VISION

DECEMBER 2014

MERRY CHRISTMAS

HAPPY NEW YEAR
VEGAS VAIRS, CHAPTER 891 OF CORSA

MEETS AT 7:00 P.M.

THE 2ND WEDNESDAY OF EVERY MONTH AT:

DENNY’S RESTAURANT
3081 S. MARYLAND PARKWAY
LAS VEGAS, NV 89109 (734-1295)

VISITORS ARE ALWAYS WELCOME!!!!!

COME EARLY TO MEET AND GREET !!

ANNUAL MEMBERSHIP DUES ARE

$10 FOR ALL MEMBERS

DUE BY FEBRUARY 1ST OF EACH YEAR. THEY MAY BE PAID AT THE MONTHLY MEETING OR MAILED TO:

VEGAS VAIRS
WEBSITE: www.vegasvairs.com

P.O. BOX 62925

LAS VEGAS, NV. 89162-1925

OFFICERS:
PAUL GREEN, PRESIDENT

CHUCK HANSON, VICE PRESIDENT

INGRID HOWARD, SECRETARY/ TREASURER

BOARD MEMBERS
BOB HELT

ADVERTISING IN VEGAS VAIRS VISION:

FREE TO CLUB MEMBERS, $25 PER YR. FOR BUSINESSES AND NON MEMBERS.

If you wish to submit articles, ads, photos, etc. email the editor at:

vichoward@frontiernet.net

or send it to:

VIC HOWARD
5574 TABLEAU
FORT MOHAVE, AZ. 86426
928-768-6062
Hi Corvair Fans,
Information for train fans, I have run across a model train club in boulder city, it is behind the taco bell by the railroad station. It is called the live steam of boulder city. The rails are about 12" wide you can ride around there tracks on the train at no cost. But they do take donations. They are open on the 2nd and 4th Saturdays of the month. The trip we took to Nelsons was great, we had 6 covairs and 16 people that went. We toured the gold mine, and were shown a lot of history that happened in the aria, the guide also told us interesting stories. When we arrived at Nelsons there was a V.W. club there we saw about 10 V.W Bugs that was fun to see.
Okay everyone, Our Christmas Party at our December club meeting is on the 10th, I hope to see you all there. Dinner is on the club, come at 6:00pm and enjoy a meal. Everyone bring a white elephant gift of something under $10:00. I went to Bill Guzenski radio talk show on Sat Nov. 29th. It will be on each sat. morning at 10:00am to 12:00pm AM dial 1230 it's all about cars & maintenance it is a call in show. 702-731-1230. Today was his first show the fist hour was interviewing me about Bonneville cars and the Vegas Vairs was interesting. See you at the Party Dec. 10th.
President Paul Green
The meeting was called to order by President Paul Green at 7:00 p.m.

There were 20 members present and 4 guests.

He welcomed the guests: Bill Guzenski, Shayne Wanous, Estefanie Wanous and Mike Wade.

The Treasure reported $409.57 in the bank.

The newsletter editor, Vic Howard reminded the members he will no longer do the newsletter after the next set of officers take over.

OLD BUSINESS;

Palm Springs, The Great Western FanBelt Toss and Swap Meet was discussed with pros and cons comments by those who attended. Marty Katz, Bob Helt, Paul Bernardo, Vic Howard, Chuck Hanson and Jack O'Shea.

Activities from Harry Ransom included a reminder of the Christmas Party at our next club meeting. Prez Paul will have more information in his comments.

Bill Guzenski, who is new to Las Vegas Shared how he is starting a car/coffee event on Saturdays, at 6655 W. Sahara Blvd running from 10:00 a.m. to 12:00 noon.

NEW BUSINESS:

Prez Paul discussed our next outing will be our trip to Nelson on November 22nd. We will meet at The Jokers Wild Casino on Boulder Highway and Warm Springs Rd. at 9:00 a.m. for breakfast and at 10:00 a.m. head for Nelson. The tour there will begin at 11:00 am. Water and soft drinks will be available but bring your own sack lunch.

