

**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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**Carl's Corvair Article
Appears In "Restored
Cars" Oct-Nov 2022**

**Next SFBA Zoom Meeting Thursday, Nov 3rd
@7:00PM (#243 888 8339)**

Letter From the Editor

I hope you were able to attend our last meeting. By my count we had eleven people attend. A very enjoyable meeting. An interesting discussion on using O2 sensors to diagnose carburation issues. Something I hadn't thought about.

By all accounts the Road Rally mentioned last month was a huge success. Many Corvairs and other cars participated. Those that went said the event was well planned with frequent stops to break up the drive. I am sure pictures are available on-line but I don't have a URL. A special **Thank You** to Tito for arranging this event!

This month I received the following email from Steven Schnier in Orinda:

"Dear Clark: I have, of course, noticed the "How I Got Interested in Corvairs" feature in our monthly "Spyder Web." And, one of the most interesting was your contribution, in the February of 2018 issue.

This has prompted me to inquire whether there might be room in an upcoming issue of the "Spyder Web" for my Corvair story. However, before I present my Corvair story, your story prompted a few non-Corvair observations or questions:

- I probably am a year or two older than you. I base this, in part, upon the beginning of your story, in which you write that as a high school senior you drove to UC Irvine in a friend's recently-purchased, new 1964 Spyder. That would place the trip in September 1963 to September 1964, which I also think was Irvine's first year ("Yes, I believe that is correct"). At least I do not recall it being listed on the Application as a possible campus when, as a high school senior, I submitted my college application in late 1962.
- It appears that your high school was in Burbank ("Yes, I went to Burroughs High"). I had spent a few years in "the Valley" when much younger (8 to 10 years old), that

On The Cover: The premier Australian classic car magazine Restored Cars has published Carl's article on Corvairs appropriately titled "Functional Art Chevrolets Other Sports Car". This covers the second generation Corvairs and of course shows the RHD conversion of his '65 Corsa Convertible. Just like GM would have produced!

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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being in North Hollywood, when each family still had an incinerator in the back yard. It was a wonderful time to be a young boy, growing up in a tract home with a back yard that led directly to "the

(see Letter... on page 10)

Minutes of the Last Meeting

Oct 6, 2022

The regular meeting started around 7:00 PM following a brief Board meeting with Josh, Harry and myself. When the room was opened, we were quickly joined by Scott, Jeffery, Lane, Carl, Craig, Herb, Chris, and a bit later on by Seth. I believe I caught everyone.

Treasury Report: Harry indicated the bank balance was \$4673.39

Membership: Josh report no new members this month. They come in waves it seems.

Old Business: Nothing reported.

New Business: Our annual Holiday Dinner is being planned for Frankie, Johnnie, and Luigi Too! in Dublin. The date is Saturday, Dec 3rd or 10th around lunch time. Same as last year. Clark will stop by and make the reservations. Hopefully we will have a great turn out like we have had! Seth mentioned that Valley Corsa was now able to email their newsletter. Hal sends .JPG images of the pages to Seth and he uses Word to assemble them into a single document and generates a .PDF file for emailing (and possibly posting to a web site).

Events: Several members went on the Silicon Valley Road Rally organized by Tito. Josh (with Hank and Jessie) drove his truck as the Corvair is still not ready. Jeffery, Scott, and Nate also participated in at least part of the road trip I believe. Seth couldn't make it as he had gas tank issues. Tito arranged several convenient stopping points so people could stretch their legs. They stopped for lunch at Loma Mar Store & Kitchen just outside of Pescadero. Besides Josh, Ken and Nate also drove non-Corvairs. Everyone reported on having a great time!

There was no report on the last Meet-Up in Lafayette. Paul intended on driving his '63 Spyder as it's now road-ready. Clark was out of town and others didn't go so there are no pictures to show.

Jeffery asked if anyone was going to El Cerrito this coming Sunday. Josh wasn't sure. Maybe because he is so close. He is also planning on driving to the Fan belt Toss in Palm Springs and wondered if others were going. He will be stopping in Paso Robles at a friend's house to break up the drive. Jeffery is prepared with 2 fire extinguishers! Even so it will be a long trip in a 60 year old car! Josh and Lane concurred. Carl said that when he and Arlette picked up their Corvair in Orlando Florida they drove all the way to Los Angeles and up the San Francisco and back down to LA. They didn't think it was particularly onerous drive. Sure not as comfortable as a new car but not bad either. Herb said take hearing protection as convertibles are quite loud.

