

**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 50 years ago!



VOLUME 331

APRIL 2021

Look for us on the Web!

<https://www.SFBACorsa.org>

IN THIS ISSUE

- 2.. Letter From the Editor
- 3.. Minutes of the Last Meeting
- 4.. Coming Events
- 4.. SFBA Corsa Meeting Schedule 2021
- 5.. SFBA Corsa Member's Current Projects
- 6.. Easy Tech Tip for a Smoother Running Engine
8. Moving a '65 Steering Wheel To The Right Side - Part 2
9. Treasurers Report
11. Corvair Classifieds



J.C. Salazar's 1965 Greenbrier. Recently stolen out of his driveway!

**Next SFBA Zoom Meeting Thursday,
Apr 1st @7:00PM (#739 9816 7995)**

Letter From the Editor

I hope everyone is doing well and staying Covid free. Our last SFBA Corsa Zoom meeting was well attended with about 12 SFBA members and 4 others from outside clubs participating. The varying groups we have been having really add interest to the discussions. Different points of view are a welcome change (at least for me). This month many people mentioned that I "looked different" on Zoom. That's because I was using a new PC which has a better camera than my very old iPad.

At the Board meeting (that precedes the regular meeting) the currently vacant presidents spot was discussed as it has been for a few months now. The Club could really use an Ambassador, someone who attends the meetings, goes to events, and represents the Club in general. That's what the presidential duties amount to. Someone to step up and take some of the load off the other Board members. Give it some thought...

I hope you saw Josh's article in the last Communiqué ("Directors Turn At The Wheel") where he discusses our transitioning from in person meetings at Black Bear Diner to our current Zoom meetings and how well it has worked out. He has worked with other clubs to help with their setup issues. He even has CORSA itself getting in on the band wagon. Well done!

Josh also has setup a new email address for Club business. This is SFBACorsa@gmail.com. This will allow him to keep Club business separate from his other duties.

This month we have the second part of Carl's Right Hand Drive Corvair article and there are more pictures of the progress that has been made on Bruce's restoration of the '65 Corsa convertible.

I received the following email regarding a stolen Greenbriar: "Corsa West of Los Angeles Club member J.C. Salazar just had his 1965 Greenbriar van stolen out of his driveway in the early hours of March 10, 2021 in

Current SFBA Corsa Officers

President	Vacant (at the moment)
Vice-President	Harry Kypreos , 7840 Creekside Dr, Dublin, CA 94568 email: HKypreos@epicor.com
Secretary	Clark Calkins , 1907 Alvarado Ave., Walnut Creek, CA 94597 - (925)478-8909 email: CaCalkins@astound.net
Treasurer	Harry Kypreos , (address above)
Committees	
Membership	Joshua Deitcher , 375 Harris Ave, Rodeo CA 94572 (510)388-4986 email: SFBACorsa@gmail.com
Library	Dave Newell , 1481 Hamrick Lane, Hayward, CA 94544 - (510)782-4265 email: chevrobilia@yahoo.com
Newsletter	Clark Calkins (address above)
Advertising	Paul Lacey , 16550 Blackberry Hill Rd, Los Gatos, CA 95030 - (408)354-9393 email: pdmlacey@gmail.com
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Mecrchandise	https://www.zazzle.com/store/sfba_corsa

Sylmar, CA. Please help look for a 1965 Chevrolet Corvair Greenbriar Deluxe White with a red-orange belt stripe with original black

(See **Letter...** on page 9)

On The Cover: J.C. Salazar recently had his beautiful '65 Greenbriar stolen right out of his driveway. He is asking people to keep an eye out for this car should it come up for sale someplace.

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

March 4, 2021

The Board meeting started at 6:45. We had Josh, Harry, and Clark present. We discussed bank account status and membership. The need for a Club President was discussed. It's not a lot of work but we need someone to step up and be the Club Ambassador. Responsibilities include attend meetings, events, coordinate Tech Sessions. In general guide the Club. With the "dry" items out of the way, the Zoom meeting was opened up to everyone at 7:00. We were quickly joined by Paul, Christy, Don, Lane, Jeff and Seth from SFBA, Then we had Netti from So Cal, Ken from Valley Corsa, Vince Petrie from Central Coast, and Charley from Chicago CCE. There were others I am sure but I didn't keep track. In all I believe there were 15 or 16 attendees. What a great turn-out!

