

**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!



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

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**SFBA Corsa Meet-Up at
Perk's Drive Thru in
Lafayette**

**Next SFBA Zoom Meeting Thursday,
May 5th @7:00PM #243 888 8339**

Letter From the Editor

I hope you were able to attend our last meeting. We had 16 people join in. Not bad considering it's a busy time of year for all.

I received the following email from Charlie Biddle (Chicagoland Corvair Enthusiasts), he caught a typo that appeared in the last Spyder Web.

"Clark, Josh, I was surprised to see in the April SFBA "The Spyder Web" that Corvair #5998 has surfaced. I was under the impression that #5997 and #5999 are the last known Corvairs. At first, I thought this was an April Fools article. My own CCE Airhorn for April is sprinkled with April Fools articles (I'll be putting it up on the Corvair Chapter list in a few days). I contacted Eva McGuire, who lives in Ypsilanti, Michigan, and who had done extensive research on the last Corvairs that came off the line. She has personally interviewed many of the retired GM workers who built the Corvairs in those last days. She suggested that the article has a typographical error and should reference known Corvair #5988, which DOES match the description related in the article. Was this a typo or an April Fools article?"

I wrote Charlie back telling him that this was not an April Fools joke, just a typo. The number is 5988 as Eva suggested. His response was:

"Clark, I edit our newsletter and occasionally typos slip thru. Corrections and mea culpas give me material for the next month's newsletter. Such is life. Eva McGuire confirmed to me that the description matches the material she has on #5988. I've heard over the years of an unsold Corvair or two that are loose out there in the world. Yes, there are people who read your newsletter. As an editor in a club that has not had many local activities due to the pandemic, I have had not much newsletter material other than the obligatory meeting minutes, treasurer and membership reports and articles from rotating board members. With Larry Claypool closing down his Vair Shop, we have a need to educate mem-

Current SFBA Corsa Officers

President Ray Welter, 5240 Belvedere St, Oakland
CA 94601 - Ray.Welter@gmail.com

Vice-President Harry Kypreos, 7840 Creekside Dr,
Dublin, CA 94568 hkypreos@sbcglobal.net

Secretary Clark Calkins, 1907 Alvarado Ave.,
Walnut Creek, CA 94597 - (925)478-8909
CaCalkins@astound.net

Treasurer Harry Kypreos, (address above)

Committees

Membership Joshua Deitcher, 375 Harris Ave,
Rodeo CA 94572 (510)388-4986
SFBACorsa@gmail.com

Library Dave Newell, 1481 Hamrick Lane,
Hayward, CA 94544 - (510)782-4265
chevrobia@yahoo.com

Newsletter Clark Calkins (address above)

Advertising Vacant

Internet Web email : CaCalkins@astound.net
<https://www.sfbacorsa.org>
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Merchandise <https://www.etsy.com/listing/1163514879/san-francisco-bay-area-corvair-club>

bers on how to fix and maintain their own Corvairs. To that end, I have been reviewing other chapter's newsletters to find technical articles about Corvairs. There are about 30 chapters (out of 120?)

(see [Letter...](#) on page 10)

On The Cover: Chris Myers sent in this picture he took at our just completed in person Meet-Up last Sunday in Lafayette. A good turn out on relatively short notice. See more photos on pages 5-6.

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

April 7th

The regular meeting started around 7:00. Josh and I were quickly joined by Harry, Carl, Chris, David, Christy, Ray, Tim Purcell, Joe, Paul, Tony, Craig Koozer, Scott Barton, and Don. The total head count was 16 so I missed someone, sorry.

Treasury Report: Harry reported that the bank balance as reported in the last newsletter was \$4,464.5.

Membership: Josh indicated that we had two new members this month. Greg Nelsen and Jeffery Ross. Welcome! We are coming out of our slump!

Old Business: Nothing discussed.

New Business: Josh mentioned that CORSA keeps club newsletters online (see <https://chapters.corvair.org>) although not all clubs know about this yet (I didn't).

Events: Josh said our next Meet-Up is scheduled for Sunday, April 24th at Perk's Drive Thru Coffee in Lafayette. The same place we met a few months ago.

Ray is looking at setting up a Tech Session at his place in Vallejo. He wants to get his engine reassembled. It's now in pieces. This should be fun we will let everyone know.

