

**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 330

MARCH 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
- 8. Moving a '65 Steering Wheel To The Right Side
- 9.. The 2021 CORSA Convention Has Been Canceled
- 9. Treasurers Report
- 11. Corvair Classifieds



**Carl's Unique RHD '65
Corvair**

**Next SFBA Zoom Meeting Thursday,
Mar 4th @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 very well attended with lots of people participating. Besides our own area we had members from Southern California, Chicago and of course Australia. Twenty two in all. Quite a turnout! If you haven't joined in you should give it a try. A PC, Mac, ipad, or tablet works well. You can even use just the telephone for the audio portion.

For me this time my wi-fi connection was very poor and the screen kept freezing on me. I could follow the conversations but it was hard for me to contribute. This is the first time I have had issues with using Zoom. Fortunately it looked like I was the only one experiencing this problem.

At the Board meeting (that precedes the regular meeting) the currently vacant presidents spot was discussed. Josh will see if he can work up a brief description of the duties for a President and then we will see if we can talk someone into filling this spot. It's not much work and It's important for the Club to have a spokesperson. Harry wondered if an election would be necessary. Clark said that 20+ years ago we use to have actual elections (we had a lot more members) but lately it has been difficult to find anyone willing to take on the job.

Bruce Mooers sent in the following request, his restoration Corvair is ready for paint! Only one problem. The Madeira Maroon paint that was generated looks a little light to both Bruce and to the restorer. Does anyone have either: 1. A Madeira Maroon Corvair that they would be willing to drive up to Fairfield to confirm the color match? or 2. Have a body part that is Madeira Maroon that they would be willing to run up to Fairfield to color match? Even something as small as an ashtray would be a huge help to them. Bruce can be reached at "bmooers@farniente.com".

Well it finally happened. My computer system went belly-up a week ago and I have been scrambling to recover. I

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:vondeitch@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
Internet Web	email : CaCalkins@astound.net https://www.sfbacorsa.org https://www.instagram.com/sfbacorsa/ https://www.facebook.com/groups/bayareacorvairs/ https://facebook.com/CORSA-San-Francisco-Bay-Area-Chapter-579950135376455/
Mecrchandise	https://www.zazzle.com/store/sfba_corsa

picked up a replacement at Costco but now I have to learn Windows 10. Yuk! I had most everything backed up (or so I thought) but I did loose my email address lists. I have been struggling to remember

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

On The Cover: Cark Kelsen, our Australian Ambassador, has been working on this '65 Corvair for many years. He has modified it to Right Hand Drive and has installed EVERY factory available option. A work of art and labor of love!

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.

USE OF MATERIAL: Written permission from the Editor is required for all original material for any use other than reprinting in a Chartered CORSA Chapter newsletter. **Permission must be sought in advance for material reprinted herein.**

Minutes of the Last Meeting

Feb 4, 2021

The Board meeting started at 6:45. We had Josh, Harry, and Clark present. We discussed bank account status 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 Tony, Seth, Don, Lane, Christy, Eric, Joe, Greg Vargas, Charlie from Chicago (editor for Chicagoland Corvair Enthusiasts), Carl Kelsen from Australia! There were others I am sure but I didn't keep track. In all Josh said there were 22 attendees. What a great turn-out!

The vacant Club President spot was briefly discussed.

Treasury Report: Harry reported that the bank balance stood at \$4281.62. Same as last month but he has checks to deposit for \$480. He has not received newsletter expenses from Clark for several months.

Membership: Josh reported that he has received several renewals and some folks that were “associate” members last year have upped to full membership this year. Great! On the Club's web site Josh mentioned that this year SFBA would be very flexible with memberships as the pandemic has hit some folks especially hard. Josh said that some current members offered to cover others if they needed it. It's great to know that our members care so much!

Old Business: Josh and Greg mentioned that the 2021 CORSA Convention was looking iffy. The host hotel (Crown Plaza) is not even open yet. Stay tuned! Carl said that while he would love to attend a Convention, Quantas is booking no flights to the US this year.

New Business: Seth said that in San Jose area Cars-n-Coffee events were starting up again. Tito (a Silicon Valley Corsa member) lets then know of upcoming shows. We should be thinking of this too.

