

The Official Publication of the  
San Francisco Bay Area  
Chapter of the Corvair Society  
of America --- *Chapter 947*

Dedicated to the enjoyment, history and preservation of the **Chevrolet Corvair** produced from 1960 through 1969. This unique, rear-engined, air-cooled automobile grabs as much attention today as it did 60 years ago!



*Spyder*  
WEB

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Look for us on the Web!  
<https://www.SFBACorsa.org>

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**Chris Myers With His  
'65 Corvair Cvrt**

**Next SFBA Zoom Meeting Thursday, Nov 7<sup>th</sup>  
@7:00PM (#243 888 8339)**

## Letter From the Editor

I hope you were able to attend our last meeting. By my count we had 7 SFBA members and no guests this evening. Beside myself we had Josh, Seth, Herb, Vince, Peter, and Christy. Notably absent was Carl who was still traveling and Harry who is on a cruise. They will be back for the next meeting I hope.

The next 2025 Convention Planning meeting will be an on-site affair in Santa Maria. From our Club Clark is planning on attending and John Haskenshield from CCRC. Prior to this most of the planning has been done using Google Maps and phone calls with a few local folks relaying information. There is nothing like being able to see the whole area for yourself. See the write-up on page 5 for more details.

The Holiday Luncheon/Dinner is tentatively scheduled for December 7 at the Black Hawk Grill as we did last year. We hope to arrange a museum tour and possibly park our Corvair right in front. This worked out great last year.

Josh got a call from a lady in Santa Rosa who had a '65 (or '66) Corvair to sell. It was her late husband's car. It has been sitting outside under a tarp for quite a while. The engine more than likely does not run but the actual condition is unknown. She doesn't want much for the car. See Classifieds for more details.

Josh said that SFBA is now the owner of Phil's Corvair and all of the parts have been delivered to Don. It's good to have everything in one place. Josh thinks all of the parts have been accounted for. In the coming weeks we will be scheduling Tech Sessions at Don's place in Antioch to give him a hand at putting things back together and

### Current SFBA Corsa Officers

<b>President</b>	<b>Ray Welter</b> , 5240 Belvedere St, Oakland CA 94601 - Ray.Welter@gmail.com
<b>Vice-President</b>	<b>Harry Kypreos</b> , 7840 Creekside Dr, Dublin, CA 94568 hkypreos@sbcglobal.net
<b>Secretary</b>	<b>Clark Calkins</b> , 1907 Alvarado Ave., Walnut Creek, CA 94597 - (925)478-8909 CaCalkins@astound.net
<b>Treasurer</b>	<b>Harry Kypreos</b> , (address above)
<b>Committees</b>	
<b>Membership</b>	<b>Joshua Deitcher</b> , 375 Harris Ave, Rodeo CA 94572 (510)388-4986 SFBACorsa@gmail.com
<b>Library</b>	<b>Dave Newell</b> , 1481 Hamrick Lane, Hayward, CA 94544 - (510)782-4265 chevrobilia@yahoo.com
<b>Newsletter</b>	<b>Clark Calkins</b> (address above)
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<b>Merchandise</b>	<a href="https://www.etsy.com/listing/1163514879/san-francisco-bay-area-corvair-club">https://www.etsy.com/listing/1163514879/san-francisco-bay-area-corvair-club</a>

doing the various checks. There probably won't be enough lead time to publish these notices in the Spyder Web so I am guessing Josh or

(see **Letter**. on page 10)

**On The Cover:** . Here is a picture of Chris Myers as written up in the local East Bay Times. They feature different classic cars each week. This came out Sunday, Sept 23 or 30th (not sure which). See complete article on page 7.

The Spyder Web is published twelve times a year by SFBA Corsa, Chapter 947 of the Corvair Society Of America (CORSA). The group meets monthly on the first Thursday at 7:00 PM at Black Bear Diner on Sycamore Valley Rd in Danville except for special occasions. Membership costs \$25/yr (membership in CORSA, \$38/yr, is encouraged). An associate membership (newsletter only) is available for \$15/yr. Memberships begin on January 1 of each year (first year is prorated).

