

**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!



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**Look for us on the Web!**

<https://www.SFBACorsa.org>

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***Bong's Unique '65  
Convertible***

***Next SFBA Zoom Meeting Thursday,  
Dec 3<sup>rd</sup> @7:00PM (#739 9816 7995)***

## Letter From the Editor

I hope everyone is doing well. Our last SFBA Corsa Zoom meeting was well attended with lots of people participating. Well done Josh!

Please notice that our annual Holiday Dinner has been cancelled for this year. So this year in December we will be having our usual Zoom meeting on Dec 3rd.

This month Bruce Mooers has sent in some more pictures of his restoration project, Marc's '65 Corsa Convertible. See details on page?? I also heard, via Josh, that Bruce has picked up another Corvair to restore. This time a '69 which was "quite solid" and shouldn't take too much to restore. Can't wait to see the pictures. This month I meant to contact others to get updates on their project cars (Don, Paul, ) but time went by so fast I didn't get around to it. I will try for more progress photos next month.

I received a note from Josh saying that Chris Rogers suddenly lost his daughter earlier this year. Understandably this has weighed heavily on him and his wife. Our thoughts and prayers are with them in these difficult times. Over the years Chris and his grandfather (John Saunders) have been big contributors to SFBA.

Unfortunately, I have some bad news. Our new member, Alan Duquette, passed away suddenly last week. You may remember Alan from one of our earlier zoom meetings where he was in the garage with his kids. See page 6.

But I also have good news! Carl in Australia and Vini were both honored to be recognized as SFBA ambassadors. Carl sent me pics of his Corvair in Australia and it is one of the most beautiful I have ever seen. It's fully loaded and RIGHT HAND DRIVE! Also, Bill Schaffer rejoined SFBA for two years full membership. He just got a front engine V8 Corvair and it looks incredible!

The response to the clubs daily "thankful" posts has been great! It is getting the club a lot of exposure on Social

**On The Cover:** Bong Hung was out driving his Gold '65 Corvair convertible when he stumbled upon this empty garage with unique architecture. He stepped out and using his iPhone he snapped this photo. Those stunning wheels are from a '67 Corvette. A very interesting pose for a beautiful car!

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Media and even CORSA reached out to me to look into doing something like this for the big club. We are trendsetters!

See **Letter...** on page 6

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# Minutes of the Last Meeting

Nov 5, 2020

**T**he Board meeting started at 6:45. We had Josh, and Clark present. We discussed bank account status, event planning (and cancellations), and membership. With the “dry” items out of the way, the Zoom meeting was opened up to everyone at 7:00. We were quickly joined by Seth, Joe Bald, Don, Lane, Herb Wimmer, Greg Vargas, Chuck Pope, Jeff Ramon, Chris Myers, Christy Barden, and former SFBA President Bill Schaffer. In all we had 10 SFBA current members and Bill. There may well have been others that I didn’t see or hear on my iPad. What a great turn-out!

**Treasury Report:** Harry couldn’t make it but later reported that the bank balance stood at \$4130.43.

**Membership:** Josh reported that we have one new member, John Heiser (currently President of CCRC in Sacramento) he sat in on our first Zoom meeting as we were testing the waters. Also, added to our email newsletter list is Carl Kelsen from Melbourne, Australia and Vinni Ryan from Manchester, England! These “SFBA International Ambassadors” will give our Club good exposure in areas we don’t normally cover. With these additions the Roster now stands at 48 members in total with 43 full and associate members (a significant increase for the year). Welcome to all!

On the Club’s Web Site Josh said he is featuring local members periodically with photos and stories. He has already covered Tony & Dave, Harry, and Seth to give them justly deserved attention. He is asking for members to send him pictures of your cars and stories of projects you are working on.

**Old Business:** Josh said that CORSA’s membership was way down. Young people aren’t joining car clubs as before. Chris said that when he grew up kids were always fixing old cars as new cars were too expensive and cars were easier to

work on. Times have changed!

**New Business:** Josh got a call from David Gray in Fairfield. David is a long time GM&Corvaire mechanic. He is retired now but still does Corvaire work and is setting up a side business. He does minor repairs, tune-ups, etc. See the Classifieds.

Interestingly tonight we were joined by Bill Schaffer. For those that don’t recall Bill was in the Club several years ago and was President for some of those years. Bill was instrumental in starting our Annual SFBA/Valley Picnic tradition. Bill has been absent from the Club and Corvaireless for 8 years now. But he just picked up another Corvaire, a ’65 V8 Corvaire using a 350 out of a ’78 Corvette. Can’t wait to see it.

