

**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 313

SEPTEMBER 2019

Look for us on the Web!

<http://Clubs.Hemmings.com/CorsaNews>

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SFBA/Valley Picnic!

***Next Meeting - Thursday Sep 5th
7:00PM - Black Bear Diner - Danville***

Letter From the Editor

I hope you were able to attend our annual SFBA/Valley Picnic. We enjoyed absolutely wonderful weather. Warm, but not hot, with a gentle breeze. We had a great shady spot overlooking the Lakes and the parking lot. Attendance was rather light compared to years past and only three Corvairs showed up. About half of what we have had before (I'm guilty of not driving mine...). In the end the head count was eleven people. About half from SFBA and half from Valley but everybody had a great time!. Read more any see the pictures on pages 3 & 5.



At the last minute Hal sent me this picture of himself with Jay Leno at this years Concours d'Elegance in Pebble Beach. Can't wait to hear the details.

On the calendar you will find a Tech Session scheduled for October. This is still in the planning stage but looks fairly certain right now. At the next meeting we will firm up the plans and there will be more details (and a map) in the next newsletter.

On page 6 you will find an article reproduced from Automobile Magazine in 2015 sent in by Kevin. I saw this when it first came out but, for some reason, I never included it in a newsletter before. It's actually an interesting article. Thanks Kevin for thinking of the Club and sending this to me

Current SFBA Corsa Officers

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<https://www.instagram.com/sfbacorsa/>
<https://www.facebook.com/groups/bayareacorvairs/>
<https://facebook.com/CORSA-San-Francisco-Bay-Area-Chapter-579950135376455/>

Our next meeting will at Black Bear Diner in Danville. Our usual location. The meeting will start around 7 PM (first dinner with car-talk followed by a more formal meeting). I or Josh will get there a little early to reserve a place in the back. Hope to see you there and by all means drive your Corvair!

On The Cover: What a nice day for our annual SFBA/Valley Picnic! As you can see the weather was perfect and we got a great spot!

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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SFBA/Valley Picnic 2019

What a wonderful day for a picnic! Usually Quarry Lakes Park can be a bit hot, but this day the weather was perfect. I arrived a bit before 10 AM and was able to stake out a couple of tables with plenty of shade and views of the lakes and the parking lot. I enjoyed the morning with coffee and donuts while awaiting the others. Around 11 AM other members started to show up and by noon we had eleven people and three Corvairs in the parking lot. Not as many as in prior years but still an enjoyable turnout. Equally split between SFBA and Valley.

Kevin came and drove his '64 Rampside which we haven't seen in quite a while. Still in great looking car! He has now officially retired from Safeway and enjoying the good life. The two other Corvairs were Lane's '65 Corsa convertible and Don's '66 Monza convertible. These were all SFBA cars. Hal Rupert and Ken Lawyer normally drive their Corvairs but couldn't this day. Conspicuously absent were Josh and Harry. Something must have come up at the last minute as I don't recall either saying that this date conflicted with anything.

As usual we had plenty of food. There were burgers, polish dogs, and tri-tip. Side dishes consisted mainly of salads (fruit, potato, macaroni, etc.) along with chips, cookies, and drinks. In the end I cooked up 10 hamburgers and at least as many polish dogs and Seth watched over the two tri-tips which were especially good! Everyone helped out in getting the food and utensils arranged so we could all comfortably eat lunch while enjoying the afternoon.

In between burger flips, I managed to take a few pictures when I wasn't resting and talking with others.

The party broke up around 3 PM as we packed up any left-overs and headed off to enjoy the rest of the day. Thanks everyone for coming!

[\(see more Photos on page 5\)](#)



What a nice, shady area we had. Great views of the Lake (left) and parking lot (right).



Folks having snacks while discussing important events (mainly Corvair related I am sure). Barbara is wearing a boot due to an ankle or Achilles injury. Ouch!

Treasurers Report - Harry Kypreos

8/18/2019

July 2019
SFBA Corsa Treasurer's Report

Date	Activity	Check #	Credit	Debit	Balance	Status
7/1/2019	May Beginning Balance				\$3,656.51	
July Totals			\$0.00	\$0.00		
8/18/2019	Ending Balance				\$3,656.51	

Coming Events...