Advertising space in the Spyder Web is available for \$50/yr (1/4 page), \$75/yr (1/2 page), and \$100/yr (full page). Business card size ads are \$25/yr but do not include a subscription to the newsletter. All material should be sent to the editor (address above) or emailed to CaCalkins@astound.net. Material must be received at least two weeks prior to the next meeting date.

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# Minutes of the Last Meeting

October 4, 2024

Josh got the regular meeting started around 7:05 PM following a short Board meeting. When the room was opened, Josh, and I were quickly joined by Peter, Seth, Vince, Herb, and Christy. I hope I included everyone.

**Treasury Report:** Harry couldn't make it tonight, but the bank balance as reported in the last Newsletter was \$5035.49. Josh reported that the Vairs at the Vault III brought in \$635 with the Raffle and the Tip Jar. The Dash Plaques cost \$100 and the food is expected to cost \$500 to \$550. So all-in-all it looks like we will break even this year which is great!

**Membership:** Josh did not report any new members this month.

**Old Business:** As mentioned before SFBA has indicated we will take on the parking duties at next year's Convention in Santa Maria. We will be accessing the responsibilities to determine how much volunteer help will be required. Hopefully just a couple of hours each. We have SFBA, Valley Corsa, and CCRC to draw from so we will be looking for help. If you are planning on going and you wouldn't mind helping out, let Josh or Clark know. This will help enormously in planning

**New Business:** Josh said he now has the Pink Slip and all of the parts for Phil's Corsa. He will be getting everything over to Don so we can start on getting the car back in shape. We will be setting up some Tech Sessions to give Don a hand, so keep an eye out. Josh shared the screen to show a few pictures of the car.



**2025 Convention:** Clark will be going down to Santa Maria Oct 17-20 to attend a hands-on Convention Preparation meeting. Unfortunately Josh might not be able to make it. Work and family duties are taking priority. A few National Corsa people plus several sort of local folks are expected to descend on the Radisson Hotel to access the facilities and grounds. There is nothing like seeing with your own eyes to help with the preparation. Clark plans to "measure" the available parking area (if it is not already marked) to access suitability for all of the expected Corvairs. As of this time, the autocross location is still up in the air. The original idea was to use a spot on the airport property that is already used by the Porsche and Corvette clubs. But because it is on airport property, TSA rules make it a bit more restrictive. The Santa Maria fairgrounds are also a possibility but cost is uncertain. Seth has volunteered to handle the Tech Inspection for the Autocross.

**Events:** Clark said that Chris Myers had his Corvair written up in the East Bay Times, Automotive Antiques column.

Josh said that Tito (Valley Corsa) is planning on a Fun Drive from Milpitas to Blackhawk via back roads this coming weekend. Meet in Milpitas this Sunday (10/6/2024) at 9:30. Seth is hoping to drive his new Corvair (water-cooled V6 with Powerglide). Contact Josh for details if interested in joining them.

The Holiday Dinner or Luncheon is scheduled for December 7<sup>th</sup> (or possibly the 14<sup>th</sup>). Last year we had lunch at Black Hawk plaza afterwards toured the Black Hawk Museum. It was decided to try to set up something similar this year. Clark will get hold of Joe Balderama to see if he can arrange the museum tour and Clark will take care of the restaurant. The museum rotates the cars often but the exhibits in the main museum may not have changed.

Christy reported on the Firestone event that was just held. There were 11 Corvairs (12 if you count Christy's Ultravan). For CCRC members that wanted to enter their Corvairs, the club would pick up \$50 of the \$75 entrance fee. You can't beat that deal. Christy said they had Vintage Races with real 1912 cars! They did several laps. The Friday night dinner was great! No amphibian cars this year.

Ray went to the All Italian car/motorcycle show in Alameda. Lots of Maseratis, Alpha Romeos, and of course Vespas.