Carl said that in Australia ALL car shows have been canceled for 2021.

Seth also mentioned that Bill Borland passed away. Bill was a long time Corvair enthusiast and SFBA member a while back. He lived in Turlock. No more information is available.

Events: We have nothing on the drawing board yet. Maybe a Tech Session or two can be setup when the weather turns nicer.

Tech: Herb mentioned that when he drives his '64 to the gas station, people come up as ask “What kind of car is this?”. Just a few years ago the statements were “We used to have one of those..”. Times have changed.

The subject of “how long have you had your Corvair” came up. Josh has his about 5 years, Eric said it was 6 for him, Carl got his Corvair 15 years ago, Herb has had his for 40. When changed to “how old were you when you bought your first Corvair” it seems that most were around 20. Ray said he was 17 when he got his '62. Later when he was a Junior in college he bought a '64 from a professor. The professor had just had knee surgery and couldn't operate the clutch anymore. Ray figured it was cheaper to but this than fixing up the '62. This summer will be hauling the '62 to Oregon to give to his uncle who has a shop. Eric said he bought his was he was a Junior in college. No regrets but now he wishes he had upped his budget and bought one that was in better condition. Charlie said he bought his '64 when was 20. Now he also has a '63 Greenbriar that use to be a fire truck. He drive the Greenbriar a lot but it blew a brake line (the one that goes over the tank that you can't see). This happened in '79 going down the highway. After the crash he had it towed home and has been working on it when he can.

Carl said that there was an historic Corvair in Australia. A very early '59 (yes Tony, is has horn slots) that was brought to Australia by GM Holden and used for promotions although they were never sold there. Possibly one of the first 100 Corvairs made. The car was eventually sold to someone (probably a GMH employee) that sill has it. It's in very rough shape but the owner knows the historical significance and is hoping to get it restored. Carl said that GM uses Australia for development testing when the weather is too poor in Detroit.

Josh is installing an electric fuel pump on his '64. It's a tight fit and he had to modify the mounting tabs to get it positioned. Now he still has to wire up the safety switch. He chose an inertia switch that use a tachometer connection to sense a running engine. Without a tach he will just use the negative coil connection. Josh chose a Facet fuel pump which has an internal filter but has also mounted an external filter (changeable). He rigged up a dummy pump to replace the mechanical one. Seth said to remember that with an electric pump the gas lines are now under pressure (rather than vacuum) so verify connections are tight. Josh has replaced all the rubber gas lines with a thicker walled tubing (Continental) that is more ethanol tolerant. Josh decided to switch to electric after his mechanical pump failed (that's 6 so far but who's counting). This is the same pump that he recommended to Christy. He feels bad about that!

Christy bought 3 pumps (at \$125 each) that were all trash. Now he is trying a Clark's fuel pump. Sech said that someone in Arizona was selling a kit to make your Corvair fuel pump adjustable. He will let us know how this turns out.

Don has been working on his '65. He re-

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

Coming Events...

Feb 4 th	Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"
Mar 4 th	Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"
-----	Ageless to Anarchy Corvair Show, date to be determined.
June 11-13 th	Vairfest, Heratige Square Park, Arroyo Grande, CA.
Jul 27-31 st	CORSA National Convention, San Diego, CA

Cancelled!

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 (Josh's Electric Fuel Pump)

A quick note on where I am with it. I got everything all buttoned up last Sat, 2/13 and drove it about 50 miles that afternoon. Yesterday, I drove out to Orinda and back to El Cerrito and then back home. About another 60ish miles. This time, in the rain and over really bumpy side streets and backroads with a lot of red lights. Small sample size, but there have been ZERO issues. The car starts at the touch of the key and the pump is whisper quiet. This is with the pump directly under the passenger floor and bolted directly to the crossmember (-ground) so no padding. Metal on metal. It just hums quietly and does its job.

Here is a list of the items I used along with links on where I picked them up and why I used them specifically. If you can get the parts cheaper somewhere else, go for it. I would highly recommend using these specific parts for the job as I know that they work.

The fuel pump.