December 10th will be our Christmas party at the regular meeting place, date and time. The club will pay for members dinner and each is asked to bring a wrapped gift (appropriate for either male or female) for under $10.00.

Paul brought up the idea the club purchase 1000 business cards so each member could hand them to other Corvair members they encounter to invite them to attend and/or join our club. It was voted on and approved.

Vic Howard gave his background involvement with Corvairs which has been a custom introduced by our club president. Future meetings will feature other members backgrounds in the Corvair world.

Door prizes were drawn and, as usual, Marty Katz won the 50/50 drawing.

Them meeting was adjourned at 8:20 p.m.

Respectively submitted by:

Secretary/Treasurer Ingrid Howard
TEN members and SIX guests attended the outing at Nelson’s Landing on Saturday November 22nd. They were:

*PAUL AND LEA GREEN  
*ARLON & SUZAN SIBERT  
*KEVIN BRITT  
*MARTY KATZ  
*BOB SOLIDAY  
*ROBERT HENDERSON  
*TOM SCHHNITKER, HIS WIFE MEGAN, 4 YR OLD TWINS T.J. AND GENEVIEVE, HIS MOTHER-IN-LAW MARIANNE AND FATHER –LAW BOB  
*HARRY RANSOM WITH HIS SON JASON

I’M SURE THEY ALL HAD A GREAT TIME.
MORE PICTURES OF THE NELSON MINE TOUR OUTING:
Nader stops in at Clark’s Corvair

Green Mass. “The Recorder”  By DIANE BRONCACCIO
Recorder Staff  Friday, November 7, 2014  (Published in print: Saturday, November 8, 2014)

SHELBURNE FALLS — Ralph Nader, the consumer rights advocate whose first claim to fame was his fight against the “Unsafe at Any Speed” 1960-1964 Corvair, made a pit stop Friday into the heart of “Corvair country” — Clark’s Corvair Auto Parts — the largest supplier of Corvair auto parts in the world.

Although Nader arrived after most employees had already gone home for the weekend, Joan and Calvin Clark Jr. welcomed him like a friend, shook hands and visited briefly.

Nader is spending the weekend at the Rowe Camp and Conference Center, where he is leading discussions on restoring democracy in a time of bitter partisanship. His visit and first face-to-face meeting with the Clarks comes at a time when the highly successful car parts business has celebrated its 40th anniversary of selling car parts that General Motors stopped making in 1969. Their meeting comes just as Nader’s first best-seller, “Unsafe at Any Speed,” is approaching its 50th anniversary.

“We got a phone call” saying Ralph Nader would like to set up a visit, “some of the girls thought it was a joke,” said Joan Clark, while waiting for Nader’s arrival.

But it wasn’t a joke, and Nader stopped in, en route to Rowe, to meet the Clarks, and to see if they knew where he could get a 1962 Corvair, in reasonably good shape.

The car isn’t for Nader to drive, but to be put on display in the future American Museum of Tort Law that Nader is helping to establish in his hometown, near Hartford, Conn. Nader said the car would be put on display, as a symbol of tort law that led to safer car-making. He told the Clarks that the Pinto, asbestos, cigarettes, and other products of class-action lawsuits would be included in the museum.

The Clarks politely bantered with Nader about what they seem to feel was an undeservedly bad rap for the Corvair. Calvin Clark said the Corvair’s engineering faults of its earliest years were corrected in the later models, but people wrongly believe the car was flawed throughout its nine years in production.

Nader said he always said the defects were corrected by the 1964 models. Before the 1966 Recall Law, he said, design flaws weren’t publicized and there was no procedure for recalling defective vehicles. He pointed out how the law is still safeguarding people against faulty ignition systems and faulty “exploding” air bags.

The Clarks suggested Nader contact the Corvair Society of America, to find someone who might be willing to donate a Corvair to his museum. Also, the Clarks offered to post a notice that Nader is looking for a Corvair in their next mailing to customers, in January.