**Tech:** Josh said that he now has the Pink Slip for Phil's '66 Corsa and it's officially in our name. Josh said he was

(See *Minutes..* on page 8)

# Coming Events in 2024...

Nov 7 <sup>th</sup>	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Dec 5 <sup>th</sup>	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Dec 7 <sup>th</sup>	SFBA Annual Holiday Dinner/Luncheon. Date, time and location to be determined.
<b>2025</b>	
Jan 2 <sup>nd</sup>	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Feb 6 <sup>th</sup>	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"

## SFBA CORSA Meeting Schedule 2024

Thursday Jan 5 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Feb 1, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Mar 7, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Apr 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday May 2, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Jun 6, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Jul 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339" (cancelled)
Thursday Aug 1, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Sep 5, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Oct 3, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
<b>Thursday Nov 7, 7:00 PM</b>	<b>SFBA Regular Zoom meeting, ID = "243 888 8339"</b>
Thursday Dec 5, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"

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# 2025 National Convention Planning Meeting

## - Clark Calkins

I went down to Santa Maria for an on-site Convention Planning meeting October 18-19th. Present were Jeannette and Ray Alberte. Larry and Shelly Claypool, Bill Winkleman, John Medely, John Goni, Jim Pennell, Vince Petrie, Greg Vargas, John Haskenshield, Alma, Sussan, and Chuck (didn't catch the last names). Hopefully I didn't misspell these names too badly. For me the primary focus was on Parking but we covered all of the other aspects. The Radisson Hotel is being converted into a Marriot and is (and will be) under re-configuration. Meeting with hotel staff ensured us that there will be adequate meeting room and banquet space for our needs. Corsa has booked 90 rooms I believe under the name "Corvair Convention 2025" and you are currently able to make your reservations. They will start booking up when the announcement comes out in the next Communique.

The parking area for Corvairs (which I was most concerned with) is an overflow parking lot for the hotel just across the street. It's a good size lot that would be capable of holding about 175 cars. This is more than what is expect so one area may be put aside for outdoor vendors. There is one edge of the lot that is lined with Eucalyptus trees which provide some shade and wouldn't be good for parking our Corvairs anyway (Eucalyptus trees are messy).

Most of the "expected" numbers are guesses at this point based on passed conventions and the annual Vairfest which is in the same general area. A lot of effort is going in to keeping the costs down. The hotel room rate (\$119/

night) is remarkably good but food is expensive and keeping the Banquet cost below \$60 a person is a priority.

One change from the original plan was to move the Concourse from the hotel parking area to Pioneer Park which is about 2 miles away. The advantage is that this is not hotel property and we can have food trucks. The park has a nice grassy area for out Corvairs. There are also bathrooms and a large picnic area.

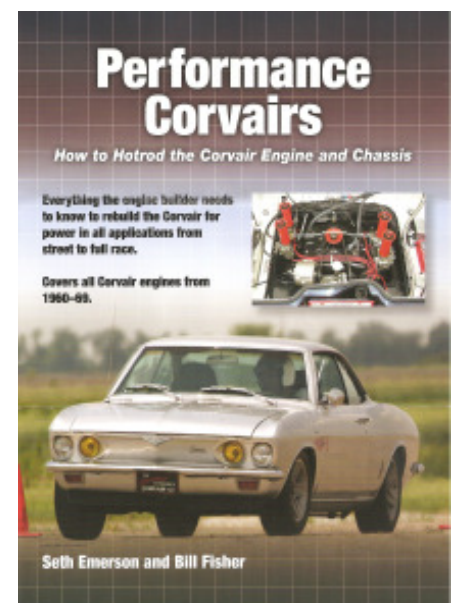
As it stands now, my understanding is that all Corvairs will park in the designated parking area (the hotel overflow lot). On Concourse day (Thursday?) those Corvairs that entered the Concourse will move to Pioneer Park for judging.

There are several Tech Sessions scheduled (Power Steering, Transmission Rebuilding, Starts, Alternators, and Generators) as well as meeting rooms for Corvanaddicts, V8 Registry, Yenko, and CORSA Chapters. Of course there may be changes and additions as time goes on. But the meeting room space and times were worked out (at least at this point). Carl indicated that he would be willing to put on his presentation but it didn't look like there would be available time. People did say this was very well received in Dayton!