I read and read and read on which fuel pump is the most durable, best performing and quietest. Also, a consideration is the operating psi/gph of our Corvairs. I went with the Facet 36gph



Gold Pro. I paid \$80 for it on eBay because I had a bunch of credit with them for other things I have sold. If you google the pump, you might be able to source it cheaper. Just make sure its this one. It runs almost silent, is well constructed and is certified by marine and

aviation agencies for safe use. It also has a built-in filter, so my filter recommendation later here is completely up to you.

The safety switch / fuel pump controller

Like the fuel pump, I did quite a bit of research on the controller / safety switch. Some guys don't use anything and hardwire to 12v, but I take my family for rides in this car, so I wanted to take the extra measure to make sure we were safe in the event of a crash or engine failure.

I first looked at Clarks setup that runs off a signal from the oil pressure switch and has a "pop switch" that will disengage upon force. My concern with these were:

1. The setup looks kinda clumsy
2. What force of impact would cause that switch to pop?
3. I always have oil pressure, but my oil pump switches have been 50/50 at best. If it fails, I'm stranded?
4. Not a big fan of any more wires than necessary around the belt

So, based on this, I decided to go with the Revolution Electronics fuel pump controller. I spent about \$75 on it at OPGI. It is tiny! Maybe the size of a rubber eraser. They recommend hooking it up in the cab or in the firewall (on water pumper cars), but with our mild weather here and the way this thing is encased, I thought it would be safe to mount it on the same crossmember that the pump was mounted to. I mounted it to the driver's side on the other side of the tunnel. It needs to be fed to the following to work:

1. Fuel pump + (obviously)
2. Switched 12v (I used the radio fuse)
3. Tach lead (my car doesn't have a tach, so I connected it to the - terminal on the coil

4. Continuous 12V (they recommend the starter bolt that the + cable to the battery connects. It works)
5. Ground

As long as you aren't off-roading it, I can't see how placing it tucked away by the tunnel would be an issue. If you can, go ahead and mount it under the dash. It doesn't make any noise. It gets a signal from your switched 12v and sends a 2 sec charge to the pump to prime the line at ignition. Then it automatically shuts off until it gets full 12v from the system. If it loses tach signal, it trips itself but will automatically re-set after sitting for a few min.



Manual Fuel Pump Bypass Plate

This is only if you want to keep the appearance of your original setup and don't want to re-plumb your lines or buy a fuel pump block off.

Simple to use and install. Grab one of your trashed mechanical pumps and take it apart. Discard the piston and diaphragm and the center plate. Use the top and bottom sandwich rubber and stick this plate right between them. Bolt down and re-install. Pretty straight forward. \$52 at Clark's. Rafee Corvair and, I think, California Corvairs sell them too.

(continued on page 6)



Fuel line

This one is more important than you might think. Ethanol fuel is murder on rubber lines and if you can't remember the last time you changed your fuel lines, or have never changed your fuel lines, DO IT! Continental makes good fuel line that has thicker walls and will allow for better fuel flow and should not break down as quickly as inferior hoses. The thicker walls will also prevent collapse from the tank to the pump. I picked up a roll on amazon and have used quite a bit more than I thought I ever would have. It's legit! 5/16" 50psi \$25



Secondary Filter

It may be overkill with the filter that is already in the Facet pump, but I went ahead and picked up an Earl's Aluminum inline filter. I am no fan of the plastic (or glass) see through filters and not a huge fan of the beer keg filters either, so I splurged and went for the Earls. They are re-usable and easy to disassemble and clean. They also hide better under the wheel well (if that's where you decide to put it). We put one on

Taylor's 63 Monza under the rear wheel well and it fit and looks perfect. Mine is on the outlet side of the pump because I have zero clearance by the wheel well on my car.



A little spendy but, for me personally, I do not want to deal with fuel issues anytime soon, so I paid for the extra insurance. Approx \$42

Misc tools and parts

The other things you will need can be found at your FLAPS.

- Jack and jack stands
- An electric drill and a set of bits and a punch/scribe
- A roll of electrical tape
- Electrical wire cutter crimping tool
- Approx 18' of 18ga wire (a single roll)
- Box of misc electrical connectors
- Hose clamps

Total cost: Approx: \$275 or the cost of 3 bad mechanical fuel pumps, two oil filters and 10 quarts of oil.



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



Before...



After!