Treasury Report: Harry reported that the bank balance started the month at \$4281.62 and there were renewals for \$605 and expenses (newsletters for 6 months) of \$215.44. The closing balance is then \$4671.18. Josh said he had \$100 in renewals he has yet to send Harry and Clark has \$25.

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

Old Business: Josh and Vince (both CORSA Board Members) reported that the 2021 CORSA National Convention has been cancelled for this year. This was widely expected but disappointing. Next year and the year after have already been booked so 2024 is the earliest it can come back to California.

New Business: Josh reported on a couple of cars And Coffees he had attended. He picked up a small Gopro like camera (Pictek). He mounted it on his car and has posted some video on the Club's web page. He says at \$35 you can't beat it. Takes great video too, check it out.

Events: Josh says there is a Cars and Coffee in El Cerrito (at Donut Time) the he, Lane and Ray Welter plan on attending. There is also one in San Francisco at Ocean Beach. Most are free but they may ask for a few \$\$ to cover coffee and donuts.

Netti said her Club (in So Cal) has a Corvair Meet-up on the Sunday following their Club meeting. It's a good way to see lots of cars and you don't have to get too close to others. She said the Gaswax Car Shows were starting up next week in her area..

Vince said that Central Coast had an event with the Vintage Chevy club and more Corvairs showed up than other Chevys. The Vairfest in Arroyo Grande is scheduled for June 25-27.

Ageless to Anarchy, El Segundo Sept 11
The fan Belt Toss is scheduled for October 22-24.

Tech: Don said that he got his '65 4sp Corvair running and it was peppier than his '67 a/t. Was this typical or is there something wrong with his automatic trans? Some said Corvairs with 3 or 4 speeds don't like to go slow. Don also mentioned that Clark's was currently out of mechanical fuel pumps.

Christy showed a picture of the various fuel pumps he has. Charley said that Airtek (they make the Corvair fuel pumps) moved production to China. The Chinese pumps have short screws and the pump springs are a bit larger. This leads to higher pressures (up to 14 psi when 3-4 psi is preferred) and shortened life. Seth said that Arizona Dave was selling an adjustable pressure fuel pump kit. He hasn't tried it yet. Vince asked if anyone has tried an in-tank fuel pump. Seth said that over the years many have done this and currently American Pi does sell one. Vince said the Leakey Seal (Minnesota Club) in the March '21 newsletter covered how to install one. Clark said that on his turbo the fuel pump pressure would fall off dramati-

cally when the engine got hot (like after a long drive and then you stop for gas). The pressure was so low you had to let the engine cool before driving it again. He had always thought that the thermal expansion differences between the aluminum housing and steel rod were the cause. But Seth said that maybe the fuel filter (with a return line to the tank) was the issue. Interesting idea!

Ken said that when he went to Arroyo Grande a few years ago his turbo had a gas leak where the return line connected to the fill tube. He averaged 2 mpg on the way down. On the way back the throttle plate screws came loose (eh he had the carb rebuilt the screws were not staked) and he couldn't get over 30 mph. He has definitely had his troubles with his Spyder!

Josh that he now has about 500 miles on his electric fuel pump conversion. And it's great! His wife can't believe it's the same car. Her fought mechanical pump problems for 5+years. Now he is sold on electric pumps!

Christy said that on his Greenbriar if he put his hand over the driver's side carburetor the engine would speed up. Doing the same thing on the passenger's side and the engine would almost die. He called Steve Goodman (his carburetor guru in Denver) who said to clean out the cluster, there are two small holes that are plugged. Christy did this and the car runs beautifully!

Josh said that when he goes up a steep hill his car pings noticeably (even with premium gas). An friend suggested Lucas 3X octane Booster. Works great and cheaper than the 100+ octane gas at Sunol Super Stop (off hwy 680 on Andrade Rd); \$9/gal.

Charley said that last week a snow storm (he lives in Chicago) dropped 2 ½ ft of

(See *Minutes...* on page 10)

Coming Events...

