month – CCE Board Meetings, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. If the parking lot in front of Manny's is full, there is a larger parking lot further west across side street Pick Avenue. The place we will meet in is the room with the pool table to the right when you come in the front door. The pool table is not being used during the time we will be meeting.

Third Wednesday of the Month – CCE General Meetings, 7:00 PM, Villa Park VFW Post 2801, 39 East St. Charles Road, Villa Park 60181, at the eastern end of the Jewel parking lot. Meeting is upstairs in the main hall. The bar is downstairs. Meeting starts 7:00 PM. We have the room until 9:30. Doors open 6:30.

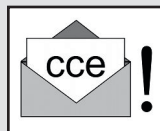
OTHER EVENTS OF INTEREST

June 14 – Milwaukee 55th Anniversary All Corvair Car Show, Waukasha, WI, 9 AM to 3 PM, Foxx View Lanes, 2440 Sunset Drive, Waukasha, WI. Pre-registration \$10, at the door, \$15. Contact Chris Lembke, CLembke@gmail.com or MillwaukeeCorvairClub.org.

July 10-July 12 – Detroit Area Corvair Club Homecoming, Wyndham Garden, 2900 Jackson Road Ann Arbor, MI. It's not against the CORSA Convention this year. See www.DetroitCorvairs.com/homecoming2025 for more information.

Please let us know about any other events that you think should be listed here.

ALERTS AND REMINDERS



For alerts and reminders of these events and more, e-mail your name and e-mail address(es) to which you want the alerts sent, to CCE.Corvair@gmail.com, and specify "Alerts and Reminders" or "Alerts Only." Also, if you want text messages to your cell phone, include your phone number and your carrier, and whether you want "Alerts and Reminders" or "Alerts Only".



established 1968

The monthly publication of CCE. Deadline for contributions is the 4th Wednesday of the month preceding the issue month. All articles and advertising should be mailed to the *Airhorn* Editor, Charley Biddle. Items can be e-mailed or sent direct mail. The *Airhorn* is mailed as a benefit of membership of CCE, and is also sent to most chapters of CORSA. All material is subject to editing.

Classified Advertising: Classified ads are considered any ad selling a car or car part. Classified ads are free to members of CCE. Deadline is the 4th Wednesday of the month preceding the issue month. Nonmembers may submit classified ads for a \$5 fee.

Commercial Advertising: Commercial ads are defined as those representing a business or commercial enterprise. Current circulation of the *Airhorn* is over 200 copies per month. There is a fee for all commercial ads. It's low rates make it an excellent buy for the alert commercial advertiser. Rates are \$30 for a full page, \$20 for a half page and \$10 for a quarter page. All advertising rates are quoted for camera ready or typeable copy only. Any production charges (including screening of photographs, special art, etc.) will be billed at cost. The Editor reserves the right to determine what is commercial advertising.

Original Articles: The *Airhorn* prides itself on publishing original material from a variety of contributors. This material represents a great deal of work by the authors, and therefore the *Airhorn* reserves all reproduction rights with the following exception: any material may be reproduced or reprinted by CORSA or any CORSA chapter only for nonprofit purposes benefiting Corvair enthusiasts. Any such reproduction must credit both the author and the *Airhorn*. Rights for any other use must be requested in writing from the Editor.

CCE Meetings: Meetings are held the third Wednesday of each month at the Villa Park VFW, Post 2801, 39 E. St. Charles Road, Villa Park, Illinois 60181 (0.7 miles west of Route 83). Doors open at 6:30 PM; meetings begin at 7:00.

Membership: CCE offers Individual (\$30/year) or Family (\$32/year) memberships with digital newsletters and printed and mailed newsletters

for an additional \$36/year Distribution Fee. All are payable to Chicagoland Corvair Enthusiasts.

CCE Website: www.ccecorvair.com

CCE Facebook: www.facebook.com/Chicagoland-Corvair-Enthusiasts-CCE-106483452772030

(or search on "facebook chicagoland corvair enthusiasts")

CCE Instagram: www.instagram.com/chicagocorvairclub

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