

G.S.# 629560  
Box 404  
Agoura, Ca. 91301  
December 7, 1980

Mr. Noto  
11022 East Daines Drive  
Temple City, Ca. 91780

Dear Mr. Noto:

I am a full-time Cortezzer who has been trying by trial and error to increase the mileage of my 1966 slant six Cortez. I thought my results might be of interest to you or someone else.

- (1) First I completely removed my air conditioning unit, run by the motorhome engine.
- (2) My engine was completely overhauled and bored out to 30 thousandth over.
- (3) Moved my air filter to a platform in back of the radiator where the air conditioning motor originally set and connected the air filter to the carburetor by means of a flexible hose and pipe.
- (4) In my carburetor I put a 120-165 jet and a 75-722 metering rod. This is a much larger metering rod than was in there before the engine was bored out at 30 thousandths over.
- (5) I put 60 pounds air in all tires.
- (6) I also taped the backside of my air filter so that it was a sort of a cup. The air filter is placed on the platform of the air conditioner so that the air from fan and radiator would blow right on through, if I didn't tape half of the filter to make a cup to catch the air, thus, forcing it into the throat of the carburetor.
- (7) To find out the real mileage, I fastened a two gallon tank to my front bumper and ran the hose that is between the gas tank and fuel pump up to the bottom of the two gallon tank. I put a small amount of gas in this tank, then ran my engine until it stopped, then put in exactly one gallon of gas, started the motor and ran until the motorhome stopped. At the end of the first gallon run, I carried out the same procedure, after turning around, and went back over the same road. I don't know what this will do to the valves or anything else, but I did make 14.95 MPG testing regular gasoline.

This run was on fairly level road, up and down a little.

Remember that the two gallon tank on the front bumper only took the place of the big gas tank.

Sincerely,

Mearl Snell