In May CORSA will have a Meet-Up featuring Carl's right-hand drive Corvair and maybe his other cars as well. CORSA has been doing these for a year or so. Always well presented. Last month Larry Claypool hosted one on brakes. This month Mike Doby is going to cover rebuilding the front suspension. These will be available on YouTube. Search for "Corvair Society of America".

Josh said the third Sunday of the month lots of cars show up at Ocean Beach in San Francisco. From 7 to 10 AM. Silicon Valley members have been showing up.

Tech: Tim talked about a high school friend who paid \$3000 for a Corvair that he didn't know anything about. Turns out that it needed a new engine, trans, and differential. And the paint was no good. Should have paid only \$300 for it! Tim mounted a Go-Pro in the engine compartment mainly to monitor the fan belt via his cell phone. He noticed that the secondaries were not opening all the way under full throttle. Turns out the return spring was too strong causing the linkage to bend. He did notice the fan belt rubbing the distributor destroying the belt. He has American Pi Aluminum idler pulley. He added a metal shield to protect the belt and tightened the pulley. To see if the belt was slipping, he added stripes (using painter's tape) and watches it with a timing light. As he loosens the belt he can see the marks progressing (mainly due to the mark spacing not matching the crank pulley diameter) but is not sure if it is slipping or not. Still working on this. Tim has installed a 5-sp trans and 3.08 gears. The trans is a Borg-Warner T-5 adapted to the Corvair differential (Corvair Kid Enterprises: corvairkid.com)



It's a bit longer requiring some modifications to the rear seat area. He ran the linkage below the trans so the floor remains flat. It's a nice combination

and he can hardly hear the engine at highway speeds. And he gets around 30 mpg with 4 people in the car. The only problem he has is the oil getting hot on very hot days.

Joe was asking about reinstalling his distributor. He hasn't touched the oil pump or turned over the engine. The distributor should just slide right in. Tim said one of the books (Corvair Basics?) has a diagram showing how everything should line up. Joe marked everything when he took it apart so should have no difficulties. Joe found some lead sludge partially blocking some passages when taking the cover off



When he reassembles the fan bearing, fan, and pulley he will shim the fan to reduce the clearance with the shroud. But not too close! When he had the new fan bearing installed, the shop seated it a bit lower than specs. He said the bolts on the exhaust logs were bend outwards a bit. Was this normal? Clark said his were the same do to being tightened around the donut gaskets over the years. Doesn't hurt but they can be replaced. Josh did his and just used grade-8 bolts. Stock bolts have a fine thread going in to the logs and a coarse thread for attaching to the exhaust pipes. Christy suggested using brass nuts as they won't corrode. Others suggested using anti-seize.

Carl said he has the brake line leaks sorted out (he didn't mention how this was fixed). Now it is just bleeding the

(See *Minutes..* on page 9)

Coming Events in 2022...

April 29-May 1 st	Autoramma, Cal Expo. Sacramento, CA
May 5 th	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
May 29 th	SFBA Corsa In Persion Meet-Up, 10:00 AM at Perk's Drive Thru, 3489 Mt Diablo Blvd, Lafayette, CA
May 29 th	Fallbrook Vintage Car Club's 55th Annual Car Show. Bates Nut Farm in Valley Center, CA (Northern San Diego County area)
June 2 nd	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
June 10-12 th	Modesto "American Graffiti Festival and Show", Modesto Junior College West Campus
June 25-26 th	Vairfest, Arroyo Grande, CA
July 12-16 th	CORSA International Convention, Peachtree City, GA
August 6 th	SFBA/Valley Picnic, Quarry Lakes Park in Fremont, CA. Noon till ?
Oct 28-30 th	Fan Belt Toss & Swap Meet, Palm Springs, CA

SFBA CORSA Meeting Schedule 2022

Thursday Jan 6, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Feb 3, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Mar 3, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Apr 7, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday May 5, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Jun 2, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Jul 7, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Aug 4, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Sep 1, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Oct 6, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Nov 3, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Dec 1, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