Sep 5 th	Regular SFBA meeting, Black Bear Diner, 807 Camino Ramon, Danville, CA
Sep 7 th	Corvair Cruise-In: "Ageless to Anarchy", Automobile Driving Museum, 10:00 to 3:00, 610 Lairport St, El Segundo, CA 90245
Sep 7 th	15th Annual Orinda Classic Car Show. From 10:00 AM until 3:00 PM
Oct 3 rd	Regular SFBA meeting, Black Bear Diner, 807 Camino Ramon, Danville, CA. Note no meeting if we will be having a Tech Session...
Oct 5 th	Tech Session (tentative). Location expected to be Buck's house in Concord - theme to be announced.
Oct 25-27 th	2019 Great Western Fan Belt Toss and Swap Meet at Sunrise Park in Palm Springs. Hosted by Corsa West

SFBA CORSA Meeting Schedule 2019

Thursday Jan 3, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday Feb 7, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday Mar 7, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday Apr 4, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday May 2, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday Jun 6, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday Jul 11, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Saturday Aug 3, 12:00PM	SFBA/Valley Club Picnic at Quarry Lakes Park, Fremont, CA

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

Thursday Oct 3, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA, or
Saturday Oct 5, 10:00 AM	Tech Session (tentative)
Thursday Nov 7, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Saturday Dec 7, 6:00 PM	SFBA Holiday Dinner (location to be announced)



We were spread over two tables and the area in between. So it takes a few photos to show everyone...



Kevin's '64 Rampside



Don's '66 Monza Convertible



Lane's '65 Corsa Convertible

Collectible Classic: 1960-1969 Chevrolet Corvair

"Is this really one of the worst cars of all time?"

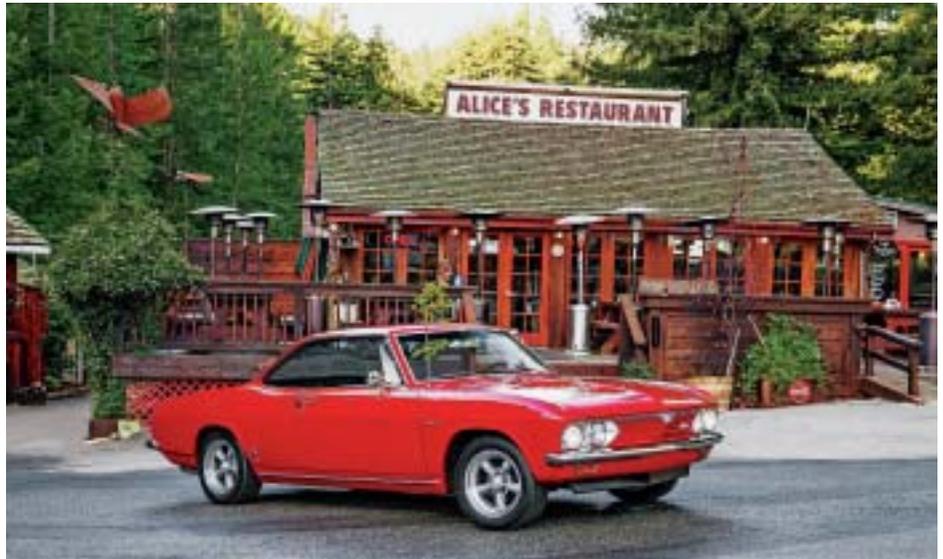
By: Michael Jordan - February 16, 2015

It was the summer of 1975, just before Andy Allen was to go away to college. He was working on his car when someone drove up and asked him if he wanted to sell it. "I've bought and sold lots of cars since then," Allen says. "But that was the only time when, as it drove away, I thought, 'I shouldn't have sold that car.'?"

This might be a surprise to many, as Allen's old car was reviled by the 1970s as an engineering disaster, a menace to public health and safety. Time later called it one of the 50 worst cars ever made. And yet Allen had found it to be a wonder of leading-edge technology, far more like a sports car than wannabe rides like the Chevy Camaro and Ford Mustang. And so, some 30 years later, Allen went looking once again for a 1966 Chevrolet Corvair.