Apr 1st	Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"
May 6th	Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"
June 25-27th	Vairfest, Heratige Square Park, Arroyo Grande, CA.
Jul 27-31st	CORSA National Convention, San Diego, CA. <i>Canceled!</i>
Sept 11th	Ageless to Anarchy Corvair Show, El Segundo, CA.
Oct 22-24th	Fan Belt Toss, details will be coming soon.

SFBA CORSA Meeting Schedule 2021 (tentative)

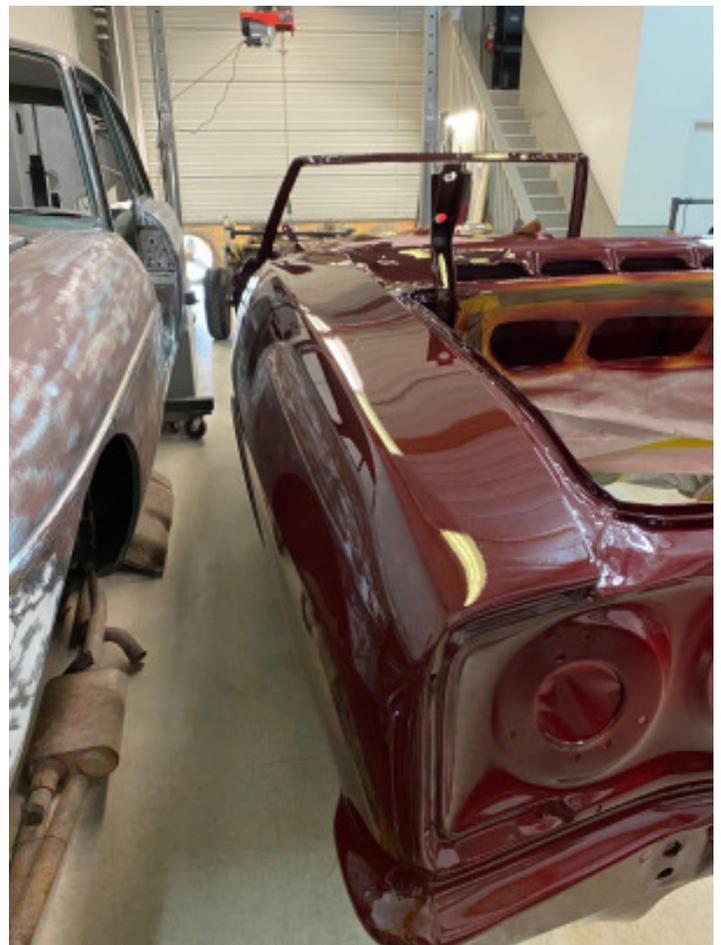
Thursday Jan 7, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Feb 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Mar 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Apr 1, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday May 6, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Jun 3, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Jul 1, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Aug 5, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Sep 2, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Oct 7, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Nov 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Dec 2, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"

SFBA Corsa Members Current Projects (Bruce Mooers' Progress Photos)

Bruce sent in these photos showing the progress being made on the '65 Turbo Convertible he obtained from Marc last year. If you have been following along you know of all of the effort that went into getting the body perfectly straight.

When it came time to paint he needed a sample of the original Madeira Maroon paint as he was not satisfied by following the published color values. New SFBA member Michael Chamoro came to the rescue and drove his Maroon Corvair to Fairfield to help out. They were able to match the color and the amount of flake. Here is the result. Notice how straight the body is. A beautiful job! Now it will be up to Bruce to install the engine and interior and to not scratch the new paint!

To be continued...



Easy Tech Tip for a Smoother Running Engine

By, Josh Deitcher

If you've been following along in the last few Spyder Web newsletters, you will know that I have been laser focused on getting my Corvair as dialed in as possible with my fuel delivery system. After last month's Spyder Web article about electric fuel pump conversion, I wanted to share with you all something that can help YOU at your next fill-up!

I have been having a ball driving my Corvair around the Bay Area over the last month. I have noticed, sometimes on the steeper hills, that I would start to get some pinging when ascending. I also noticed this when I was driving up 101 from the tunnel to Corte Madera. This would usually sort itself out with a RPM bump, but it still had me baffled. My carbs are recently rebuilt and correctly balanced. All vacuum hoses were replaced within the last two months and no leaks could be found. Checked timing and dwell and all were within spec. New points, condenser and vacuum advance. Plugs and wires are good. Valves and compression are good at all other times. Borescope showed no valve drop or happy face tattoos on any of the pistons. I only run on premium and do so at Chevron, unless I have to get gas somewhere else.