Seth said Silicon Valley is providing Corvairs for the Wilcox High School parade and Homecoming festivities. They do this every year for letting them meet at the school. They have 4 or 5 convertibles lined up to transport the Homecoming King, Queen, and Court to the events Should be fun!

Tech: Jeffery, though his dentist, found out about a neighbor that had a couple of Corvairs, A '65 or '66 (which was just sold - bummer) and a '64 Spyder coupe which hasn't been driven in several years. Jeffery drove his Corvair over to meet this guy and took him for a drive. Now he is all jazzed to get his Spyder running again! Jeffery wondered what the Corvair would be like if Chevy had continued its development as it has done with the Corvette? Maybe we would have a Super Spyder with a 350 HP, twin

Turbo, 6-speed trans, with a Nash style fan? Sure is an interesting idea. Jeffery is looking to get a late model convertible to supplement his '62 coupe. He wants one that he can drive around (as opposed to a show car).

Herb said he really likes the early body Corvairs but at the Napa event he was really impressed with how the late models had been fixed up. Especially Bill Schaffer's V-8 conversion. The price of collector cars came up and Herb said the economy has a lot to do with it. With the rise in interest rates and inflation he is not in any hurry to pick up another car. Just wait a bit

Scott is still looking for a Corvair wagon. Jeffery said there was one on Bring-A-Trailer for \$12k Someone said that on CORSA's web site there was one for \$1k. Don't know the condition. Lane said there was a read one on Facebook Marketplace. Josh said those were Rodney's. David picked those up. Scott wondered if anyone had mounted a Camero style spoiler on a late model Corvair? He would like to replace the one he has. Also he wondered about the expected mileage. He is getting only 90 miles on a tank of gas in his '65 turbo. As far as he knows it's not leaking or running particularly rich. He waits until it's on "E" and generally puts in 10 or so gallons. It was suggested he check his odometer although it's hard to believe it could be that far off. To check if it is running rich Craig suggested investing in a wide-band O2 sensor (about \$120). This will tell you exactly how the engine is running while you are driving. A wide band sensor will show the air/fuel ratio over a wide range (5:1 up to 20:1) where 14.7 is ideal. A narrow band sensor covers only limited ratios (13.5:1 to 15.5:1 or so) and would not be what Scott would need.

(See *Minutes..* on page 9)

Coming Events in 2022...

October 28-30 th	Fan Belt Toss & Swap Meet, Palm Springs, CA
October 30 th	Meet Up at Perk's in Lafayette. 10:00 AM
November 3 rd	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
December 1 st	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
December 3 rd	SFBA Corsa Holiday Dinner at Frankie, Johnnie and Luigi Too! in Dublin at 1:00 PM. Reservations have been made but not "cast in stone" at this point pending more member feed-back.

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"

How I Got Interested In Corvairs

- Steven Schnier

My "Corvair Story" began in the Fall of 1962, around the time of the "Cuban Missile Crisis." It was my Senior Year of High School in the San Gabriel Valley (Los Angeles), four months after my 16th birthday, and therefore four months to the day after I had secured my California Driver's License. My family was and had been a Chevrolet family. The thought of a Ford seemed slightly peculiar, if not disloyal, and a Plymouth may as well have been a foreign car. At that time of my young life, my father had a 1958 Chevy Biscayne [a "company car"] and my mother had just acquired a four-door, metallic blue 1962 Corvair for family use.

Armed with my Driver's License, and not wishing to always have to borrow the family car and then face predictable questions about the mileage added over the weekend (at 25 cents/gallon), I began to think of a car I could call my own. For a teenaged boy growing up in Southern California, this was simply confirmation that one possessed the male automotive gene. And, as I belonged to what came to be classified as leading-edge "Baby Boomers," and was not a member of the mid-1950s soda shop, telephone booth, and poodle skirt cohort, a fixer-upper jalopy held no appeal.

I therefore began to think of a new Corvair, but not just any Corvair, but a Corvair Spyder Coupe, as it would be 150 HP and turbo-charged, with bucket seats and a tach. It finally arrived in June of 1963, the day after High School graduation: Palomar Red, with black bucket seats and a four-speed, complete with chromed (but not reversed) rims.

The Spyder took me to the University of California, and was my closest inanimate friend for a number of years, seeing me through the tragic event of November 22, 1963, the Free Speech

Movement, the arrival of The Beatles, and reality checks at the Oakland Draft Induction Center. I remained faithful throughout that time, even when the brand-new Ford Mustang was unveiled at Golden Bear Motors on University Avenue in Berkeley in the Spring of 1964.