Earlier in the day, the Clarks had been looking for their copy of “Unsafe at Any Speed,” for Nader to autograph, but they couldn’t find it. Nader offered to send them a 40th anniversary commemorative edition of his book.

Meanwhile, he autographed a Clarks Corvair Parts Catalog. After learning that the Clarks mostly sell new custom-made Corvair parts that are stronger than some of the original components, Nader signed their catalog: “To Calvin and Joan Clark for safer Corvairs.”
~~Upcoming Events To Consider~~

Nov. 28-30, 2014: Motor Trend International Car Show - Las Vegas Convention Ctr., 3150 So. Paradise Rd. - Info. Call 702-892-0711 - $10.00. 9:00 to 6:00 daily.
Dec. 6, 2014: Boulder City Santa's Electric Night Parade of Lights - Assemble on Utah Street @ 3:00 for 4:30 start - Must pre-register on line - Contact Mike Pacini @ 702-293-5615. Dec. 20, 2014: Las Vegas Cruising Asso. Christmas Toy Run - Leave from "My Casino" at 11:30 am - Donate an unwrapped toy - Info. @ 702-643-0000 or 702-293-2034.
March 6-8, 2015: NASCAR Nationwide and Cup races at LVMS - Info. at 702-644-4444 - Many ticket packages.
March 14, 2015: Henderson St. Patrick's Day Parade on Water Street - More info. in future - stay tuned!
April 10-12, 2015: NHRA Summit Nationals in Las Vegas, NV. For ticket packages call 702-644-4444.
April 18, 2015: Henderson Heritage Days Parade on Water Street - More info. in future - stay tuned!
May 10, 2015: MOTHER'S DAY - Don't forget!!!
June, July, August, and September 2015 STAY HOME! IT'S TOO HOT OUTSIDE.
- - - Show off your ride, Dirty Harry

TOOLS FOR HARD TO REACH BOLTS

HARD TO REACH BOLTS

It started innocently enough. I printed a simple question to the Virtual Varsity following: "What bolts on the Corvette are hard to get to and, more importantly, how do you get to them?" I hoped to get some 'use stories' and some tales of 'victory.' If anybody would know how to get to these devils, these folks would.

I wasn't disappointed. You'll read later on the results of some of the means -eponymous I get (thank guys!)

Being an enthralled member of both the Corvette Corral Club and the San Diego Corvette Club (SDCCC), I picked a little brain too. The guys in the Corvette Club told me about a few challenging bolts and how to get to them. Frank Shecker, Will Demasse, Jack Hughes, and "Ranger" Patterson of the SDCCC mart me at Jack Martin's in Chula Vista, CA to conduct a tradition. "When in Doubt, Ask Jack Martin" version. Jack has been a Corvair mechanic for decades and if anyone could share some insights, certainly, Jack could.

Here are some of the results.

Bell Housing Bolts

For the "number one" mentioned tough bolts to get at were the bell housing bolts on each side of the bell housing. The top bolts are easily accessed by removing the upper front shroud. The side bolts, however, require some special techniques and a lot of time with some special tools. The chrome plated restrict the movement of common wrenches.

The bolts are threaded throughout the transmission housing and the threads can get dirty making the bolt difficult to remove.

What Jack Martin uses is a special wrench that he modified. Other folks reported similar wrench designs that they constructed. It is a pivot and 9 1/2" multipoint combination wrench from which about 1/2" has been removed from the socket end. The following photo shows the threaded bolt and the wrench used to stay in.

Note the pivot end of the wrench and the thin wall of the socket. This lets you clear the interference with the bell housing.

Some folks call these things "wrenches". If you use one you'll know why.

To make life easier next time, it was suggested that a slot be cut in the end of the bolt opposite the cap wide enough for a screwdriver to fit. What one does on subsequent attacks on the bolt is to use a screwdriver to turn the bolt out far enough until a
wrench can be fitted to the cap end. Don Bowen (donb@cts.com), Bill Loflin (vloflin@prodigy.net), Norm Helmsley (corvair@fnn.net), Charlie Doerge, Jr (odserge@bellatlantic.net), and others recommended this slot trick. Bill uses the pivot wrench and bends it beyond 90 degrees towards the differential to get extra leverage and help wedge the socket on the bolt.