Things I took away on my to-do list are:  
1) Signage, we need signs for Corvair Parking, Trailer Unloading/Parking, and hopefully we can find a lighted spot for these.  
2) Plastic cones to separate the outdoor vendor area from the car show.  
3) Construction tape so we can keep cars parked neatly in some of the more

open areas, 4) Marking chalk (or paint if the hotel allows) to help outline parking spots. And 5) line up volunteers. I expect about 30 man-hours total for keeping parking running smoothly.. Besides Josh and myself I am hoping for 5 or 6 volunteers willing to put in a couple of hours each. I will be reaching out to SFBA members as well as Valley and CCRC.

It's a fair amount of work to put on a Convention of this sort. And while a lot of the work falls on a few active members we do need support from the general membership to pull this off. Every effort is being made to reduce the burden on volunteers so they can enjoy the convention activities. So don't be shy, if you are planning on attending please let one of us know. We need YOU!



# 51 Cars That Were Truly Ahead Of Their Time

The following blurb appeared on MSN October 7, 2024 which I thought might be of interest. Amongst the many cars talked about, the Corvair was mentioned two times (three if you count the electrified Corvan GM was experimenting with).

The cars here didn't play it safe. They broke the mold, whether in terms of design, technology or even how they were marketed. They were genuine glimpses of the future.

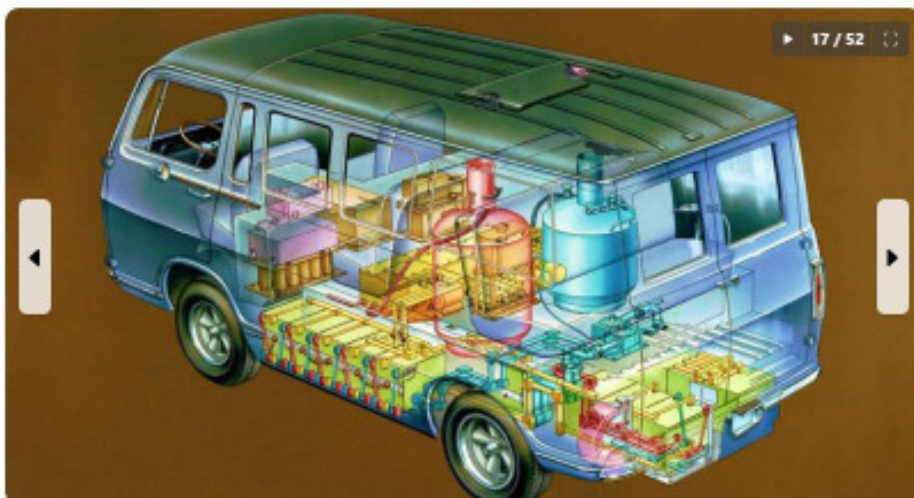


Pity the poor Chevrolet Corvair. Launched in 1960, the Corvair was GM's answer to the new wave of imported cars and a cost-effective alternative to the larger US saloon cars. But the combination of a rear engine and a swing axle resulted in unpredictable cornering characteristics, leading to a series of fatal single-vehicle accidents. In his book, *Unsafe at Any Speed*, Ralph Nader argued that GM wasted several years refusing to acknowledge the problem, delaying vital modifications. According to the book *Fifty Cars That Changed The World*:



'Between them, Nader and the Corvair launched consumerism and changed forever the relationship between customer and manufacturer'.

Before the Toyota Mirai and Honda FCX Clarity, there was this: the General Motors Electrovan. Launched in 1966, the fuel cell-powered van was about 50 years ahead of its time, with its liquid hydrogen and oxygen tanks delivering up to 150 miles of range. Sadly, the van's complexity, weight and cost meant that it never became a commercial reality.



# East Bay Times Sept 23 or 30

## 1965 convertible Chevy Corvair is 'a work in progress'

Louis Chevrolet was a Swiss race car driver who partnered with William Durant in 1911 to form the Chevrolet Motor Co., which became part of General Motors in 1918. During the 1960s and 1970s, Chevrolet was the best-selling U.S. vehicle brand, and 10% of all cars sold in the United States in 1963 were Chevrolets.