During our years together, I made a number of changes and additions, some for the better, and some for the worse, and some just because they seemed, to a 17-year-old, like good ideas at the time. For example:

- I replaced the single-barrel side draft Carter carburetor with a four-barrel Holley, purchased from Blair's Speed Shop in Pasadena. I accomplished the swap in the driveway of the family home, assisted by a close friend who actually had mechanical aptitude, and rushed along by my father, who was not pleased by the sight of an immobilized car in the driveway of our suburban tract home. Upon completion of the switch, I was pleased that the car did not then spontaneously combust, as did my first Lotus Europa Special two decades later.

- As delivered, the Spyder was just slightly elevated in the front. The thinking of the Chevrolet Division engineers was that the car would level out once the driver and a passenger hopped in, possibly along with some luggage. However, that alone would not do, as I wanted to achieve the markedly elevated front-end look associated with stock cars at the Irwindale and Pomona drag strips, or at least negate any inference that on Friday night the Spyder might appear on Whittier Boulevard. So, I purchased some lead spacers and pounded a number of them into the coil springs on both sides in front.

. More cosmetically, I added Eelco Manufacturing chicken wire headlamp

grilles (to dispense with the need to apply masking or electrical tape). I then added eggroll headrests for the two front seats. I think I had arranged for seat belts for the rear seat, but I am not sure.

- I had wanted to install glasspacks, but was told by those more knowledgeable than I that they would interfere with the delicately-balanced exhaust pressure settings upon which the turbo-charger depended.

- Similarly, my plan to replace the chromed rims with expensive and highly desirable mag wheels was ruled out, as I was told that the mags, being fully reversed, would somehow disturb the camber of the rear wheels.

As with most intimate relationships, my bond with my Corvair was seriously tested at least once [inconvenient flat tires and disintegrating fan belts would not count]. This was on a Friday night in April of 1965, as I drove home from Berkeley to LA for Easter Vacation. As I travelled South on Highway 99, with Bakersfield in my rearview mirror, began the ascent up the "Grapevine." All was well, until I noticed that my speed began to drop at the same rate as my RPMs began to climb. This inverse relationship was disturbing, and the word "clutch" came to mind, but I thought that if I could just make it over the next hill, I could coast to the friendly freeways of Southern California. But, we fell short, and I limped into a ramshackle gas station in Lebec. It was manned by a pair of fellows who a few years later may well have been cast for roles in "Deliverance." The following week was a story I will save for another time. It included a lengthy Greyhound bus trip to Gorman, a motorcycle ride courtesy of the Hells Angels, and what turned out to be my thwarted and ill-advised self-help effort to repossess the Spyder.

See Schnier... - page 6
page 5

Schnier...

Some years later, as another example of adolescent foolishness, I let my Corvair get away, as I sold her and converted the proceeds into a 1963 Chevrolet Impala SS, a Triumph motorcycle [Tiger 90], and a Rickenbacker 12-string semi-hollow body electric guitar [a 360-12].

Many more years later, in the early 1990s, while I was still without a Corvair, I learned of the local CORSA Chapter, and I attended a meeting in the since-raised Orinda Library. But, beginning soon after that, children appeared and the time for classic cars correspondingly shriveled, at least for any car in addition to my second 1973 Lotus Europa Special.

However, I continued to long for a Spyder. Then, about 8 years ago, I decided that the time to act had arrived. I sold a number of duplicate 1959 and 1960 Topps baseball cards, went looking for a Spyder Coupe, and found one in Michigan.

It is almost identical to the one that had seen me through college in the mid-1960s. It is a 1964 Palomar Red Coupe with a black interior. My second Corvair is, I suppose, an effort to breathe life into some of the memories provided by the first. So be it. This time, instead of chromed rims or mags, it came with a set of Kelsey-Hayes wire wheels. At first, I thought they were somewhat out of place, and would look much better on an MGA or an E-Type, but they have since grown on me.

More recently, thanks to a tip from Clark Calkins, my Spyder had a chance to share a parking structure with the non-descript aging sedan that had just delivered Ralph Nader, as a passenger, to a speaking engagement at a church in Berkeley. Harry Kypreos's Corvair was actually first on the scene. Mr. Nader and I exchanged gentlemanly polite greetings, our encounter facilitated by my purchase of an autographed, hardcover copy of

"Unsafe At Any Speed." I thanked him for his crusade on behalf of the average American motorist of 50 years' ago (that is, a motorist incapable of handling anything other than a fully-sprung, two-ton, frontengined sedan with power steering and power brakes).