John Rvall (jrvall@jame.com) goes one step further and drills out the threads in the differential side and uses a nut on the engine side. The bolt becomes a stud (so to speak) and it is easier to remove the nut that way.

Transmission to Differential Bolts
Close scrutiny to the bell housing bolts are the upper transmission to bell housing bolts when the assembly is still in the car. Jack said that he uses the same type wrench for them. It takes some contortion to get to them but it works. The slotted end of the bolt idea was suggested by Norm Helmsley (corvair@fnn.net) and others to make the next removal easier.

Idler Pulley Nuts
It has been said that no Corvair tool kit is complete without a 9/16" wrench. Immense bolts on the Corvair are of this size, but more important that the ones at the fan belt idler pulley used to adjust belt tension. Box end, pivot end, and "special" wrenches have been made to get to this bolt.

Frank Siebenborn of the SDCC uses the following "customized" wrenches for that purpose and others (the two flare fitting wrenches are the bottom sneak into the picture).

![Wrenches](image)

Note the twist on the upper wrench. When adjusting the idler pulley, it is helpful to have three (3) hands. Since most people are not so equipped, the box end type wrench allows the left hand to pull back on the idler pulley while the right hand tightens the bolt that fits through the arc shaped adjusting slot. The bolt through the pivot point is just snugged up enough to allow the idler to move under hand pressure. The box end helps the wrench stay on the bolt head.

I'm told a fellow named John Moody, alias "Mr. Beetwrench" of Group Corvair, pioneered the use of these twisted wrenches and used to sell them. I was not able to find John but I'm told that some of our vendors have them or can get them if you don't want to make one yourself. Wherever you are, John, thank you.

Bill Elliott (wecbllot@concentric.net) and other folks not included reported they used a pivot type wrench like the one described for the bell housing.

It works well particularly if the pivot is not too loose. It is loose, it pivots according to Murphy's law, in the opposite direction that you intended. If the pivot pin loosens, I peen it with a center punch to take up the clearance.

Some folks reported little or no problem getting to the idler pulley bolts.

Ron Hinz (rinhz@jrv.com) uses a coupler nut about 1 3/8" long, he said, to gain easier access to the adjustment nut with standard tools.

Chuck Sedek (sedekch@n5wc.com) sent the following picture of two twisted wrenches used for special bolt access. The one on the left is a 9/16" by 1/4" box wrench and the one on the right is a 9/16" by 3/8" box wrench with a 90 degree bend at the 9/16" end.

![Wrenches](image)

Note the grading job done on the open-end side. This lets the wrench get into the tight spot between the YH housing and the flange that supports the throttle.

Ray Sedman of American-Pi and "Safeguard" fame (maschini@earthlink.net) uses a specially contorted combination 9/16" wrench.

![Wrenches](image)

Here it is in side view.
Turbo Impeller Nut

Not hard to get to once you remove the Turbo but still can cause some screaming.

The nut is left hand threaded. Repeat Left hand threaded. What I do is twist a towel into the “wring” position and wrap it around the impeller so the latter can be held without injuring any of the impeller blades. I then repeat to myself the “left and thread” mantra as mentioned above then turn the nut the opposite way from which I would loosen a right hand threaded nut. Or turn it the same direction as one would tighten a right hand threaded nut. It sometimes helps to do the exercise of moving the wrench in the air, almost like playing “air guitar”, imagining you are loosening a right hand threaded bolt then do it in the other direction to loosen a left hand threaded bolt.

Did I lose you?

Air Exhaust Ducts

Joe Forta [jforta@earthlink.net] mentioned about the air exhaust ducts on LMs and the inner lower shared bolts on EMs as troubleshooters. They are not so hard to get out but can be tricky to replace because these 5/16" bolts are usually torqued to the end of a 6" socket extension and are prone to fall out.