SFBA Corsa's In Person Meet-Up in Lafayette

This month we held our first SFBA in-person meet-up at Perk's Drive-Thru coffee in Lafayette. By the time I showed up (10:00ish) there already three Corvairs in the lot (Don's, Lane's, and Chris'). All late model, Blue convertibles! A few minutes later Ed showed up in his super reliable '67 Huger Orange convertible. Unfortunately just the day before he was hit in a parking lot. Just a minor dent but

maybe Haggerty's will cover it. No early models or coupes when I was there but Josh said there was one early model parked on the street but it didn't stay around. Whos? Besides Corvairs, there were a variety of other very nice cars (Corvettes, Jags, Porsches, etc.). We enjoyed coffee and Hendrick (the drive-thru owner) graciously provided donuts. Everyone had a good time even though only four

Corvairs showed up. Hendrick said it won't be long before he hosts these gatherings every Sunday. This is a fairly central location for us (if there is such a thing) and I am sure we will plan more of these events for the coming months.



(see *Perk's Cars...* on page 6)

Perk's Cars...



Chris took this picture. It's a rarity when I get in one!

See Perk's... on page 9

GM- Holden & Australia's First Chevrolet Corvair

GM-HOLDEN & AUSTRALIA'S FIRST CHEVROLET CORVAIR

The photograph shows a 1960 Chevrolet Corvair sedan within the grounds of Holden's GM-H Plant in Australia's Victoria (GM-H), the former Motors-Holden (GM-H), the former company, General Motors (GM), regularly imported vehicles from the parent company to Australia. These vehicles were used for evaluation, the results of which would then assist in the development of Holden vehicles.

It is perhaps not surprising that the GM-H designed 1962 'FJ' Holden Premier sedan, shown below, shares many styling cues with early model Chevrolet Corvairs. For example, compare the shape of the windscreen, particularly at the base of the 'A' pillar with a 1960-1964 Chevrolet Corvair windshield. This new body finally brought Holden up to date again.

But the subject of this article is the 1960 Chevrolet Corvair sedan that you can see in the attached period photographs. This car is a very early production 1960 Chevrolet Corvair that GM-H imported from the United States to Australia late in 1959 for evaluation. We

The photograph shows the same 1960 Chevrolet Corvair sedan as in the previous image, but from a different angle, showing the side profile. The car is parked on a paved area, and the building and sign are visible in the background.

The photograph shows a red 1960 Chevrolet Corvair sedan parked on a paved surface. Two people are standing next to the car, one near the front and one near the rear. The car is shown from a three-quarter front view.

The photograph shows the interior of a 1960 Chevrolet Corvair, focusing on the front seats and dashboard. The seats are upholstered in a light-colored fabric, and the dashboard is a simple, functional design.

The photograph shows a teal 1960 Chevrolet Corvair sedan parked on a paved surface. The car is shown from a three-quarter front view, highlighting its distinctive rounded body and large windows.

The photograph shows a teal 1960 Chevrolet Corvair sedan parked on a paved surface. The car is shown from a three-quarter front view, similar to the previous image but from a slightly different angle.

CORVAIR BY CHEVROLET

THE PRISTINE CAR IN ITS CLASS

The photograph shows a green 1960 Chevrolet Corvair sedan parked on a grassy field. Two people are standing next to the car, one near the front and one near the rear. The car is shown from a three-quarter front view.

The diagram shows a detailed view of the 1960 Chevrolet Corvair engine, highlighting its unique features and components. The engine is shown in a cutaway view, revealing the internal parts.

TO CORVAIR'S PERFORMANCE, ECONOMY, COMPACT DESIGN

At the time the very advanced new engine's design, developing 100, was fitted with a very light and compact air filter. The Corvair's engine was a 1.8-liter V6, which was a significant improvement over the 1.8-liter V4 engine used in the 1959 Corvair. The new engine was designed to provide better fuel economy and performance, and it was a key feature of the Corvair's compact design.

The photograph shows a small view of a 1960 Chevrolet Corvair sedan, focusing on the front end. The car is shown from a three-quarter front view, highlighting its distinctive design.