I do plan to keep my second Corvair Spyder Coupe until I complete my allotted years here, and it may well turn

out to be the last internal combustion vehicle existant in California.

I have enclosed the following small selection of photographs. You might choose to add one or more to the story:

(*) Note this was transcribed from JPG images by Google Drive's OCR function. It does a commendable job but there are bound to be typos. - *Clark*



September 1963. A younger version of me standing alongside my 1963 Corvair Spyder, just prior to departing for Berkeley from West Covina.



January 2017. My 1964 Corvair Spyder, Orinda (1973 Lotus Europa Special in the background).

**'FUNCTIONAL ART'
CHEVROLET'S
OTHER SPORTS
CAR**

**THE SECOND GENERATION
1965-1969
CORVAIR**



By Carl L. Kelsch

Over the 100 plus year history of the passenger car, there have been a select few like the 1965 Chevrolet Corvair that earned its rightful place in motoring history. Notably, its design was innovative. The body styling was so well exercised that it would 'stand the test of time', looking as fresh today as it did nearly 60 years ago, when it was first unveiled to the American public in late 1964 at their local Chevrolet dealership.

While often overlooked, in my opinion, the timeless and tastefully elegant body styling that Chevrolet adopted for its 1965 Corvair passenger car range, more than qualifies it as an important milestone car.

Chevrolet's 1965 Corvair body styling is significant, in that it would go on to influence many great car designs around the world. In Australia for example, the design heavily influenced the GM-H assembled 1967 Holden Torana, which was largely based on a British Vauxhall Viva that had in turn, taken many of its styling cues from Chevrolet's 1965 Corvair.

Many Chevrolet Camaro owners, particularly owners of 1967 Camaros, probably do not appreciate the close relationship that their Camaro has with the Corvair. Much like the GM-H assembled Holden Torana, the

styling of the 1967 Chevrolet Camaro is based heavily on the 1965 Chevrolet Corvair.

Both cars share near identical body dimensions, and even some parts. This connection is of course not surprising, when you consider that the Camaro, was introduced specifically to eventually replace the Corvair. As a conventional rear wheel drive car built on a Chevy Nova platform, with its equally conventional water-cooled 6 cylinder or optional 8 cylinder engine. Chevrolet's Camaro would prove to be a much cheaper car to produce than the unique rear engine Corvair, and that fact, in the end, meant an improved bottom line for GM shareholders.

Nevertheless, nearly 60 years later, this classic Corvair body styling still looks in vogue. Only the car's chrome bumpers and front door quarter vent windows reveal its real age. If these two features were removed, then to the casual observer, a 1965 Corvair could well pass as a 2022 model.

I think the success of the Corvair's second-generation body design can be traced to Chevrolet designers successfully combining smooth curved side panels, a concave rear end, the incredibly thin 'A' pillars and on two door versions, the graceful thin rear 'C' roof pillars, together with the car's all important attractive light and airy pillarless construction.



LEFT. Chevrolet sales brochure illustration, showing the 'entry level' 1965 Chevrolet Corvair 500 in two and four door hardtop body styles. Note the lack of bright trim and small 'dog dish' hubcaps, as the 500 was the base model.



Compare the similar styling of the 1967 Chevrolet Camaro (left) and the 1967 Chevrolet Corvair (right).



A 1965 Corvair Monza Sport Sedan. The smallest four door hardtop ever produced?

and yet another 10 years after that, before Porsche ventured in turbo charging. GM was clearly an innovative automobile manufacturer during the 1950s and 1960s.

When a customer ticked the option box for either the 140hp or the top-of-the-range 180hp turbo charged engine, that new owner could expect performance levels that were in line with the

equipped Corvair won the American NHRA National Championship, with a best time of 13.3 seconds over the quarter mile at 113.92mph!


In many ways, these facts present a strong argument that a Corvair, particularly when equipped with the 180hp turbo charged engine, was in fact one of GM's earliest muscle cars.

However, all good things must come to an end, and by early 1969, just 10 years after the first Corvair had rolled off the assembly line, Chevrolet was assembling its last Corvairs, now in just two body styles, a convertible and two door hardtop.

As soon as the last Corvair rolled off the assembly line, GM's Chevrolet Division wasted no time in focusing its full attention on the Camaro, as the Corvair's replacement.

