

**The Official Publication of the
San Francisco Bay Area
Chapter of the Corvair Society
of America --- Chapter 947**

Dedicated to the enjoyment, history and preservation of the *Chevrolet Corvair* produced from 1960 through 1969. This unique, rear-engined, air-cooled automobile grabs as much attention today as it did 50 years ago!



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

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Taylor McKimen's Latest SFBA Artwork. Awesome!

**Next SFBA Zoom Meeting Thursday,
July 1st @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 about 17 people. The lively discussions have become the norm for these meetings. Enjoyable and informative!

Bruce sent in more photos for his '65 Corsa restoration. He finally has this back home so he can install the engine and power train as well as the interior. In addition his next project car, a '69 140 coupe, is beginning its restoration journey. He is keeping Sterling Restorations busy!

I wrote up an article this month on how I built a replacement Corvair cylinder head temperature thermistor. I have been thinking of this for many months now and with Covid giving me plenty of home-time, I decided to go ahead with this. At least this was interesting for me.

I received the following email from Josh that I thought would be of general interest.

"Hi Everyone, Happy Friday! Thanks to everyone who attended the meeting last night. A good turnout and we had a lot to talk about! If you didn't make it, no worries. We will be doing zoom calls the same time every month and are doing more in person events too. Maybe we'll see you in person!"

On that note.... Vairfest is coming up in Arroyo Grande. I think some of our friends from the Southland, South Coast Corsa, are going to be running up to this event. I also think a few of our friends up in Sacramento, CCRC, are going to be attending. Clark, Lane, Seth, Josh and possibly Eddie will be making the run down to Santa Maria. We hope you can too! This might be the only all Corvair event in California for 2021. Here's the link to their site to register: <http://centralcoastcorsa.org/>

Rob mentioned all of the issues he has had with his progressive linkage and a couple of guys chimed in to sing the praises of Roger Parent and his Corvair parts. Many of the attendees at the meeting expressed interest in

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learning more. I have attached the pdf of everything that Roger makes. It's all high quality. He is out of the San Diego area and a true professional. Prices may be dated, so check in with Roger before placing an order.

(See **Letter...** on page 10)

On The Cover: Taylor Mc Kimens, a local artist and Corvair enthusiast, has been working on an SFBA Corsa. Here we see his final product. It's in the Rat Fink style which he loves. Notice how well he has incorporated the Corvair motor characteristics (flat six, dual carbs, fan belt, etc.) and our current SFBA Logo. Decals may be coming soon!

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

June 3, 2021

The Board meeting started at 6:45. Just Josh and Clark initially. Not much to go through so the regular meeting was opened quickly. In short order we were joined by Lane, Carl (& Corsa the cat), Ray, Rob, Seth, Chris, Dwight, Paul, Taylor, Don, Christy, Herb, Joe and new members Eddie Cardenas and Dave Stobb. Sorry if I missed someone.

Treasury Report: Harry was not present, but the bank balance reported in the last newsletter was \$4455.08.

Membership: Josh reported new members Dave Stobb with a '65 Monza Cvrt that's been sitting for 10 yrs and Eddie Cardenas who has a '66 Corsa 140 with a center-mount 4-barrel carb. A nice setup. There are a few new prospects also.

Old Business:

New Business: Taylor has finished his SFBA artwork, and the result turned out very nice. He was able to fit in the regular Club logo as well as Corvair engine details (see cover picture).

Taylor said the artwork was done in layers for silk screening. Seth chimed in that this way the spark plug wires could be in colors!

Chris said that he can now print decals. Either with a white or clear background. He uses Avery 8 1/2 x 11" stock so that would be the size limit. Josh will get him a copy of Taylor's artwork to see how this turns out. Stay tuned.

Carl is working on a second article on the First Corvair in Australia. To be published in "Restored Cars" (a popular Australian car magazine). He will send us a copy.

Tony has a video out showing his Corvairs. Quite well done. Look for the Lone Tree Channel (<https://youtu.be/0R1secjXRdQ>). Has videos on his Chevelle, Corvairs, and one to debunk the Corvair myths.

Events: Josh, Lane, Ray, Taylor and others went to Alameda for their Show & Swap. Six Corvairs showed up. Four earlies and 2 lates. Josh put a picture on the Club's web site. Taylor also edited some video that is also on the web site. Josh said the Fanbelt Toss was still tentative pending on other events at or near the same time (like the Chowchilla Music Festival). One of the issues is hotel prices. Big events at the same time push up prices astronomically. Lane said he heard that the Chowchilla festival was being postponed to 2022 which should help.

As reported last month Vairfest in Arroyo Grande is finalized for June 25-27. Josh, Clark, Lane, and Seth are planning on going. Maybe Taylor & Eddie also. Josh said the room rates are crazy this year. Motel 6 is \$125/night!

Carl said in late October there would be a National Chevrolet Festival car show (in Australia) and he is planning on bringing his RHD Corvair.

Josh said he was invited to a Breakfast Club Rally. It will be a 75 mile trip to Point Reyes to Petaluma, and back. It's the week before Vairfest. He will take pictures. Ray said these were very well organized with drive-by photo shoots. The exact time and place and route are announced at the last minute to prevent crowds. And they have a follow-up car just in case someone breaks down.

Tech: Seth asked why is the Corvair starter where it is? So GM can use the same starter parts as their other cars which turn in the other direction. Saves a few cents per car!