It was a real head scratcher.

I reached out to my Corvair buddy, Taylor, and we chatted about what it could be. He mentioned having some hesitation problems and light pining in his engine since moving out from New York. He was having a couple of other issues and decided to take a drive down to see Zaki at Corvair Unlimited in Hunters Point. Zaki was able to diagnose his non-fuel problem on the spot and recommended to him to pick up a bottle of Lucas "3x Octane Booster". He said that even 91 octane isn't quite

enough for a 110 and higher engine and this booster, in particular, is the best for our cars.

I am no stranger to Lucas Products and am a really big fan of their line. I have always been a little suspect on octane boosters, though. Do they really work, or is it a classic car placebo? You put it in the tank and feel better about yourself and think your car is running better. Kind of how it feels like a car runs better after a good carwash and detail.

Anyway, I decided to take the plunge and give it a shot. Worst case scenario, I was out \$8 for a bottle of the stuff.

Took the Corvair out for a spin the following weekend and...WOW! I can't believe the difference! It was a nice day and Jess and Hank wanted to go for a spin with the top down. Unlike me, Jess has super-duper hearing and would be able to hear a rattle, knock, bang, squeak or ping before I would so I thought she would be a good co-pilot for the run. We ran it up the hill to Crockett and then across the bridge to Vallejo and all the way out to Mare Island and back home. She looked over at me and said, "I can't believe this is the same car!" Granted, there are still a few squeaks and rattles, but none of them are from the engine! The car ran effortlessly and at freeway speeds of 70-75mph, no problem. Climbed hills quietly and just hummed right along.

This last weekend, I met up with Lane at the San Lorenzo Cars & Coffee. This was a longer drive and on 880 which can be less forgiving. Same result. The car just cruised right along with no problems. Same thing going back home.

Kept up with freeway traffic and was smooth and quiet.

I'm not the type of guy to tell anyone where to spend their money, but if you are looking for a good performance upgrade at a cheap price, you won't be disappointed with this stuff!

Available on Amazon or any FLAP's house. Approx \$8/bottle.



Moving a '65 Corvair Steering Wheel To The Right Side - Carl L. Kelsen



Before...



After!

Part 2

(Note: This is the second part of Carl's article. The first part ran last month.)

How did we approach the conversion of our 1965 Monza to right hand drive?

1. The original left hand drive dash was completely stripped and disassembled down to a basic shell.
2. The dash padding on a late model Corvair or even early model Corvairs for that matter does not need alteration so that was a real plus, however a considerable amount of cutting, rejoining and welding was required to turn the lower outer sections of the basic dash panel into a right hand drive version.
3. The glove box door on a late model Corvair, unlike the early Corvair is in fact slightly 'wedge shaped' so it cannot simply be moved to the opposite side. To address this problem we had a mirror image right hand glove box

hand made out of steel. An expensive process, but a required one to achieve the result I wanted.

4. The dash fascias used as the surround on the passenger side and to house the instruments on the driver's side proved the greatest challenge. To address this challenge we mirror imaged right hand drive dash panels in fiberglass then painted them to match the original finish. The original rings around each of the Corsa instruments were then cut from the left hand drive panels and reinstalled into the newly created right hand drive panels. The end result was absolutely perfect right hand drive dash panels.

5. With respect to the center section of the Corvair's dash, our right hand drive conversion work was limited to simply swapping the respective positions for the ignition switch and the cigarette lighter.

However this also meant that the words 'LIGHTER' and 'OFF-ON-START' on the lower part of the radio face plate needed to be changed. To achieve this, the original words were filed down until they

disappeared then, using the same font style, the words were engraved again but in 'right hand drive form' and the radio plate re-chrome plated

6. According to my right hand drive conversion engineer Mr. Robert (Bob) Stowe, the man who completed this outstanding right hand drive conversion, the hand brake simply transferred to the opposite side with little or no modification required.