Contrary to commonly held myths, GM did not 'kill' the Corvair, because of the well-known book, 'Unsafe at any speed' by Ralph Nader. In fact, any suggestion that Chevrolet's Corvair was unsafe was independently proven to be wrong. The Corvair proved to be as safe, or safer, than any other car of its time.

Nevertheless, Corvair production ceased in 1969, with a production run of just 6,000 cars. Today, if you are lucky enough to own a Corvair, then you certainly own a unique American car, as the only rear-engine air-cooled American car ever made.

As for Australia, my best estimates suggest that there could be around 100 Chevrolet Corvairs in Australia today. The vast majority are recent imports, having been imported as second-hand cars during the past 15 to 20 years. Very few (perhaps not more than five or six) came to Australia as new cars. 



Chevrolet sales brochure photograph, illustrating a 1965 Chevrolet Corvair Monza convertible.

Interestingly, all 1965 Corvair closed body styles were hardtops (pillarless), and the Corvair Sport Sedan (four door pillarless hardtop) could well be the smallest production car in the world to boast this styling feature, and I say this, as four door hardtop bodies were generally only used on top-of-the-range full size cars.

From 1965, Chevrolet fitted its Corvairs with a totally redesigned, fully independent four-link rear suspension. Chevrolet also used this rear suspension design on its other sports car, the Chevrolet Corvette. So, from 1965, both of Chevrolet's sports cars, the Corvair and the Corvette, were equipped with 'state of the art' rear suspension.

In addition to the Corvair's classic exterior styling, Chevrolet's Corvair drivetrain and, in particular, its engine, was nothing short of revolutionary. Unlike GM's conventional water-cooled 6 and 8 cylinder engines, the Corvair engine was, for GM, a unique horizontally opposed air-cooled aluminium 6 cylinder engine of 164 cubic inches. When optioned with factory turbo charging, which became a factory option from as early as 1961, this engine developed an impressive 180hp at 4000rpm.

By direct comparison, it was close enough to another five years before Porsche, in 1965, finally offered '6 cylinder power',

similarly equipped air-cooled 6 cylinder 1965 Porsche 911, but at a substantially lower cost.

The car's performance is perhaps best illustrated by author, John Wipff, in his well-regarded book, 'The Complete History of Corvair'. Wipff's states that a turbo charged



The author's 1965 Chevrolet Corvair dash converted to RHD.

Minutes...



Seth asked about timing. Jeffery wasn't sure but Mell just worked on it and the pressure retard hose is connected. When asked if a brake shoe could be dragging, Scott said "no" as all wheels turn freely when jacked up. Scott also mentioned having low boost readings. He checked the gauge and it does work okay. Seth suggested checking for exhaust leaks anywhere prior to the turbo. Craig said he could use a "smoker" to pinpoint any leaks.



pressure regulator to prevent the electric fuel pump from over pressurizing the system. The gauge reads about 2 psi which is a bit low if anything. He did say that the pressure reading stayed about the same regardless of any adjustment. Maybe the fuel return

line is preventing any higher pressure?

Carl mentioned that he still hasn't got the brakes bled on his Corvair. He blames the silicon brake fluid which he is determined to use. He is working on a pressure bleed system so Arlette doesn't have to pump the brake pedal for hours. A vacuum bleed system should also work. Craig said now you can get synthetic brake fluid for DOT 3 or 4 systems that is compatible with existing materials and is not hydroscopic. Carl expects to have the brake issue taken care of shortly. Then the final check of timing, lifter adjustment (he plans to do this cold), add gas and start the engine! Once running he just has to get Engineering Approval so it can be licensed for the road. Carl mentioned that his Corvair article in Restored Cars is now available and sent Josh a copy. Hopefully this can be included in the newsletter. Josh is looking forward to seeing this and also learning about Australian classic cars.

Seth asked about restoring original paint on a 30+ year old car. What should be the first step? Buffing, rubbing compound, other? Clark suggest he contact Bruce who has done this and Josh indicated that Gabe would know for sure. Also Rich Thompson would be worth talking to (and Seth knows him well). Seth mentioned that

he intended to go on the Silicon Valley Road Rally but his new gas tank was leaking. He traced the problem to the filler neck hose connection. The clamp was a bit too low. When he raised it up somewhat it stopped leaking!