David Krumboltz  
*Me and my car*

Chevrolet seemed like it could make no mistakes. The full-sized Impala model line alone sold 1,074,925 units in 1965. We loved those big cars, but something else was gaining momentum during this time period — Volkswagens and compact cars.

Volkswagen was the leader among the smaller cars, but soon Rambler and Studebaker, followed by the Big Three automakers, also introduced compact cars. These cars were generally scaled-down models of their existing lines except for Chevrolet, which in 1960 introduced the Corvair, a model to compete directly with the VW Bug.

The individual who is largely credited with the Corvair is Edward Cole, who had been the Corvette's chief engineer. He didn't want just a scaled-down model; he wanted something competitors didn't offer. He wanted "maneuverability, trac-



PHOTO BY DAVID KRUMBOLTZ

Chris Meyers of Danville appears with his 1965 Chevrolet Corvair convertible, part of the vehicle's second generation.

tion in mud, snow and ice; easy steering and braking without power assists, a cool passenger compartment, a flat floor and a lower profile for a smart styling appearance."

The air-cooled engine in the rear was unique, but the military has successfully used air-cooled engines in tanks and aircraft, and, of course, the VW used a rear air-cooled engine. There were two generations of Corvair (1960 to 1964 and 1965 to 1969), which offered a

four-door sedan or station wagon, a two-door coupe, a convertible, a pickup truck and a passenger or commercial van.

The first generation offered a six-cylinder, 80-horsepower engine that grew to 150 horsepower in 1964 and sold for as low as \$2,000. The second generation, which this issue's feature vehicle is one of, was more stylish and had a significantly better appearance. Improved configurations like the Corvair Corsa and

Corvair Monza were introduced. Performance was improved with 180 horsepower and an attainable speed of 115 mph.

Sales were good, with more than 200,000 units sold in each of the first six years. In 1965, though, Ralph Nader's book "Unsafe at Any Speed" was published, and sales plummeted to 15,399 in 1968 and 6,000 in 1969. The owner of this issue's car says the book was about the first generation of Corvairs and that all of

Nader's main complaints had been fixed when the second generation was being produced. General Motors sued Nader and won, but the damage was done. If Nader's book wasn't enough to kill the Corvair, the Ford Mustang also first hit the market in 1965.

Speaking of that year, Danville's Chris Meyers has owned his 1965 Chevrolet Corvair convertible for about seven years, after the car spent most of its life owned by other

family members in Florida.

"I've had to replace the engine three times," he said. "I bought a bad engine, and the seller went out of business when COVID came. Now she's on her third engine ... and my mechanic is working on it."

The current engine is rated at 110 horsepower and has a two-speed Powerglide transmission. The car has no power equipment, so the convertible top is manually operated.

"It's a work in progress, more work than progress," said Meyers, who drives it to weekly car shows and has driven it in local parades.

"Basically, it is a driven show car. It's a conversation starter. The Generation Two cars seem to be remembered more affectionately," he said. "They seem to remember the good experiences and none of the bad. The other thing that is surprising is that so many don't know it's an American car."

Meyers loves his Corvair and has no plans to sell. In overhearing a brief conversation between him and his wife, though, my observation was that he needs to keep selling his wife on keeping his work-in-progress Corvair.

*Have an interesting vehicle? Email Dave at MOBopolty@yahoo.com. To read more of his columns or see more photos of this and other issues' vehicles, visit mercurynews.com/author/david-krumboltz.*



# CHEVROBILIA

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## Minutes...

able to find all of the original engine parts for the four carburetor setup except for an accelerator rod that connects the carbs. Seth said to be sure to get the number off the existing Holly four-barrel carburetor as potential buyers will want to know this. The seats are in "original" condition and the vinal is starting to crack. Josh found some of the original smog stuff, he is missing the smog pump, hoses and some brackets. Josh has already had some interest in the car, but before it gets sold we need to get the interior together and replace the cut lug bolts. With a little work it should be a nice driver. And with some \$s a real nice car. The car was originally Madera Maroon but now it's bright Red. Vince said he also had a '66 Corsa 140 that's an LA car. He wondered how close the numbers were. Josh showed pictures of the Body Tag and Vince said the "Z" following the trim code meant that it did not have head rests. Strange as the car has head rests, maybe they were added on? Seth asked why would GM have a code for something that is not present? Vince said he was looking at Kent Sullivan's Corvair Kid web site.