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SFBA CORSA Members & Friends of the Club

Ray Welter, Harry Kypreos, Clark Calkins, Josh Deitcher

Hello SFBA Members, Corvair owners and admirers,

We have decided on a location and time for a monthly in-person meeting spot. It will be the last Sunday of the month at Perk's in Lafayette starting in April. Hendrick was kind enough to host us in November. We had a great turnout and everyone really enjoyed themselves. The hospitality of the folks at Perks, central location and parking make this an ideal spot. They do have a classic car C&C in the morning, but we will start ours at 10am after that one wraps up. You are encouraged to arrive early if you want to share your Corvair with other classic car enthusiasts. Perks is a cash only establishment. Don't forget to bring some greenbacks, order a coffee or smoothie and tip the barista. They work hard! 3489 Mt Diablo Blvd, Lafayette

Here's what's happening:

- So! The first in person meeting is scheduled for April 30th at 10am and every last Sun of the month at 10am until further notice. Here's the link to Perks Yelp for info and directions: [Perk's Lafayette](#) This will also be on the club calendar on [SFBA Corsa.org](#) Zoom meetings will continue the 1st Thurs of the month at 7pm. You don't have to attend both, but we sure would love to see you at at least one!
- For our members out in San Francisco and on the peninsula, SFBA members and Corvair owners are still attending SFOB put on by NorCal Car Shows at Ocean Beach on the third Sun of the month from 7-10am at the intersection of Lincoln and Great Highway. Tony does a lot for the classic car community and supports us, so we are encouraging members to attend this meetup. Noteworthy tip: No traffic in SF at 7am!!!
- SFBA has a PayPal account! Now you can make dues payments directly to the club! Log into [paypal.com](#) and use this address sfbacorsa@gmail.com to make payments. When doing so, make sure to use the 'friends and family' payment option so the club doesn't get dinged for a service fee. If you haven't paid your dues for 2022 yet, we sure hope you will. We want to keep you as a member of SFBA. If you have questions, comments, suggestions or concerns, shoot us an email.
- Need a new SFBA shirt or hoodie for the upcoming car show season? Of corsa you do! Go to the following links and support your club!
 1. [SFBA Club Merch](#)
 2. [50th Anniv. Merch from FlatSix Graphics](#)
- SFBA recently received an anonymous donation of \$100. If the donor is reading this email, you have our sincerest thanks for this generous donation. Thank you!
- SFBA member Bruce Mooers is planning a special event in the spring for club members. This will take place out in Napa. Details to come.
- Steve Morton is planning a trip out to the Sacramento area and then up to Redding on April 1-3. He's coming down from Idaho with an empty truck, so if you want to buy some good Corvair Parts at a good price AND get free shipping (aside from you driving to Sac) Drop him an email. mortonsclassicgarage@gmail.com

I think that's it for now. We hope you are all doing well and hope to see you out in your Corvairs! Oh, one last thing, email us pics of you and your Corvairs and we will share them on the club instagram account. These motivate other owners to get their cars going and show that SFBA CORSA is welcoming to all Corvair owners.

SFBA CORSA
sfbacorsa.org

Minutes... (from pg 3)

brakes and he is on to getting the engine ready to start and finish it off. Carl showed a copy of the article he wrote for Restored Cars, a popular Australian classic car magazine). This issue covered early model Corvairs, he will write another to cover the later body styles.



Carl said he has a trip to the US planned and booked for later this year (mid-July through August). He won't be able to get to the Convention but will stop by San Francisco for a few days on his way home. We will arrange some sort of get together. Carl said when CORSA ran an article on his RHD Corvair, it happened to be in the April issue and many wondered if it was just an April Fools joke. He said the new Corvettes in Australia (200 or so) have all been sold. Cost from \$165k to \$205k).

Chris asked if anyone had put a trailer hitch on a Corvair. Tim has a bumper hitch which works for smaller loads (Clark's sell one). Make sure your bumper bolts are secure! He also mentioned that he needs a convertible cover bracket. Clark's lists one for

'60-'64 cars and also '68-'69 cars but he has a '65. Lane said he got one from California Corvairs for his '65. Josh mentioned that he might try Corvair Ranch or Steve Morton (Morton's Classic Corvair Parts) in Idaho. Chris is also looking for a model of '65-'69 Corvair convertibles. Carl had a few that made by Road Signature.



Craig looked them up said these were available from Amazon for \$45.

David has Chris' engine assembled. Waiting for Chris to get the shrouds cleaned and painted. Hopes to have the car ready for the Meet-Up in April.

Josh showed a dash plaque from a '64 event by East Bay Corvairs Unlimited. He wondered what club this was from?



He will scan it and send the image to Dave Newell to see what he can learn.