Craig said he is still having door issues, The driver's side on his '68 convertible just won't open. The passenger's side was initially stuck but he finally got this to open with lots of spray lubricant and working the mechanism from the inside. For the driver's side door Seth suggested trying to loosen the striker bolts from the rear area by removing the door panel and seeing if the end of the bolts were accessible. Maybe you can loosen things up enough to get the door open. Worth a try.

Swap & Sell: Nothing specifically mentioned.

Meeting adjourned about 9:00 PM.

Respectively submitted,

Clark Calkins, secretary



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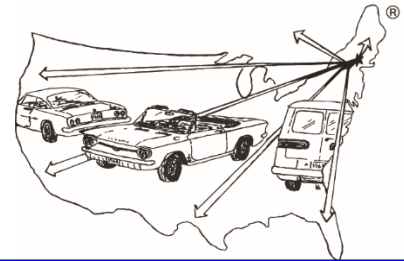
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Letter...

Wash." That is now the extended Hollywood Freeway (that being a time when freeways still had names, not lifeless numbers). ("This was a great time, I spent many Saturdays at the Supulveda Basin flying (or crashing) model airplanes...")

• You mention in your article that after moving to Walnut Creek, one of your work acquaintances was named "Ron Barbee." This leads me to ask whether his father may have been Del Barbee ("Maybe, but I don't recall"). He had been the administrator of the law firm at which I practiced for 35 years. Now to my Corvair Story." (See pages 5-6 for his article)

As Steven mentioned, those were different times in So Cal! Better in some ways (slower paced, less crowded, safer) and worse in others (no computers, atrocious smog, smoking). We

wish to thank Steven for his Corvair story and I would like to hear from other SFBA members about their stories. We are all interested in how others became Corvair nuts. So send in your stories (long or short is fine!).

Carl has been telling us for some months now about a Corvair article he wrote for "Restored Cars", a popular Australian classic car magazine (see the cover photo). It has been published and we were sent a copy which was scanned and included on pages 7-8 I hope you are able to read it okay. This article covers the '65-'69 body style, he is also working on a second article for the early body style. We can't wait!

Keep the newsletter interesting by sending in pictures and stories of you latest projects. Even if you only ad-

just 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, Nov 3th starting at 7:00 PM. Remember our permanent meeting ID# is 243 888 8339.

Corvair Classifieds

CORVAIRS FOR SALE

'65 **Corsa 140** coupe. Blue with black stripes. Los Angeles built car #148 Comes with replacement engine block and overhauled 4 speed. Has seat frames. Needs interior. Has telescoping wheel. All glass. Will need tow. Open to offers. Steve Heater (408) 505-1860 (08/22)

CORVAIR PARTS FOR SALE

The Sacramento club is selling two turn key engines.

1962/1963 102 hp engine \$1500

1962/1963 80 hp engine \$1000

interested persons should email sfbacorsa@gmail.com

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)

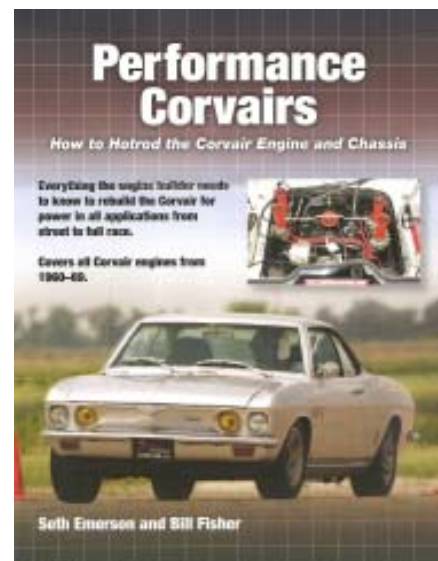
FREE CORVAIR PARTS

Cleaning Out The Shop: '60-61 Turbo/ 4 Speed engine case and heads. T1226YR, no tin, exhaust, turbo, etc. '63-64 engine long block THO3Z, with distributor, auto bell housing, some tin, no exhaust. Might be good for restoration. All likely need rebuild. Engines in Carmel Valley, you pick up. Buck Jones (831)917-5952. (06/22)

Treasurers Report - Harry Kypreos

October 2022

Date	Activity	Check #	Credit	Debit	Balance	Status
09/01/2022	Begining Balance				\$5,150.53	
09/21/2022	Newsletter, October			(\$45.88)	\$5,104.65	Not submitted yet
09/30/2022	Vairs at the Vault - Food	1012		(\$522.42)	\$4,582.23	
09/30/2022	Ending Balance		\$0.00	(\$568.30)	\$4,582.23	



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