The Corvair came from the imagination of the legendary Ed Cole, the Chevrolet chief engineer who led the design of the small-block Chevy V-8 for 1955, became general manager of Chevrolet in 1956, and then went on to become the president of General Motors in 1967. He imagined a whole range of space-efficient, lightweight, rear-engine cars broadly inspired by architect Buckminster Fuller's 1933 Dymaxion. His idea came to fruition as the 1960 Chevrolet Corvair, produced as a response to public enthusiasm for affordable, compact, fuel-efficient cars such as the American Motors Rambler American and Volkswagen Beetle.

More than 200,000 Corvairs were sold in 1960 and for each of several years afterward. The car impressed with GM's first Detroit-built unibody design and all-aluminum, air-cooled, flat-six engine (another first from GM). Yet the Corvair



Photography by: Jessica Walker

quickly acquired a reputation for troubled handling due to its combination of rear-biased weight distribution and swing-axle rear suspension. Ralph Nader's "Unsafe at Any Speed" (1965) made the Corvair the poster child for what Nader called the car industry's callous disregard for public safety in vehicle design.

Of course, none of this mattered to Andy Allen, because his father simply thought a car with a manual transmission would be a good first car for his 15-year-old son, and a non-running Corvair happened to be rusting in the neighborhood. As he brought the car to life with his own hands, Allen eventually realized that he had the Corvair Mk II, which had been introduced in 1965. With stunning pillarless-hardtop styling and a Corvette-type independent rear suspension, the Corvair Mk II was a sports car, not an economy car.

In 2003, Allen went looking for one of

the 20,291 Corvair Corsas from the 1965-1966 model years to relive his experience with his first car. When he couldn't find a good one, he convinced his wife that he should buy a stripped Corvair shell from eBay and build it into a running car. But when she came home one too many times to find him sitting in the shell and drinking a beer while trying to decide what to work on next, she persuaded him to send the car to a restoration specialist.

Usually this strategy never works out, as partly assembled collectible cars on Craigslist remind us. But because Allen is an airline pilot, he knows his way around a preflight check list, and he was able to acquire all the pieces, right down to the Torq Thrust wheels with the proper offset from American Racing. Meanwhile, Bill Cotrofeld Jr., of Cotrofeld Automotive in Vermont, worked on the car as a part-time, pay-as-you-go project, yet managed to push

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

Classics...

it out the door after only five years (a short turnaround as restoration shops go). When Allen picked up the Corvair with his wife and two younger kids, he drove it home to Chicago by way of Niagara Falls. And when the family moved to the San Francisco Bay Area, he and his father drove it west on Route 66. ("We saw 110 mph indicated in Oklahoma," he recalls.)

Chevrolet gave up on the Corvair after 1969, when only 6,000 trickled onto the streets (out of a total of 1,835,170 Corvair sales since 1960). But Allen has discovered that commercial failure doesn't necessarily have anything to do with a car's driving goodness. When he travels up to Alice's Restaurant among the redwood trees on the San Francisco Peninsula, Allen loves the quick, powerful response from his Corsa's 140-hp engine with its four single-barrel carburetors (0-60 mph in 11.0 seconds with the four-speed manual). And once the Corsa is full of

14 gallons of fuel, the 2,570-pound car on its 108.0-inch wheelbase handles much more predictably than its weight distribution (36 percent front/64 percent rear) would indicate, especially with the Corsa's limited-slip Positraction differential and optional, relatively wide 15-inch tires. This Corsa is period-correct right down to its Chevelle SS 396-specification drum brakes. BMW M3 drivers who find a 1966 Corvair in the rearview mirror while racing along Skyline Drive rarely seem to believe it.

Apparently the Chevrolet Corvair is not one of the 50 worst cars of all time.

The Info

Years Produced 1965-1969 (second generation)
Number Sold 183,324
Original Price (1965 Corsa Turbo) \$2,465 (NADA)

Why Buy?