**Events:** As reported in the last newsletter our annual Holiday Dinner has been cancelled for this year. Frankie, Johnnie, & Luigi Too is not open for dine-in meals. In its place we will be having a December Zoom meeting on Dec 3rd at 7:00 PM.

**Tech:** Christy said he finally received the four fuel pumps he sent out to have rebuilt (\$125 each). Hasn’t tried them yet. He was planning on keeping these as spares, one in each Corvaire with the tools for exchanging them. He said that he doesn’t want to get stranded on the side of the road. We understand. Seth said he should at least try one of them now and let us know how they work. After all when Clark’s sell theirs for \$65 these had better be quite a bit better. Christy was wondering how tell a ’68 from a ’69. Seth and Don said to look at the front side lights, in ’68 they used white lenses and amber in ’69. Someone also is making clear and smoked lenses so you can use either clear or amber bulbs. These look great. Also he had problems with the emergency flashers and replaced the unit with one from Clark’s. This didn’t work so they sent out another which worked for only a few months. Has anyone else had this

trouble? Seth said the directional signal cancelling mechanism had troubles. If you let the wheel cancel a turn it worked fine, but if you manually cancelled a turn the mechanism could break. Chevy changed the design at one point calling it a “lane-change” option. Seth also said that Chevy had two suppliers for 67-69 turn signal units (Delco and Bourne?) and one was just “garbage”. An article in a past Communique showed how to swap these.

Clark reported that when took his Corvaire out for a short drive, he found he had no brakes! Luckily the emergency brake worked. He found the master cylinder to be empty but could not find any signs of leakage. Seth said it could just be a real slow wheel cylinder leak you might not notice or, possibly, the master cylinder leaks into the front drivers area and seeps into the carpet where you might not notice it. Clark was able to refill the master cylinder and the brakes work fine now. But he will be checking the level more often!

Greg showed a picture of a strange metal shroud that was a factory option on some late model Corvaire. He thought it was part of a “desert air package”. Seth recognized the part but thought it had different name. The “desert air package” he thought was the external oil bath air filter you see on some Corvaire, even turbocharged. Anyway Greg was thinking they were rare (i.e. “valuable”) but Seth said that while they are fairly rare, there is little demand.

Chuck said his wife “inherited” a ’61 Corvaire from her grandmother. She learned to drive with that car on the family farm. It’s been sitting for a while (some of the time outdoors) and now he is trying to get it to run.

Buck is working on his ’66 Corsa which has been sitting for 4 or 5 years. It is now

[See Minutes... on page 7](#)

# Coming Events...

Dec 3<sup>rd</sup> Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"

Dec 5<sup>th</sup> **Cancelled!** SFBA Holiday Dinner (date & location to be determined)

Jan 7<sup>th</sup> 2021 Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"

Feb 4<sup>th</sup> Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"

## *SFBA CORSA Meeting Schedule 2020*

Thursday Jan 9, 7:00 PM SFBA Regular meeting, Black Bear Diner in Danville, CA

Thursday Feb 6, 7:00 PM SFBA Regular meeting, Black Bear Diner in Danville, CA

Thursday Mar 5, 7:00 PM SFBA Regular meeting, Black Bear Diner in Danville, CA

Thursday Apr 2, 7:00 PM SFBA Regular meeting, Canceled.

Thursday May 7, 7:00 PM SFBA Regular Zoom meeting

Thursday Jun 4, 7:00 PM SFBA Regular Zoom meeting

Thursday Jul 2, 7:00 PM SFBA Regular Zoom meeting

Thursday Aug 6, 7:00 PM SFBA Regular Zoom meeting, ID = "739 9816 7995"

Thursday Sep 3, 7:00 PM SFBA Regular Zoom meeting, ID = "739 9816 7995"

Thursday Oct 1, 7:00 PM SFBA Regular Zoom meeting, ID = "739 9816 7995"

Thursday Nov 5, 7:00 PM SFBA Regular Zoom meeting, ID = "739 9816 7995"

**Thursday Dec 3, 7:00 PM SFBA Regular Zoom meeting, ID = "739 9816 7995"**

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

**W**e have replaced the entire rear section and the LR fender now. Good news was all of the underlying metal was good and the rails around the engine compartment were square. We think we have the panel fit correct.

When we removed paint from the LF fender we found damage up by the front and where the Corsa emblem would have been. We decided to replace the fender. We found an NOS fender in TX and had it shipped here.

Marc, you were right about the poor workmanship around the cowl area. While there really was not any rust beyond the surface of the cowl, the repair job was poor so we have removed it all to start over with an NOS cowl panel. That panel came from OR.