Part 1

One of the few differences between the United States of America and Australia is the fact that we Australians drive right hand drive cars and, unless we enjoy taking risks with our lives and our passengers' lives, we drive for the most part on the left hand side of our roads.

Regrettably the world has not yet standardized left or right hand drive motor vehicles and while I believe this will happen one day, in my opinion it is not likely in the foreseeable future or even in my lifetime.

If you live in the U.S.A., Canada or any other left hand drive country you probably take left hand drive cars as being the norm and don't give the issue much consideration.

From an historical point of view it is an interesting fact that some early U.S. automobile manufacturers of expensive vehicles actually built their cars in right hand drive as a status symbol and to make them different to the cheaper left hand drive cars. Nevertheless by 1920

the United States did settle on left hand drive and in doing so created an ongoing problem for right hand drive countries like Australia.

In the 1950s and 1960s the major US car companies, such as General Motors, Ford and Chrysler did at one time or another export right hand drive versions of some of their cars to right hand drive countries such as Australia. The Corvair, with the possible exception of a small handful of private exports was, to my knowledge, never officially produced, offered or exported in right hand drive form.

Commencing soon after the end of the Second World War, Australia began to see the establishment of a number of specialized right hand drive conversion businesses. During the 1950s and 1960s American cars of any description (including Corvairs) were considered high priced luxury cars in Australia and in line with this thinking these conversion companies tended to supply the exclusive luxury end of the Australian automotive market.

Located principally in our major capital cities, these conversion businesses were often associated with a major city General Motors, Ford or Chrysler dealer. The right hand drive conversion work they did was simply outstanding and appeared in every way to be factory built. You simply could not tell that these vehicles had originally been manufactured in left hand drive form. Some simply beautiful 'works of art' were created on Cadillac Devilles, Buick Electras, Buick Riveras and at least one Corvair back in the 1960s. With this history I expect that Australia quite probably has the best examples in the world of these 'one off' hand built right hand drive North American vehicles.

However everything changed almost overnight when in late 1998 our Federal Government at the time determined that it would no longer be mandatory for vehicles 30 years and older to be converted to right hand drive. This relaxation of our laws has produced two directly opposing points of view.

(continued on page 8)

Some Australians (myself included) believe that all cars that are registered for use on Australian roads should be converted to right hand drive while others believe that the cars originality is compromised by converting it to right hand drive.

I am one of those who value keeping cars original and correct, and I go to great lengths to keep my restorations correct, however everyone has a different view on what constitutes 'original'. Some purists would argue that Corvairs were never built factory right hand drive and therefore a right-hand drive conversion removes a substantial component of vehicle originality. However, I am restoring our Corvair to represent a car that would have been exported into Australia in 1965 as a new car not to represent a recent left hand drive export to Australia. To achieve this outcome a right-hand drive conversion forms an essential part of our car's restoration, as in the 1960s in Australia it was not possible to license a left-hand drive car.

The important issue here is that the right-hand drive conversion is completed as closely as possible to how Chevrolet would have produced it had they built right hand drive Corvairs.

Having determined that we would convert our 1965 Monza to right hand drive, I next needed to consider the best methods to convert a Corvair to right hand drive:

There are three basic methods that are commonly used to convert left hand drive cars to right hand drive in Australia.

1. Cross over linkage system (Usually the least expensive)

The steering wheel column is cut prior to the point where it enters the firewall under the dash. The steering wheel and

the top section of the steering column that pass through the dash panel are then transferred to the right hand side of the car. A cross over linkage system then connects the lower column, which remains on the left hand side in its original position, with the upper column now located on the right hand side.

Many believe that the advantage of this system is that the steering geometry is not altered as the steering box has not been moved from its original position. However steering geometry should not be affected regardless of what method is used provided of course, that the conversion is carried out correctly

2. Part only mirror image conversion (Slightly more expensive)

I know of at least one late model Corvair in Australia that was converted to right hand drive by this method as a brand new car. This conversion is carried out by using a replacement right hand drive steering box, completing a cosmetic mirror image conversion of the car's dash but leaving the car's braking system master cylinder on the left hand side. The braking system's master cylinder is then operated by a rod from the brake pedal which of course has been moved to the right hand side of the car. It is interesting to note that many factory produced right hand drive BMWs use this brake arrangement.