7. We could not use the original Corvair steering box on the right hand side, so after looking at many possible alternative steering boxes, we settled on an early 1980s non power steering but variable ratio Toyota Corolla steering box. I believe this Toyota Corolla Steering box would probably be of late 1970s design when, by direct comparison the design of the original Corvair steering box probably dates back to the mid 1950s or even earlier, so I am expecting superior steering.

8. In addition to this updated Toyota steering box I will be installing fast idler

(continued on page 8)

arms that I purchased over ebay from fellow CORSA member & Tri-membership Chairman Mr. Chuck Armer. I expect that the combination of these fast idler arms and the more modern Toyota steering box should result in very pleasant and perhaps fast steering.

9. Our Corvair is an automatic version so there was a need to incorporate the Power Glide dash selector with the full Corsa instruments, while at the same time leaving enough room for the factory air conditioning eyeball outlets. If you have even done this in left hand drive form, you will appreciate that this arrangement can be somewhat crowded, particularly with the automatic transmission selector which in most cases has to be squeezed in.

My right hand drive converter managed to successfully reposition the Corsa instruments just slightly to one side which then provided a much improved fit for the automatic selector. The result was very balanced and pleasing to the eye. You don't even notice the slight repositioning of the Corsa instruments. While I did use a Corsa instrument panel in this conversion, I chose not to paint it 'black' as in Corsa instrument panels.

I did this for two reasons. One, I prefer the Monza silver dash color over the Corsa black. Two, I am not trying to turn our Monza into a 'make believe re badged Corsa'. I wanted this right hand dash to remain a Monza version but with the additional Corsa instrumentation. Even if I say so myself, I believe the end result shown in the photographs looks really impressive.

10. The transmission selector, hand brake and heater cable were not affected and remain in their original locations. The accelerator and brake pedals were relocated to the right hand side

of the car.

11. Chevrolet Corvairs' windshield wipers wipe a parallel pattern that sweeps towards the left hand side of the vehicle. Of course this pattern favors the driver sitting on the left hand side of the car. To complete this right hand drive conversion my converter modified the wiper pattern so that the windshield wipers now sweep towards the right hand side of the car where the driver will be sitting. To achieve this we had to reverse the location of the wiper arms and their attaching points on the air intake grille below the windshield.

12. Perhaps the simplest part of the conversion was converting the headlamps, or more particularly the low beam (outer headlamps). The high beams do not change as their beam is directed straight ahead. The low beams however throw to the wrong side of the road for right hand drive and have to be replaced with right hand drive headlamps. Now imagine obtaining some NOS export Guide T3 headlamps for right hand drive. These were produced, but I expect in very small numbers and are probably nonexistent these days.

Summary: Conversion notes

The following is a summary of the parts used to achieve right hand steering in our Corvair

COMPONENT - OBTAINED FROM

- a)** Right hand drive steering box.
1983 Toyota Corolla 2 door sedan.
- b)** Pitman Arm.
1983 Toyota Corolla 2 door sedan.
- c)** Drag Link. (original equipment)
1965 Chevrolet Corvair Monza.
- d)** Idler Arm. (original equipment)
1965 Chevrolet Corvair Monza.
- e)** Intermediate Steering Shaft.
1986 Nissan Pulsar Q sedan.
- f)** 1965 Corvair 'Kilometer' speedom-

eter face obtained from a 1965 Export Corvair.

NOTES:

- a)** Universal end of Nissan Pulsar shaft fits Toyota steering box.
- b)** Spindled end of Nissan Pulsar shaft fits Chevrolet joining block.
- c)** Joining block is factory Chevrolet.

The original 1965 Chevrolet Corvair Drag Link has been shortened and threaded 11/16 UNC and then joined with sleeves. Both ends scrolled together to a tight fit and are lock tight joined.

Many of my fellow Australian car enthusiasts would caution me that the Corvair will never drive as well as it did in its original left hand drive form.

I agree our Corvair will be a different car, but in the sense that it will probably be a far better car to drive. At the very least because the driver's position will be better suited to our roads, but also because of the more modern variable ratio Toyota Steering box.

Certainly from a visual point of view our 1965 Corvair Monza convertible now looks exactly as if Chevrolet had produced it that way and I will always be amazed at the quality and finish achieved in this conversion by, in my opinion, Australia's most talented right hand drive converter Mr. Bob Stowe.