I have enclosed a couple of pictures for you. Looking down the panels in the last photo you can see how straight the car looks now. I just received a complete Clark's interior in the exact Saddle color as new, we are taking the seats to the shop for reupholstery next week.

We will keep you updated.



**Bruce Mooers**  
President Director of Sales  
bmooers@farniente.com  
707-944-2861



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## Letter...

I want to wish you both a Happy Thanksgiving and hope that you get some quality family time, virtually or safely in person.

I sent a note to Josh to indicate how satisfied we were that the Club was doing well and growing so fast. He responded:

"Hi Clark, thanks for the kind words. My hope is that with more SFBA members there will be more SFBA activity resulting in more SFBA members!"

I have been working with CORSA to get more exposure to all of the regional chapters. CORSA is quite a bit more bureaucratic than I had imagined, so things can be slow to move, but the seed has been planted, and the emphasis on recruiting and retaining members for CORSA is underway. I made, and continue to make, the argument that CORSA will only be as strong as its regional chapters. While many of the regional chapter members don't belong to the national CORSA club, the

regional chapters still feed CORSA by paying dues and giving CORSA free press by association. Not to mention all that they do with Corvair shows and the national convention every year. My hope is that by really pushing CORSA to spotlight the regional clubs, it will be a benefit to all of the clubs, not just SFBA.

It also looks like that CORSA will start doing monthly/bi-monthly zoom workshops for members with different topics like concourse, tech tips, Corvair history, etc. Right now, it appears that I will be moderating these as the SFBA zoom has been volunteered for the monthly board of director meetings and for the annual membership meeting. I think that this will be a great recruiting tool as SFBA will get more press in the communique and we will get recognized on the zoom meetings as the room provider.

Who'd have thought when you, me & Harry sat down last April to figure out

how we were going to do meetings with Black Bear closed, it was going to turn into this?! Now, a majority of the clubs do zoom meetings. I think we can take a little pride in that we were the FIRST ones to do it!"

Later Josh added:

"I used the SFBA zoom earlier this week to host and moderate the CORSA annual meeting. This was CORSA's first ever zoom and had almost 70 attendees! I thought by volunteering the SFBA zoom, it would give us some free exposure to CORSA people on the national level. So far, it is looking good!"

Below is a link to the meeting. It is pretty long at an hour and a half and took forever to upload, but if you are interested:

[https://youtu.be/t776\\_CKVOZQ](https://youtu.be/t776_CKVOZQ)

**(see Letter... on page 7)**

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## Alan Duquette



SFBA CORSA members, it is with a heavy heart that we have to share the news of the loss of one of our members and a great guy, Alan Duquette. We received news from his daughter that Alan passed suddenly earlier this month. They are, understandably, devastated by the loss of their father. Alan



had only been a member of SFBA CORSA for a short time, but he was a very big presence on Instagram and sat in at a couple of the clubs zoom meetings earlier this year. If you attended a meeting with Alan, you will surely remember him. He was full of life, smiling and laughing the whole time. He also loved his 65 Corvair that he found abandoned in a field. He and his chil-

dren went through the car mechanically and had it running great. We are saddened by his loss and that we didn't get to spend more time with him in person. His Instagram account is still active, so if you want to go over and look at his photos and videos or send a message to his children, his account is @doubleatripleaction

## Minutes...

garaged in Concord but he is getting this house ready to sell. This use to be his commute car years ago. Years ago when driving to Fresno he blew the 140 engine. Had to spend the night on the road and get towed back to Monterey the next day. He is looking for Goodrich TA radial tires which he really likes, but they aren't made in the size he wants anymore. Seth asked if he had sold his Formula car yet (which is an open-wheeled superbike (or something?)). He said "no" but he did receive a few offers (or "insults" as he calls them).

Jeff is installing Impala seats in his Corvair. He likes the looks. Last month Lane came over and helped him rebuild the carbs. He said that his fuel pump was leaking and wondered if he should rebuild, replace, or go electric. It doesn't seem as though rebuild kits are available anymore (at least Clark's doesn't sell 'em) so it's either replace or go electric. If replacing see Christy's experience (above). Clark's claim their pumps are good (only a 1-2% failure rate) but many have commented that they don't work or don't last. If you go electric, then the pump should be mounted near the tank as they are better pushers than suckers (although several have mounted the pumps in the engine compartment with acceptable results). If you mount the pump near the tank don't forget to check the lines and joints as they will now be under pressure where they weren't before.

## Letter...

We have had more traffic on the website and social media the last couple of days and some messages of interest in the club. We will see how it all shakes out."