Christy asked when the next CORSA directory would come out. They are very handy when traveling. Josh said these were being worked on.

Scott mentioned that he detects some gas getting in to his oil on his turbo Corvair. How could this happen? He has an electric fuel pump and no mechanical pump at all. So maybe an exceedingly rich fuel mixture is allowing fuel to mix with the oil in the cylinders. It was suggested that he check for fuel pressure to be sure it wasn't too high (< 5 psi). Josh said his fuel pump is rated at 3.5 – 4.5 psi). Also maybe he is priming the fuel line too long.

Swap & Sell: Christy said he has a set of Spyder drums with metallic pades for sale.

Meeting adjourned about 9:02.

Respectively submitted,

Clark Calkins, secretary

Perk's...



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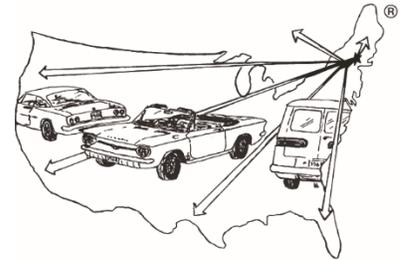
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Letter...

uploading their newsletters to the Chapters List. Larry Claypool has written a number of technical articles, but they were written in the '70s and '80s, before the widespread introduction of the Internet. So, I have to go to our newsletter archives to find and reprint them. I don't know if any of them made it to the Corvair Basics book(s) that CORSA has. CORSA has had a supply issue with these books and I have not obtained copies. In the past there has been a chapter exchange program, where editors would exchange newsletters with other chapters. As the number of chapters rose and with increases in postal rates, the exchange program had withered. The not-very-well-publicized replacement has been to upload PDFs of newsletters to the Chapters List. I suspect that not all chapters have the technological savvy

to create PDFs or even know of the Chapters List provided by CORSA. I have even encountered CORSA chapters who have gone downhill to the point where they rarely publish newsletters or have meetings.
--- Charley"

I listened to Larry Claypool's talk on Corvair brakes at the last CORSA Meet-Up. It was very well done. He covered all the model years and what the differences were. Especially interesting was the visit to a brake shoe and drum turning shop (yep, that is all they do!) where they showed how the drums were turned and how the shoes were turned to a slightly smaller radius and why. This was news to me, but it makes sense. To find the recorded Meet-Ups go to YouTube and search for "Corvair Society of

America".

Keep the newsletter interesting by sending in pictures and stories of your latest projects. Even if you only adjust the carburetors or rebuild the transmission, take photos and send them in! When we see others working on their Corvairs it gives us more incentive to do the same.

Our next Zoom meeting will be Thursday, May 5th starting at 7:00 PM. Remember our meeting ID# is 243 888 8339.

Corvair Classifieds

CORVAIRS FOR SALE

'64 Spyder Cvrt 2nd owner. Owned since 1977. Excellent Condition. Engine original, body and interior fully restored. Yellow / black. Fully documented. Located in Fremont. email sfbacorsa@gmail.com for contact info. Asking \$25K OBO (07/21)



'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 (03/21)

'65 Corsa convertible project car- 60% done welding all seams on car, rust free body, on rotisserie, tele wheel, complete 4 speed diff/trans gone thru with new seals/gaskets, fully rebuilt trailing arms, most all parts are with car, but will need to be reinstalled by buyer. Larry Tustison (760) 518-0323 in San Diego. (03/22)

CORVAIR PARTS FOR SALE

'65 Turbo engine with carb, needs dist, fuel pump and exhaust, was gone thru several years ago with new seals and checked all components for clean and wear. all found to be in very good condition. Larry Tustison (760) 518-0323 in San Diego. (03/22)

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

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)

Treasurers Report - Harry Kypreos

April 2022

Date	Activity	Check #	Credit	Debit	Balance	Status
04/01/2022	Begining Balance				\$4,665.47	
04/01/2022	Member Renewals		\$80.00		\$4,745.47	
04/01/2022	Newsletter, April			(\$37.04)	\$4,753.87	
04/04/2022	New Members (PayPal)		\$45.44		\$4,790.91	
03/31/2022	Ending Balance				\$4,753.87	
April Totals			\$125.44	(\$37.04)	\$4,752.87	estimate

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