Who knows? One day my wife Arlette and I may turn up to an annual CORSA convention driving our right hand drive 1965 Monza convertible!

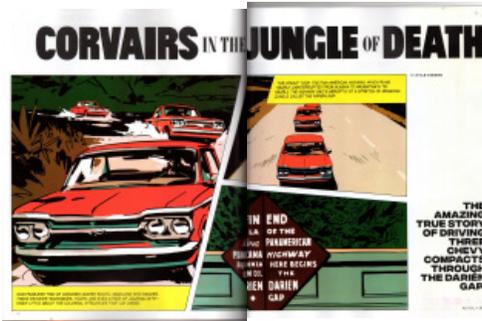
Letter...

and gold CA license plate IQF188, VIN R1265S100191. J.C's contact information is (818)362-3489 or julcaes75@yahoo.com. Be aware JC's van was backed into his driveway six feet from his bedroom window and had a car cover. The only thing left was a cut off cover and four tire marks where the van sat. You can refer to the following link for more pictures: <http://www.corvairkid.com/R1265S100191.htm>."

Last month I published a request for help from Bruce Mooers. He was trying to get the paint mixture right for his '65 Corsa restoration and needed an original sample of Madeira Maroon to match. As luck would have it new member Michael Chamoro drove his Maroon Corvair over to the shop in Fairfield and they were able to find a well-preserved paint sample. Bruce is very happy with the final paint color (see page 5). A special "thanks" to Michael for helping out!

Last year Phil Dalforno donated a Road

& Track subscription to the Club (thanks!). It comes to me and I am supposed to bring them to the meetings. Of course we stopped having meetings as such so I have been enjoying the issues.



Well his month R&T published an article "Corvairs in the Jungle of Death" by Kyle Kinard that talks about how Chevy drove three Corvairs the entire length of the Pan-American Highway including the 80 mile jungle area "Darien Gap" between North and South America. One paragraph in part reads "...Pedersen isn't convinced the Corvairs did much driving at all – more likely they were pushed, hauled,

winched, pulled and otherwise dragged nearly every inch of the way through that godforsaken jungle..."

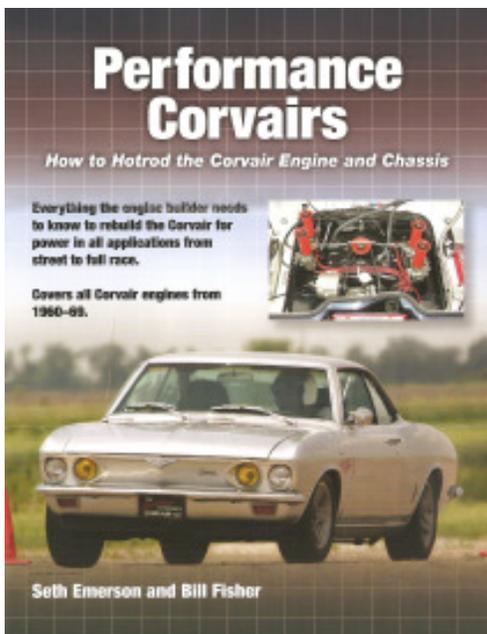
Remember if you work on your Corvair, even if it's only to replace an oil seal or spark plug wires, take some pictures and sent them to me. We are all interested in what other members are doing. It gives us more incentive to work on our cars...

Our April meeting will once again be a "virtual meeting" via Zoom. The time and date are April 1, 2021 from 7:00PM. If you sign in a bit late you will just join in the middle of the meeting. But that's ok; we love to have everybody join in when they can. And if you have to bug out early, that's ok too!

Treasurers Report - Harry Kypreos

March 2021

Date	Activity	Check #	Credit	Debit	Balance	Status
03/01/2020	Beginning Balance				\$4,652.94	
03/01/2021	Membership Renewals		\$125.00		4,777.94	
03/04/2021	Zoom November			(15.00)	4,762.94	
02/26/2021	Newsletter (March)			(37.31)	4,725.63	
03/22/2021	Ending Balance				4,725.63	
August Totals			\$125.00	(\$52.31)	\$4,725.63	(estimated)



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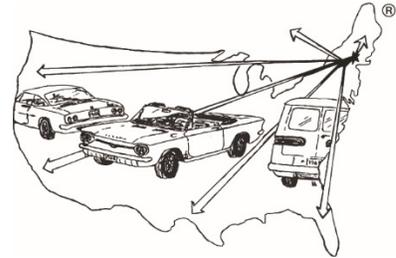
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Minutes...

snow and his carport collapsed on his Corvair. Hopefully not too much damage.