Joe’s trick: Pack the socket with heavy wheel bearing or chassis lube grease then stick the cap end into the socket. This will hold the bolt long enough to get it started. Have your magnetic retrieval tool handy though.

Joe apologized for not having a picture of a socket full of grease but we’ll forgive him!

Ken Hand [v8technet@aol.com] suggested cleaner methods using paper over the end of the socket and pressing the bolt in. Tape or RTV in the socket were suggested as variations on the same theme.

Bill Hubbell [whubbell2@home.com] must use his magnetic telescoping retrieval tool as much as I do. He simply puts the bolt on the end of it and uses it to start the bolt. The end of the magnetic retrieval tool I use pivots at the business end and not wrap the pivot with electrical tape to prevent Murphy from spoiling the day by causing an unwelcome pivot into the surrounding steel.

Grover Atwood [jxcatvrd@jxw威尔.com] had a neat trick. He leaves a large magnet amid several suitable sockets and magnetizes them. He said he uses a permanent magnet taken from an old audio speaker.

Front Engine/Transmission Mounts

The bolt that holds the front most engine mount to the subframe (see photo) is very close to the rear floor pan bolthead. Most folks mentioned this one.

The bolt is in the center of the picture and the lower portion of the body pan (under the seat) is to the right.

Chet Reed [vairdev@earthlink.net], one of the Corvette Club members, uses a bent 3/8" box end wrench bent 90 degrees about 1 1/2" from the centerline of the bolt socket. This is akin to the 90 deg bent wrench like the second one from the top shown in Frank Selvedge’s “collection” above. A multipoint type box end works best. I’m told you only have to hold the bolt cap end since you have easy access to the nut.

An alternate suggestion that I followed was to buy longer (6" long) grade 8 bolts to temporarily replace the ones that support the subframe to the body. This is done one at a time while supporting the engine/transaxle. This allows the assembly to be lowered enough to install the problem two engine/transaxle mount bolts with conventional tools. The procedure is reversed with the original bolts being re-installed since the longer bolts would otherwise bottom out beyond the captive nuts in the body. Just takes a few hours longer than using the bent wrench.

Unfortunately, one has to get the new bolt back into the hole from the top.

To get the bolt in the engine mount back into the hole, I used my trusty magnetic retrieval tool positioned from the underside of the hole. I pushed the bolt near the hole and the magnet pulled the bolt into the hole. On the teeth try. Or was it the 11th?

Connecting Rod End Bolts

The Corvette crankcase is very tight quarters for any type of access. There isn’t much room to move any wrench and the rod end caps pose a particular problem because it is a “bore” engine. The caps face the opposite crankcase wall.

Jack Marin uses the following clever wrench setup made from two sockets and an extension arm. This handy dandy device fits on the end of a torque wrench. It is only about 5" long centerline to centerline drive to socket.

The “error” in the torque is quite minor and can be corrected by “calibrating” the extension on an accessible bolt and then compensating. The short length allows it to easily reach the upper rod cap nut.

Miscellaneous Problem Bolts and Radio Antenna Nuts

Stan East [isgrast@interlog.com] sent a bunch of hard to reach bolt candidates. They included the right hand bank carburetor mounting bolts on 140’s with air conditioning, bolts above the evaporator on A/C equipped cars on the passenger side, the ignition switch bezel, and the antenna nut on front antennas equipped LMs.

Steve Goodman [cwarengine.steve@worldnet.att.net] suggested the use of U-joint sockets and long extensions to get at the carburetor nuts. Bent wrenches such as noted above were mentioned by others. It appears that a cut down multipoint socket is a good suggestion here. It allows greater clearance for the universal joint.

Steve also suggested a 1/4" drive variety of the U-joint setup above to get at the sheet metal brackets that support the A/C compressor. Combined with an open end 9/16" wrench to hold the nut that secures the coil bracket (or support for the compressor or snug pump). If so equipped, the bolts can be removed.
For the ignition switch, parts stores sell bezel nut wrenches which Steve and others recommend. These fit into the opposite side slots in the bezel. Usually these are hand tight. If you want to ruin the bezel, use a screwdriver as a drift like I do and tap the slot alternating one side then the other.