Josh said that Bruce will be taking one or more Corvairs to the 2025 Convention. He is looking into renting an Air B&B so he can keep the Corvairs garaged in the evening.

Peter asked about ballast resistors for his Pertronix II ignition system. Is it needed? Where is the resistance wire. Seth said the Pertronix II does not require a separate ballast resistor. But the Pertronix I does. Peter will be putting points back in and will need the resistance wire. Seth said the resistance wire is a cloth covered wire that goes from the coil to the junction where the wires go to the starter solenoid. The junction has a Purple wire, which goes to the solenoid, a Black/Yellow wire

which goes to the coil, and the cloth covered resistance wire (you can't miss it, it is the only cloth covered wire in the bundle). Herb said he switched back to points from Pertronix because they were simpler. He said he has to fiddle with them once in a while, but he knows how they work. Peter asked about Corvair coil springs. Are new ones available? He wants to lower and stiffen the suspension. Josh suggested he contact California Corvairs or Mikes Corvair. Seth said the heavy duty springs that Clark's sell will lower the car a little and stiffen it so maybe those would be ideal. Clark said the Fan Belt Toss is coming up and there will probably be springs there.

Herb said that of all of the cars he has, the Red '64 Monza Convertible is his favorite. He loves the unique engineering. Rear engine, air cooled, horizontally opposed, dual carb, uni-body, independent suspension, etc. When Herb bought this car, it had belonged to an airplane pilot who had used it as a "parts car" to keep his other Corvair in perfect condition. Herb thought he was lucky to find this car as it had all of the chrome and trim pieces, and it had never been wrecked. It was originally off-white but he changed it to Amber Red., correct for the year. Herb said he really enjoyed the Vault event even though it didn't have quite as many cars as last year. With the new PA system you could really hear the presentations. Josh said that this year some couldn't make it due to scheduling issues.

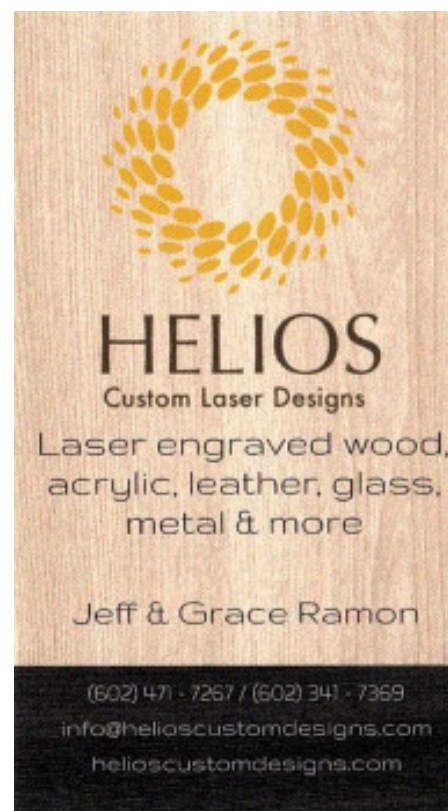
Ray said he has to move out of his current Mare Island storage location. It is being renovated. Fortunately he doesn't have to move far. He was only given a few days notice and he has to work also. He will be very busy this weekend!

**Swap & Sell:** Josh received a call from a lady in Santa Rosa whose husband just passed away. He had a '65 (or '66) Monza that she now needs to sell. It's been sitting under a tarp for a long time and does have some rust issues. For someone that is looking for a real project car, the lady does not want much (maybe \$750). The car is complete but does not run. And as typical there are lots of extra parts. See the Classifieds section. Contact Josh for more information.