Paul said that he has taken his '63 Spyder to Sterling Restorations in Fairfield for the body work (same place Bruce Mooers has taken his Corvairs). Not cheap but they are very conscientious. He gets 10 pictures a day showing before and after each step of the way. They are quick. He expects it to be done in a couple of weeks. Then it's back to him to install the engine and get it running.

Rodney Spooner who has 2 '61 Lakewoods and a '64 coupe (I didn't catch what club he is with) asked about Judson Superchargers. Seth said they

were designed for small engines and would work on 145 ci Corvairs but probably not on 164 ci Corvairs. Rodney is thinking they wouldn't suffer the lag issues that turbo chargers have.

Netti said on her Greenbriar the alternator would get very hot. They replaced the battery but didn't notice that the previous owner had reversed the wiring colors and it was put in backwards and burned out the alternator (luckily that was all that happened). A replacement alternator kept getting very hot. An electrician friend noticed that the battery was not properly grounded (the alternator case was being used as a ground wire!). Now they have replaced the wiring (correct colors) and grounded the battery and the Greenbriar is run-

ning like it should.

Swap & Sell: Nothing mentioned this month.

Meeting adjourned about 8:20.

Respectively submitted,

Clark Galkins, secretary

Corvair Classifieds

CORVAIRS FOR SALE

'62 Corvair Coupe 76k miles, started to restore but health conditions left me unable to finish. New tires, rebuilt dash, boiled gas tank, etc. I want it to go to someone who will restore it, only asking \$750 for SFBA members. Contact Niki at njustmann@gmail.com (12/20)

'62 Corvair 95 Corvan 95 hp A/T, color White with Gold interior, 100k miles, condition:poor (solid body). Asking \$3000 (depends on options), Oregon City, OR. Contact Josh for more details. (10/20)



'64 Monza Coupe 110/AT, engine rebuilt by Mell, good interior. Been kept

in running condition Lassen county area (can deliver). Asking \$3000. Contact Dan McCormick (510)919-9527 (03/20)

'65 Corvair Sedan, factory air, White with Blue interior, 90k miles. Been garaged for 15-20 yrs. Car is located in



Glendale, CA. Open to reasonable offers. Contact JP Migrditchian in Pleasanton (415)994-7949 (12/20)

CORVAIR PARTS FOR SALE

'65-69 Performance Upper Trans crossmember bushings. Aluminum with high density inserts. Clark's #C2050P. Asking \$35 for the pair (that's half price). I'll ship. Contact Buck

Jones (831)917-5952 (08/20)

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

1 Pair Custom rebuilt, new seats, c'ced 180 Heads \$850

1 Pair Late 110 rebuilt heads - \$250

1 Pair Late 95 rebuilt heads \$225

1 Pair Big valve, Bill Thomas. all new parts, angle port exhaust, rotated manifold, w/mod carbs, linkage & Otto air filters - \$1700 firm

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

1 Rebuilt Late 95 short block w/ new S.T.D. GM pistons + barrels, resized rods w/ heads - \$875 firm

1 All New Parts for an early 102 hp NOS crank, cam, 0.030 pistons & barrels+heads, bearings etc. You assemble - \$725

1 Excelant used Posi for an early axle - \$250 firm

We still have other misc items

CORVAIR MECHANICS

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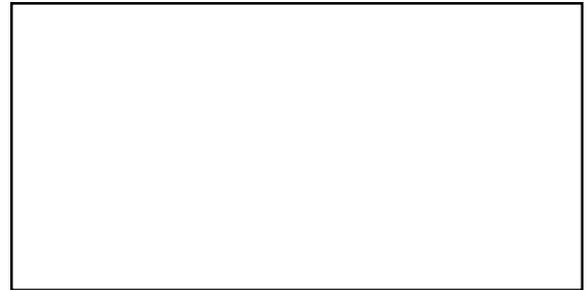
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