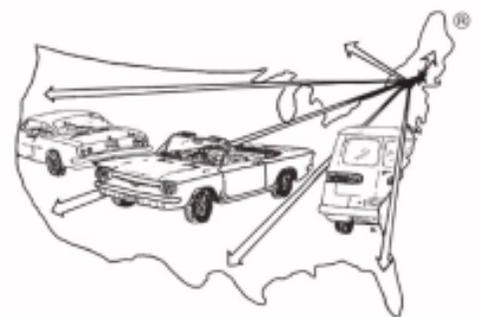
Far more fun to drive (and cheaper) than comparable muscle cars. The engine comes in many configurations (including turbocharged), and modern tech has solved issues with cooling and leaky oil seals. About 20,000 cars of the 1,835,170 vehicles sold from 1960-1969 remain on the road, and NOS (new old stock) and reproduced parts are widely available. Remember not Ralph Nader but instead Automobile Magazine's David E. Davis Jr., who ran a team of Corvairs in the 1961 Shell 4000 Trans-Canada Rally, encouraged Carroll Shelby to undertake a 24-hour endurance race with a team of 1962 Corvair Monzas, and endorsed the Corvair Corsa in print and on television.

Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.

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2019 Great Western Fan Belt Toss & Swap Meet

Sponsored by CORSA West

The Great Western Fan Belt Toss & Swap Meet has been running yearly for 42 years!
The GWFBT&SM is the world's largest yearly All-Corvair swap meet.

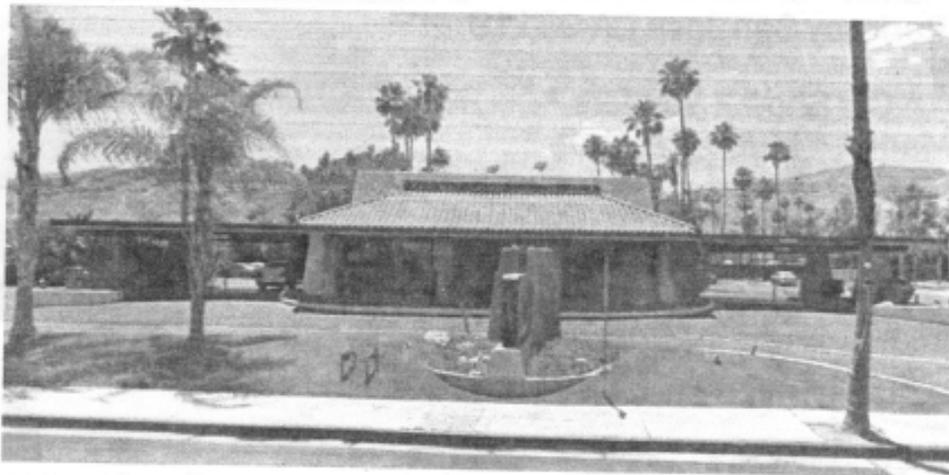
Event Location:

Sunrise Field
E. Baristo Rd & S. Pavilion Way
Palm Springs, CA 92264



Host Hotel:

Travelodge (formerly Quality Inn)
1269 E Palm Canyon Drive
Palm Springs, California 92264
760/323-2775.



Room Rates:

Mention 'CORVAIR' until Oct 1 for \$75. regular room per night or \$80 poolside. Also, overflow hotel is the Vagabond at 1699 S Palm Canyon Dr, 760/325-7211. Again, mention CORVAIR until Oct 1 for a \$68 king or \$74 double queen.

Schedule:

Event starts at noon, Friday October 25 with Welcome Party at host hotel on Friday night. Saturday has swap meet, car show, raffles, food and games on the field. Saturday night banquet at the Elks Lodge. Come Sunday morning for last minute bargains.