I use a "crows foot" type basin wrench to get at the antena nuts but I guess a basin wrench would work on this as well. Those nuts are usually encrusted with crud so I clean the threads portion by hand as much as possible then use penetrating oil to soften things up. The crows foot wrench usually grips enough to free the nut enough to remove by hand. It helps if someone can hold the antenna to keep it from rotating while you loosen the nut so you don't harm the paint finish.

Fuel Filler Hose Diabolical Clamps (EMs)

I don't know about LM's, but some sinister character put one but two hose clamps in the fuel filler pipe just above the gas tank on EMs. The razor sharp (sometimes) flange on the gas tank is perfectly positioned to slice your forearm. Suggestions loosening the gas tank support clamps enough to get your hand between the body and the tank after removing the large rubber grommet or the filler cap to allow the tank to drop. Put on gloves to protect your hands if needed. The clamp should have both a slotted screwdriver and cap screw head on it. I used a 1/4" drive socket setup with not one but two 1/4 universal joints. One I placed directly at the socket, then used a 3" extension, then the other universal joint, then an 18" extension coupled to the ratchet. This was floppy like a snake but I was able to get the socket on the clamp with one hand and with the other moved the ratchet.

Others

Some other difficult to reach bolts are the small bolts holding the front shroud to the top of the engine. These live in the valley between the top shroud and the front shroud (connected to the firewall) to the left of the heater hose connection in an EM without air, under the carburetor balance tube. A 1/4" drive socket with a U-joint and 10" extension works well for removal of these bolts. For replacing them, use the green, paper, or tape in the socket to hold the bolt in the socket.

Dan Jones (corvair@aol.com) mentioned the EM rear swing arm attachment bolts particularly the inner ones that are towards the front. Apparently these were designed to be installed as part of the drive train subassembly, not after the subframe is in the car. These are accessed by the 90 degree bent wrench. I'm told, like the first ones in Frank Siebenhorn's collection and the one Chez Rees recommended.

Given the hundreds of bolts on the Corvair, it is remarkable that there are so few "Hard to Reach Bolts." The construction method was quite advanced for its day and was the result of a considerable amount of engineering focused on assembly and maintenance. It is good to know that those few bolts and nuts that are difficult to reach can be accessed with some good old ingenuity.

Ken Schlipfried
1607 Linda Sue Lane
Encinitas, CA 92024
May 21, 2001
http://autowerks.hibbs.com/tallm/HARD_TO_REACH_BOLTS.doc

BOOKS NOW AVAILABLE
--THE CLASSIC CORVAIR.
A technical maintenance and upgrade manual. 330 pages. $35+ $8 S&H.
--CORVAIR SECRETS.
Major revision adding 70 pages. Things you probably don't know about the design and operation of the Corvair automobile. 250 pages. $30+ $7 S&H.
--HOW TO IDENTIFY AND REBUILD CORVAIR ROCHESTER CARBURETORS.
Comprehensive non-turbo carburetor rebuild information. 110 pages. $20+ $5 S&H.
--HOW TO IDENTIFY AND REBUILD CORVAIR CARTER YH CARBURETORS.
Comprehensive turbo carburetor rebuild information. 90 pages. $25+ $5 S&H.
If interested in purchasing any of these books, please call me, Bob Helt, at 256-2008 or email me at Bobhelt@aol.com for delivery to one of the Vegas Vairs club meetings for no S&H charges.

Check or money order (sorry no Paypal) to:
Bob Helt 3016 Pearl Harbor Dr., Las Vegas, NV 89117
702-256-2008
EDITOR COMMENTS:

IF YOU HAVE AN ARTICLE OR ADVERTISEMENT YOU WOULD LIKE TO HAVE PLACED IN THE NEWSLETTER, PLEASE SUBMIT IT TO ME IN WRITING VIA EMAIL OR SNAIL MAIL TO MAKE SURE IT IS WORDED EXACTLY THE WAY YOU WANT IT. ALL ADS FOR CLUB MEMBERS ARE FREE AND ANY NON-MEMBER BUSINESS ADS ARE $25.00 PER YEAR. OCCASIONALLY NON MEMBERS IN THE LAS VEGAS AREA WANT TO SELL THEIR CORVAIRS AND THOSE ADS WILL BE RUN FOR 2-3 MONTHS WITHOUT CHARGE.