Meeting adjourned about 8:16 PM.

Respectively submitted,

Clark Calkins, secretary







## 2025 CORSA INTERNATIONAL CONVENTION MAY 20-23, 2025 — SANTA MARIA, CA

Hosted by Central Coast Corsa  
Info: [centralcoastcorsa.org](http://centralcoastcorsa.org)  
Email: [mail@centralcoastcorsa.com](mailto:mail@centralcoastcorsa.com)



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## Letter...

I will be sending out emails to announce times and dates. So keep an eye out.

Remember that if you work on your Corvair (even if it's only to change plugs or adjust the brakes), take pictures and send them in to me. When we see others working on their cars it gives us the incentive to do the same!

Our next Zoom meeting will be Thursday, Nov 7th starting at 7:00 PM. Remember our permanent meeting ID#

is 243 888 8339. A reminder email will be sent and hopefully it will contain a link to the meeting making it easy to join.



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## Classifieds...

**1 All New Parts** for an early 102 hp NOS crank, cam, 0.030 pistons & barrels+heads etc. You assemble - \$700

We still have other misc items

### **CORVAIR MECHANICS**

**David Gray: Fairfield** - Retired GM/Corvair Mechanic. Can do minor repairs, engine rebuilds, tune-ups. Located in Fairfield but can travel. Also has parts for sale. (916)531-0905 ([corvaiguru@gmail.com](mailto:corvaiguru@gmail.com))



# Corvair Classifieds

## CORVAIRS FOR SALE

**1965 Corvair Monza Coupe** project car. Complete. Has rust. Engine condition unknown. Comes with additional parts and books. Has Title. Located in Sonoma County. Contact Josh for more details. \$750 obo must take all (10/24)



**'65 Monza Cvrt, 140 HP** with Corsa Dash. New paint, new Corsa wiring harnesses, new rear hubs, and other parts. Single carb (have 4 carb set up), electric fuel pump. Top in good condition. Have before & after photos. Many spare parts. Taking offers.



Jeffrey Hayer 650-796-8109 (02/24)

**'63 Convertible**, Napa area. No other details given. Contact Charlie Augustine (707)252-8139 (10/23)

**'63 Corvair Spyder Convertible**, runs great, engine rebuilt 2 yrs ago, new paint, turbo rebuilt, top in good condition, new axles and bearing in rear, new car cover. Radio will need replacing & small crack in right hand mirror. Clean under carriage. Great daily driver! \$12K obo, contact Cian O Mahony in

Pleasant Hill: cianomahony7@icloud.com



## CORVAIR PARTS FOR SALE

The Sacramento club is selling two turn key engines.

**1962/1963 102 hp engine \$1500**

**1962/1963 80 hp engine \$1000**

interested persons should email [sfbacorsa@gmail.com](mailto:sfbacorsa@gmail.com)

*Skip Polacchi has the following parts for sale. Best to call evenings (530)474-4227.*

**1 Pair Late 110** rebuilt heads - \$250

**1 Pair Big Valve Heads, Bill Thomas.** all new parts, angle port exhaust, rotated manifold, w/mod carbs, linkage - \$1700 firm

**1 New complete Clark's Ultimate 140** carb kit, linkage & air filter - \$700

(see *Classifieds...* on page 10)

## Treasurers Report - Harry Kypreos

October 2024

Date	Activity	Check #	Credit	Debit	Balance	Status
10/01/2024	Beginning Balance				\$5,035.49	
10/24/2024	Vault Raffel/Donations		\$635.00		5,670.49	
10/24/2024	Vault Dash Plaques			(\$100.00)	5,570.49	
10/26/2024	Vault Food	1023		(698.08)	4,872.41	
10/26/2024	Vault Plates/Utensils	1024		(36.40)	4,836.01	
10/26/2024	Oct newsletter			(46.17)	4,789.84	**
10/29/2024	New membership		14.55		4,804.39	
10/31/2024	Ending Balance		\$635.00	(\$780.65)	<b>\$4,804.39</b>	

\*\* Expense has not been turned in yet. Bank balance shows \$4850.56

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