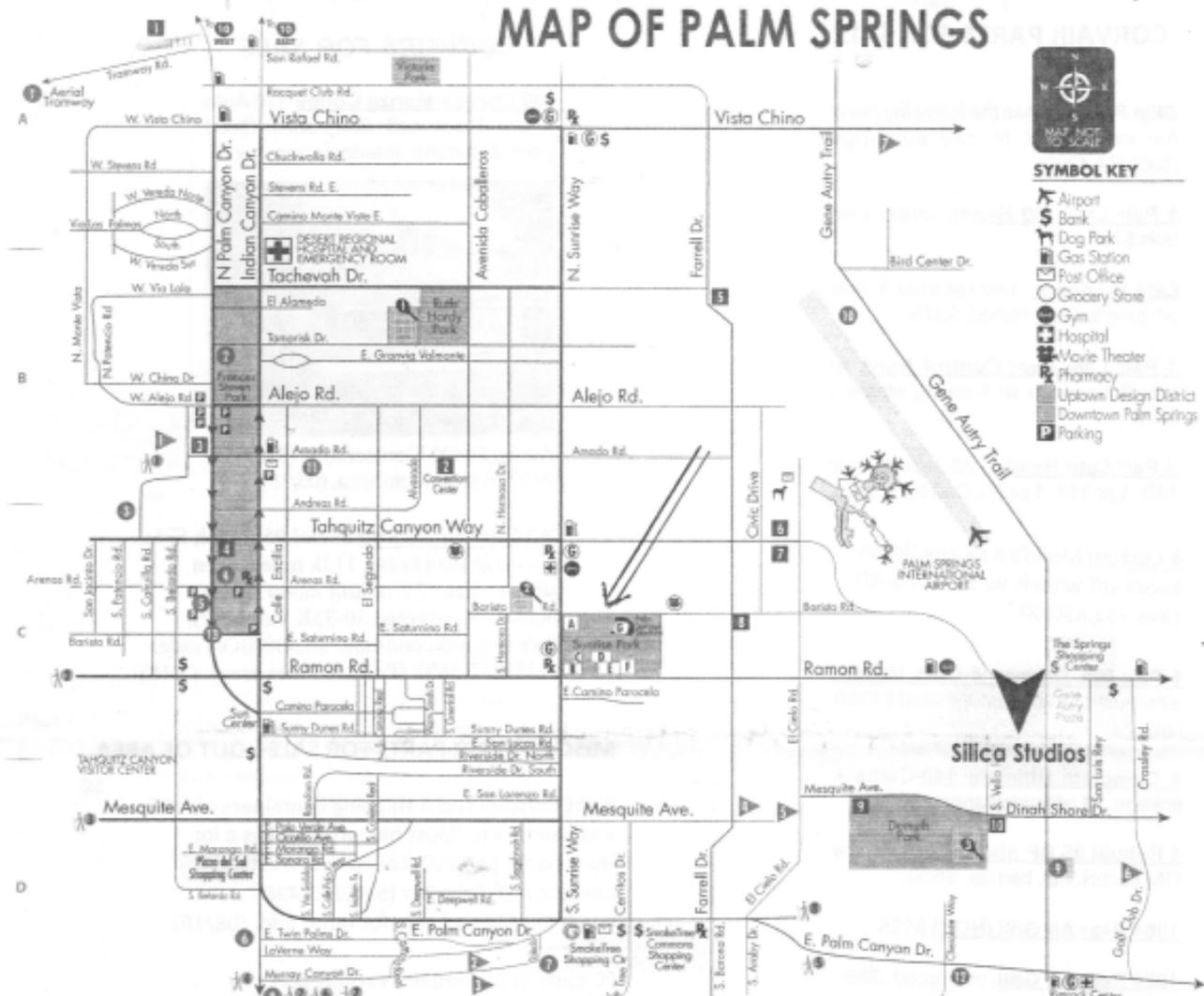
NOTE:

Online registration only: greatwesternfanbelttoss.com.

Dates: October 25th, 2019 12:00 PM through October 27th, 2019 12:00 Noon

Call **Bill Winkelmann** at (818) 422-4066 for more information.

MAP OF PALM SPRINGS



- SYMBOL KEY**
- Airport
 - Bank
 - Dog Park
 - Gas Station
 - Post Office
 - Grocery Store
 - Gym
 - Hospital
 - Movie Theater
 - Pharmacy
 - Uptown Design District
 - Downtown Palm Springs
 - Parking

- PLACES OF INTEREST**
- 1 Visitor Information Center (A1)
 - 2 Convention Center (B2)
 - 3 Chamber of Commerce (B1)
 - 4 Walwood Murray Memorial Library (C1)
 - 5 DMV (B3)
 - 6 City Hall (C4)
 - 7 Police Station (C4)
 - 8 AAA (C4)
 - 9 Damuth Community Center (D4)
 - 10 Animal Shelter (D5)

- ATTRACTIONS**
- 1 Aerial Tramway (A1)
 - 2 Palm Canyon Theater (B2)
 - 3 Art Museum & Annenberg Theater (B1)
 - 4 Plaza Theater (C2)
 - 5 Agua Caliente Cultural Museum/ Palm Springs Historical Society (C1)
 - 6 Moorten Botanical Gardens (D2)
 - 7 Smoketree Stables (D3)
 - 8 Indian Canyons & Trading Post (D2)
 - 9 We n Wild Palm Springs (D5)
 - 10 Air Museum (B4)
 - 11 Spa Resort Casino (B2)
 - 12 Backbeat Art District (D4)
 - 13 Architecture & Design Center