At the October meeting, I announced that I would be giving up the newsletter editor’s position. I have been doing this newsletter for five years and it is time for someone else to take on the job. So, between now and when the next set of club officers are elected, someone needs to step up and volunteer to take on this job. It is and has been a good experience for me and I have received a lot of help in finding articles from several of club members. Most notable and frequent are Bob Helt, Jack O’Shea and Harry Ransom. I’m sure they will continue to support the new editor. I too will help in any way I can.
So please, you don’t need to be an expert writer or have past experience, I didn’t for sure.
FOR SALE ITEMS:

**MARTY KATZ** ___63/64 Spyder Convertible, 95% restored, never any rust, Original silver/blue exterior with black top and interior, runs beautifully Asking $12,000 or will entertain reasonable offers

N.O.S. 62/63 rear exhaust grill- $1200

NOS Corvair Wire Wheel Covers for 64-66 with spinners or 67-69 center caps. $1000 for the set

**MARTY** is also doing retail sales of Corvair parts and repairs at his home shop. Contact him at: phone: 702-303-7829 email: martykatz53@yahoo.com

**Wanted:** 14” or 15” Wheels that fit my 1962 EM. Used aftermarket will be fine. Bob Helt Bobhelt@aol.com 702-256-2008

**PAUL BERNARDO** Custom built corvair engine/transmission run /test stand for $450 it would cost well over $1000 to duplicate and this one is proven. May trade for corvair stuff? Paul Bernardo 702-398-3972 evesbest

===================================================================

**VIC HOWARD** I tried to sell the four wheels, tires and hubcaps that came on the 66 Monza 4 door I recently purchased, without success. So they are still available and I would accept $125 for them and deliver them to the Vegas Vairs club meeting of your choice. Also, I have a set of ballasts used on the late model convertible that I’m asking $100 for the set. Same delivery option as the wheels Several months ago. email me at vwh5574@frontier.com or call at 928-201-8631

Back before I bought the 66 4door I was looking for a Greenbrier and found this one, at the time the guy was asking way too much money for it so I decided not to pursue it. He now says he is interested in selling it at a lower price, $8000, which may be reasonable or not but might be negotiable. So I told him I would put it in the newsletter but since the November issue has gone out I'm sending this out to our members. It is Located in the San Diego area and he sent the attached photos.His name is Rocky and can be reached at 619-507-8155.
Below are some pictures of the car:

Our 41st Year!
Get the New 2013-2018 Catalog
If you did not get our new catalog in 2013, you can get one free on your first $50 order during 2014. (Additional catalogs $3 with an order)
The new Catalog includes parts from the last 5 Supplements as well as 100’s of improvements.
This is our most major revision ever.
THIS PAGE IS LEFT BLANK TO ALLOW MEMBERS TO PRINT THE NEWSLETTER AND HAVE THE CAR FLYERS ON SEPARATE PAGES)
‘PLEASE CLIP THESE AND WHEN YOU SEE A CORVAIR PARKED, PLACE ONE UNDER THE WINDSHIELD WIPER

HELLO FELLOW CORVAIR ENTHUSIAST!!!!!!!

DID YOU KNOW THERE IS A CORVAIR CLUB IN LAS VEGAS?

IT’S CALLED VEGAS VAIRS AND WE MEET THE SECOND WEDNESDAY OF EACH MONTH AT THE

DENNY’S RESTAURANT AT 3081 S. MARYLAND PARKWAY LAS VEGAS, NV 89109 (734-1295)
MEETINGS START AT 7:00 PM

BUT WE INVITE YOU TO COME EARLY AND BRING YOUR CORVAIR. PLEASE COME JOIN US!!!!