As you can see with this conversion method some compromises are made that significantly simplify the amount of work involved but nevertheless often result in a very satisfactory right hand drive conversion.

3. Full mirror image conversion (Generally the most challenging method)

In my opinion the rear engine design of a Corvair makes it an ideal candidate for a complete and full mirror image conversion and this is the method we used.

In conventional front engine cars these conversions include mirror imaging the car's firewall, moving the heater, air-conditioner, windshield wiper motor, dash instruments, dash controls, pedals, and braking systems.

To my knowledge no manual exists on how to convert a car to right hand drive and people who do this work treat every vehicle as an individual challenge to achieve what might seem to others an almost impossible task.

All right hand drive conversions have two primary elements to them. The first element being the cosmetic appearance of the converted dash. If the converted dash panel does not look right then every time you sit in front of the dash you will be reminded of this fact, so it is very important that the appearance of the converted dash panel is the exact mirror image.

The second element is, of course, maintaining the car's steering geometry. To do this, considerable care needs to be used when locating the right hand drive steering box. In Australia our right hand drive conversions require engineering approval from an appropriately qualified and accredited Automotive Engineer. From an engineering point of view the car has to drive and stop as well or better than when it was left hand drive. The engineer is less concerned with the cosmetic appearance unless of course any of the cosmetic changes do not comply with the Australian design rules that applied in the year of the car's manufacture.

(to be continued)

(Note: The second part of this article will appear in next month's newsletter)

The 2021 CORSA Convention Has Been CANCELED

An emergency board meeting was held on the evening of Monday, February 15th. At approximately 11:00 pm Eastern Time, the CORSA directors voted to cancel the 2021 CORSA convention in San Diego. With the host hotel still not being open or even returning calls and the unavailability of a suitable hotel in the area to accommodate the guests and the activities that were scheduled, the board was left with little choice in the matter.

This decision did not come easily but with the effects of the COVID-19 pandemic still dominating a significant portion of our lives, it was not practical or even possible to conduct an event like a CORSA convention without a proper venue for the activities scheduled. As the health of our membership is paramount, we made the decision. We apologize for having to make such a drastic move but it was in the best interest of the membership and CORSA.

We will have more information about this in the April Communique. As a partial remedy, we will be adding some additional activities and meetings to the Mini-Convention. A registration form for this event will be located on the cover wrap of the March Communique, which will be in the mail soon.

THANKS ARE IN ORDER

We all need to thank the members of the San Diego Corvair Club for all the hard work they devoted to planning and arranging a wonderful convention for us, irrespective of the cancellation. For this, we are profoundly appreciative. Thank you so much!

MIKE HALL, PRESIDENT, CORVAIR SOCIETY OF AMERICA (CORSA)

Minutes...

placed the fuel pump and synced the carbs (with Seth's help). It now runs well. The trans wouldn't shift into reverse. Seems like the previous owner installed a quick-shift kit but didn't mount it correctly. He has installed the original shifter and now has that working. Before taking it for a spin he has to work on the brakes. The master cylinder was frozen so he has ordered a replacement.

Carl asked about silicon brake fluid. Was it okay to use this on Corvirs? Yes silicon brake fluid is fine but be sure you completely flush the system before adding it. Silicon fluid does not like regular brake fluid. Christy said he uses it on his Rampside. The main advantage is it doesn't absorb moisture.

Buck said he has worked on Malene's Corvair and added an electric fuel pump. He said he didn't use rubber mounts it sounds like you are inside a 55 gallon drum and someone is banging on it! This is only temporary to get it moved. He will replace it finding a more solid surface and use rubber washers this time.

Ken Lawyer said that Mike Dawson had a writeup in the Communique on this.

Josh said the CPF has a bunch of Communiqués that they are bundling by year. Will be for sale. Won't cost much. Shipping will probably be the biggest cost. Also all Communiqués back to '72 are available in digital form through CORSA's web site. These are available to current CORSA members.

Swap & Sell: Nothing mentioned this month.

Meeting adjourned about 8:30.