- GOLF COURSES**
- O'Donnell Golf Club (B1) (New)
 - Indian Canyons North (D2)
 - Indian Canyons South (D3)
 - Mesquite Golf Club (D4)
 - Bel Air Greens (D4)
 - Tahquitz Creek Golf Resort (D2)
 - Excelsa Golf Club (A4)
- TENNIS CLUBS**
- Ruth Hardy Park (B2)
 - Plaza Racquet Club (C2)
 - Damuth Park (D4)

- TRAIL HEADS**
- Golf Course/Museum Trail (B1)
 - North Lykken Trail (C1)
 - Tahquitz Canyon Trail (D1)
 - Desert Riders' Trail (D2)
 - Araby Trail (D4)
 - Gardin Trail (D2)
 - Murray Canyon Trail (D2)
 - Palm Canyon Trail (D4)
 - Andres Trail (D2)

- SUNRISE PARK KEY**
- A - Library City
 - B - Mizell Senior Ctr
 - C - Boys & Girls Club
 - D - Leisure Ctr
 - E - City Pool
 - F - City Skate Park
 - G - Palm Springs Powers Baseball

- TO OTHER DESERT CITIES**
- Cathedral City (7 miles)
 - Rancho Mirage (11 miles)
 - Palm Desert (14 miles)
 - Indian Wells (16.5 miles)
 - La Quinta (20 miles)
 - Indio (24 miles)
 - Coachella (28 miles)
 - Living Desert Zoo & Garden (13 miles)

Corvair Parts Donation from Duane

- Josh Deitcher

Duane donated LOTS of Corvair parts to SFBA to be distributed free to members (non-members subject to minimal charge). He finished rebuilding his '64 Monza and these parts were left over.

He will not be needing them. Below is a list of what I was able to account for. There is also a can full of engine bolts that appear to be all Corvair. If someone needs a hard to find engine bolt, I

probably have it. Contact me if you are interested in any of these. We can arrange for pickup or parts could be brought to the next meeting. Remember first-come first-serve...

Books

- **1965 Shop Manual** (2 copies)
- **1964 Shop Manual Supplement**
- **Clark's 2002-2006 Catalog**
- **Clark's 2013-2018 Supplement**
- **Clark's 2015 Price List**

Hubcaps

- **1 Set (4) Corsa Hubcaps** in excellent condition (not concourse)
- **3 Corsa hubcaps** in good driver condition (not show)
- **2 LM Monza hubcaps.** Kinda rough, but better than nothing
- **1 62 Monza hubcap** decent driver
- **1 62? Monza hubcap** rough shape but can be salvaged

Interior Parts

- **Top (backrest) LM back seat.** This one folds down and I have the fold down brackets for it too. Seat needs to be redone but it has the chrome oval buttons
- **Climate control slide controls** (heat/air). Box and knobs. Also has the linkage that goes to the vents. Looks like EM, but might work on LM too.
- **EM turn signal collar** with chrome

turn signal arm. Tagged as a 62, so it will work with all EM's. Not sure if it will work with LM.

- **FC driver vent window** with security latch. I picked this up a while ago with a lot of parts and have no use for it. Real nice shape and hard to find FC part.

Engine Parts

- **YN Block.** Split in two pieces. 1964 110 Manual engine Missing some of the jug studs, but the block looks really good. Block only. No heads, jugs, pistons, cam... etc
- **2 fan bearing covers.** Both need replacement bearings but look solid otherwise
- **1 64 and later magnesium fan.** Looks really good. Solid. No cracks or missing fins.
- **EM squirrel cage fan.** Really good shape. Quite a bit heavier than the mag fan. Not sure what year, but can provide pics.

- **1 oil pan pickup.** Kinda grimy but should clean up and work nicely.

- **1 EM Generator mount.** Complete with oil filler neck. Real nice condition.

- **1 EM Generator mount.** Oil filter cut off and blocked. Fuel pump blocked off. No oil filler neck. Guessing this was on a race or buggy engine.

- **1 8-plate oil cooler.** Looks to be in really good condition.