This month we received a couple of messages from people wanting to sell their Corvairs. One was from a lady in Northern California (exact location unknown at the present time), this is a '62 700 coupe (a rare car). She is offering it to SFBA members for only \$750 (tires alone are probably worth

Also you will need a separate on/off switch to disable the pump in emergencies. Clark's sell both an inertial switch and an oil pressure activated switch.

Bong said he has a Gold colored '65 convertible (it's a beautiful car, see the cover photo). He said he uses '67 Corvette wheels and had the exhaust custom made in L.A. (see below)



(neat louvers by the way)

Josh said he had the "good fortune" of parking next to him a Bob's Car Show a few years back. No one paid too much attention to his car.

Herb mentioned that his Corvair leaked oil and finally he decided to fit it. He order all new seals from Clark's. Once on the lift he noticed the passenger side valve cover bolts were loose. He tightened these up. The driver's side

that!). The second car is an estate sale '65 Monza Sedan with factory A/C. Owner is in Pleasanton (car is in Glendale). See the Classifieds for more details.

Remember if you work on your Corvair, even 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...

Josh, as CORSA's Western Division Director, reminds us to join CORSA.

was tight but showed signs of leaking so he replaced the gasket. He started the engine and could see no more leaks anywhere! Now he has extra seals (oil pan, push rod tube, oil cooler, etc.) all ready for the next time.

Seth was asked how he adjusted valves. He said he always does it cold. Positions the crank and tightens the rocker arms while twilling the push rods until he can just feel contact. Then turn ¼ turn farther. For those that adjust valves with the engine running. He suggested that you back off the lifters until you hear "clicking" and then tighten until the sound just goes away. But do not tighten anymore at this time. When you have completed all 12 lifters, turn off the engine. Now go back and tighten each lifter nut ¼ (or ½ if you prefer) additional turn then let the engine sit for a while to allow the lifters time to adjust. Seth mentioned that John's Corvair Parts was selling a new gasket material that was very good. Not too squishy.

**Swap & Sell:** Nothing mentioned this evening.

Meeting adjourned about 8:50.

Respectively submitted,

Clark Calkins, secretary

CORSA does more than print a pretty magazine, they fight for us to keep our Corvairs on the road.

Our December meeting will once again be a "virtual meeting" via Zoom. The time and date are December 3, 2020 from 7:00PM. Note unlike our usual meetings the time listed is not flexible. 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!

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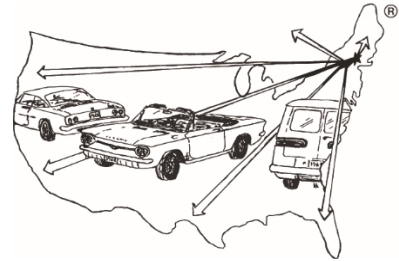
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## Treasurers Report - Harry Kypreos

### November 2020

Date	Activity	Check #	Credit	Debit	Balance	Status
10/01/2020	Beginning Balance				<b>\$4,065.43</b>	
10/02/2020	Membership Renewals		\$65.00		4,130.43	
10/02/2020	Zoom November			15.00	4,115.43	**
09/29/2020	Newsletter (November)			36.02	4,079.41	**
10/26/2020	Ending Balance				4,079.41	
<b>August Totals</b>			<b>\$65.00</b>	<b>\$51.02</b>	<b>\$4,079.41</b>	<b>(estimated)</b>

\*\* Expense not submitted yet. Bank balance is \$4130.43



# 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](mailto: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

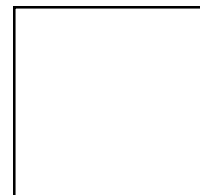
**David Gray: Fairfield** - Retired GM/Corvair Mechanic. Can do minor repairs, engine rebuilds, tune-ups. Located in Fairfield but can travel. Also has parts for sale. (916)531-0905 ([corvaiguru@gmail.com](mailto:corvaiguru@gmail.com))



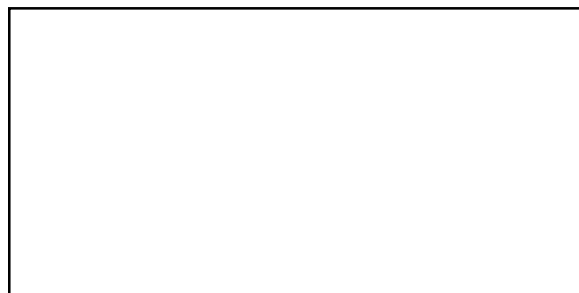
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