Respectively submitted,

Clark Calkins, secretary

Treasurers Report - Harry Kypreos

February 2021

Date	Activity	Check #	Credit	Debit	Balance	Status
12/01/2020	Begining Balance				\$4,224.54	
02/01/2021	Membership Renewals		\$405.00		4,629.54	
02/10/2021	Clark's ad		\$75.00		4,704.54	
10/02/2020	Zoom November			(15.00)	4,689.54	
09/29/2020	Newsletter (February)			(36.63)	4,652.94	
10/26/2020	Ending Balance				4,652.94	
August Totals			\$480.00	(\$51.63)	\$4,652.94	(estimated)

2019-2025 Clark's Corvair Parts Catalog!

Free with a parts order (you pay shipping)

- * Over 500 pages in 1 volume
- * 330 interior color samples on 8 pages
- * All new text & layout
- * More photos & information



Catalog - *Free with a parts order (you pay shipping)*

Order just a 2019-2025 Catalog

USA - order Cat-9 \$8 (catalog & shipping) using credit card or sent in money

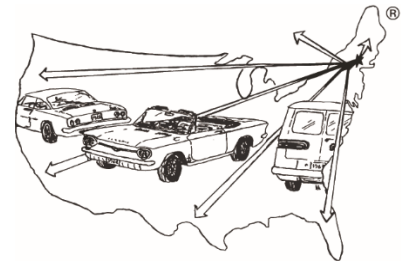
International - you pay the actual shipping (starting at approximately \$30 shipping)

Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA 01370

413-625-9776 Fax: 413-625-8498

www.corvair.com email: clarks@corvair.com



Letter...

all those names and addresses.

This month We have an article by Josh on how he installed an electric fuel pump. He also sent me the following note.

"Hi Clark, We were talking at the last meeting about the failures with the mechanical pumps and how one of the corsa chapters did an in depth breakdown on the rebuilds.

Well... I found it! This appeared in the Jan 2021 Lehigh Valley newsletter, but was originally published by "The Heart Of America" chapter in Dec 2020. I have attached the newsletter in full, but the fuel pump article is on page 4 & 5. I think this is very valuable information for our members. If we can't swing it into the March issue, we should con-

sider it for a future issue of the Spyder Web. Many (like me) have invested quite a bit of money into these mechanical pumps and they appear to be very lazily rebuilt."

Also this month there is an article sent in by Carl Kelsen on how he did the right hand drive conversion on his '65 Corvair (see the cover photo). This is a fairly long article that I split into two sections. Part 2 will appear next month.

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...

I received a last minute note from

CORSA saying that the 2021 Convention in San Diego has been canceled. See the note from Mike Hall, President of CORSA, on page 9.

Our March meeting will once again be a "virtual meeting" via Zoom. The time and date are March 4, 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!

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

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)



chevrobilia@yahoo.com



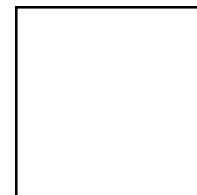
ORIGINAL CHEVROLET LITERATURE & MEMORABILIA
Sales - Service - Parts Cars & Trucks
Jewelry - Model Cars - Data Books - Posters - Films
Brochures - Photographs - Showroom Giveaways - Awards
BOUGHT ——— SOLD ——— TRADED



SFBA CORSA
1907 Alvarado Ave
Walnut Creek, CA 94597



FIRST CLASS



To:



Performance Corvairs
Silicone Wire Systems
www.perfvair.com & www.wireset.com

Seth Emerson
Owner

3462 Kirkwood Dr.,
San Jose, CA 95117


(408) 24RACER

E-mail to: sethracer@aol.com



Ramsell Auto Sales
Right in the Heart of Midtown

Tim Ramsell



Phone (408) 293-0343

1349 W. San Carlos
San Jose, CA 95126

Corvairs Bought & Sold - Always in Stock!

SEND \$10.00
FOR CATALOG



PARTS & REPAIR

**CALIFORNIA
CORVAIRS**

(951) 284-3555

15090 LA PALMA DRIVE • CHINO, CA 91710

www.CaliforniaCorvairParts.com

Mike's Corvair Parts

Corvair Parts at a Discount
(New, NOS, Used, and Reproductions)

(eBay Auctions, eBay Store, Web-Site)
web-site: mikescorvairparts.com
email: mdeklotz@earthlink.net
phone: (949) 294-5699