- **2 oil pan covers.** Once looks great. One appears to maybe have a stripped plug threading. Otherwise, looks great.

- **1 Crankshaft** cast number 8409. Has light surface rust but looks solid otherwise

- **1 Crankshaft** cast number 5607. Same condition as other crankshaft

- **1 set 1964 110 valves** (used). Used but look like they could be cleaned and reused.

- **1 fan shroud.** cut for a two carb engine, but could be modified for a 140. Real nice shape.

- **EM Engine rear mounting bracket.** the part that connects the motor mount in the firewall. Good shape.

- **1962 engine wiring harness** (may work for other EM's) . Looks good. No corrosion in the harness. Wires still have flex.

- **PG bell housing.** Dirty, but good surfaces and no cracks.

- **2 sets of exhaust logs.** I believe these are LM, but may work for EM's. They are smaller in diameter than the 140 logs, One set number I was able to pin to 1967 non smog. Couldn't decode the other set.

LH P/N 3846999
RH P/N 3856472
LH P/N 3786943
RH P/N 3787888

All logs are in really good shape. They either need or will need studs, but those are easy to find at any hardware store.

Corvair Classifieds

CORVAIRS FOR SALE

'64 Corvair Spyder Convertible, Car looks and runs great. Lots of upgrades and documents. Email for details. Located in Pleasanton.



Asking \$9.5k, contact Rick Wilcox at shadowcs22@aol.com (06/19)

'66 Corvair Monza Coupe 110 Auto Trans. Runs well. Body solid. Good paint & chrome. Interior is very good.



Asking \$8400. Contact John (916)631-9407. Sacramento area. (03/19)

CORVAIR PARTS FOR SALE

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

1 Pair Late 180 Heads, custom rebuilt \$850

Late Bumpers, new set front & rear w/ guards. Rechromed. \$375

1 Pair Late Rear Control Arms w/ rebuilt bearings w/ backing plates - \$275

3 Pair Late Heads - All rebuilt, 1 pr 140, 1 pr 110, 1 pr 95. Call for price.

4 Custom Kelsey Hayes K/O wire wheels & hubs to fit a **late** 65-69 w/ tires, \$1850

1 Pair Bill Thomas 4 Carb Heads, all rebuilt w/angle port exhaust \$1250 firm.

1 Complete Ultimate 140-Carbs + linkage, all new w/cleaners, \$800.

1 Rebuilt 95 HP Short Block w/new GM cast S.T.D. barrels, \$650.

1964 Rear Air Grill (NOS) \$125

1964 Rear Air Grill, very good. \$65

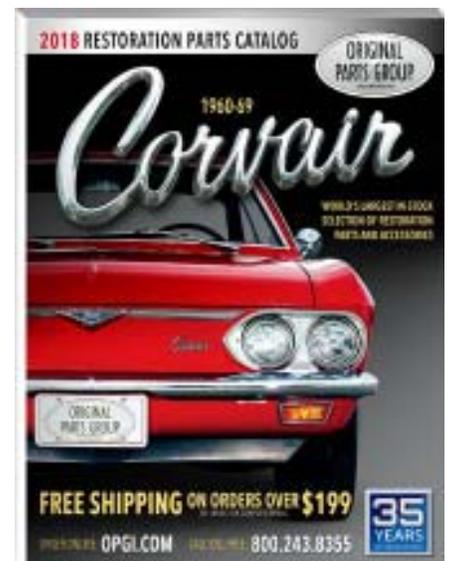
1964 NOS Major Turbo Carb Kit, \$55

We have other parts so inquire please.

MISC CORVAIR PARTS FOR SALE - OUT OF AREA

Eight Corvairs and 6 shipping containers of NOS and used parts. Must be purchased as a lot. No picking! \$18,500. Located in Willits Contact Josh Deitcher (510) 388-4986 vondeitch@gmail.com for more info. (08/18)

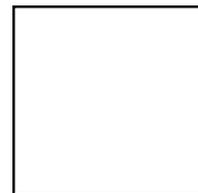
FC parts in Cloverdale. Various parts. Contact Brian Osborne for prices & details. Call or text (707) 479-1595 (08/18)



SFBA CORSA
1907 Alvarado Ave
Walnut Creek, CA 94597



FIRST CLASS



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