Eddie said he got his '66 Corsa 140 with a center-mount 4-barrel carb from someone who tried to restore it but gave up. It barely ran initially. He got it running but with issues. It "dogs" when starting in 1st gear but runs okay at higher speeds. Seth and Herb asked about timing. Eddie said

that was checked (but he forgot the number). Seth said to be sure the distributor was being given "ported vacuum" and not "manifold vacuum". It was also suggested he check the mechanical advance to make sure it is working properly. By the symptoms it seems likely a timing issue. Eddie also said the engine would not idle below 1000 rpm. Herb said to check for a vacuum leak. Don suggested spraying carburetor cleaner (sparingly) around various connections (like the cross-over tube). The engine will speed up and smooth out for a second if you spray around a leak. Seth said that the rubber joints at each end of the cross-over tube could be replaced with solid unions (available at Napa). Herb said that on his '64 the PVC valve (actually an orifice) was slightly oversized causing idle issues. He soldered the hole and re-drilled it the proper size. Made a world of a difference. Taylor said he had the same issue. Hole was slightly too big. Lane said he measured the PVC hole on his '66 at .055".

Rob said he was having problems with the linkage on his 140. He had the carbs rebuilt by Wolf Enterprises in Florida, but the linkage came back unattached. Lane said to check into the linkage setup sold by Roger Parent, it's worth every cent. Christy said he had this linkage, and it works very well. Easy to adjust with no slop. Josh seconds this.

Carl said he found two open oval holes in the engine compartment that he hadn't seen before. He ordered plugs from Clark's. Not easy to install but they should help sealing up the area. Seth these were missing on 90% of the Corvairs. Carl said he was very close to starting his car for the first time. He will let us know how this goes.

Paul said he has his '63 Spyder back home and it looks great! He is installing sound deadening material to help make

(See *Minutes...* on page 7)

Coming Events...

June 25-27 th	Vairfest, Heratige Square Park, Arroyo Grande, CA.
Jul 1 st	Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"
Jul 27-31 st	CORSA National Convention, San Diego, CA. Cancelled!
Aug 5 th	Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"
Aug 7 th	SFBA/Valley Picnic, Quarry Lakes Park, Fremont, CA.
Sept 11 th	Ageless to Anarchy Corvair Show, El Segundo, CA. Cancelled!
Oct 22-24 th	Fan Belt Toss, details will be coming soon.

SFBA CORSA Meeting Schedule 2021

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 (Replacement Head Temperature Sensor) - Clark Calkins

For a long time now new Corvair cylinder head temperature sensors have not been available from Chevy for turbos. Occasionally NOS sensors become available, but prices are upwards of \$200. Even used ones can go for \$100+. There might be some reproductions available, but the price will be in the same ballpark. These are simple devices consisting of a thermistor at the end of a probe in a housing. I kept thinking these should be easy to make and the cost for parts should be less than \$10.

A couple of years back I got a 3D printer for Christmas. I have had a ball with this as any Engineer would. I noticed that replacement parts were readily available and cheap (they come from China of course). To measure the bed and extruder temperatures, their sensors used thermistors and I wondered if these could be used to measure the Corvair head temperature? After all temperatures for extruded plastic ranged

from 200 to 300 C (or about 400 to 600 F) which is in the range necessary for the Corvair. The stock temperature gauge reads from 200 to 600 F although I don't know how hot the heads actually get. I am guessing 500 to 550 F at the hottest (assuming the fan is working of course).

The characteristics of the thermistors used by the 3D printers are not the same as the stock AC Delco part uses. But by using compensating resistors they could be brought into close enough agreement over the temperature range of the gauge. And I suspect the temperature gauge is not that accurate anyway. Checking online for the characteristics of the stock AC Delco sensor, I found a plot from Herb Berkman dated 1974. Using Excel I tried various resistor-thermistor combinations and found that a 150-ohm resistor in series with a 10K NTC (Negative Temperature Coefficient) thermistor yielded reasonable agreement (see Figure 1) over the temperature range

of the gauge. In general sensors on 3D printers use both 100K and 10K NTC thermistors but only the 10K units would be close enough for our use.

I sketched up a proposed part trying to make the design simple to try this idea. The stock part uses a ceramic insulator (looks like a small spark plug) which would be hard for me to reproduce. You can get castable ceramics that don't have to be fired but molding would be difficult for such a small part. I checked with people who make small model engines to find out how they made their spark plugs. They used Teflon rather than ceramic insulators which is good to about 500 F. For my use the end of the sensor will be in the cooling air flow and I hoped this would keep it cool enough.

As a first try I used whatever material I had on hand. I have a small lathe at home and some 3/8" brass rod. I bought some 3/8" x 24 brass Acorn nuts, some 3/8" Teflon rod and I picked up some 10K NTC glass bead thermistors (100 for \$5!) and I already have an assortment of resistors. I also wanted some high temperature insulation to cover the wire and resistor to prevent shorts. I found some 1 mm diameter high temp insulation on-line. I used a 2 x 56 bolt to act as a terminal while the stock sensor used a 3 x 48 threaded rod I believe. But 2 x 56 hardware is readily available.

Making the few parts was not difficult. Just a few hours on the lathe. The results of my first attempt is shown in the photo below. Because it is made entirely out of brass with whatever I had on hand it does not look like the stock device but I hope it will work well enough for testing.

(continued on page 6)

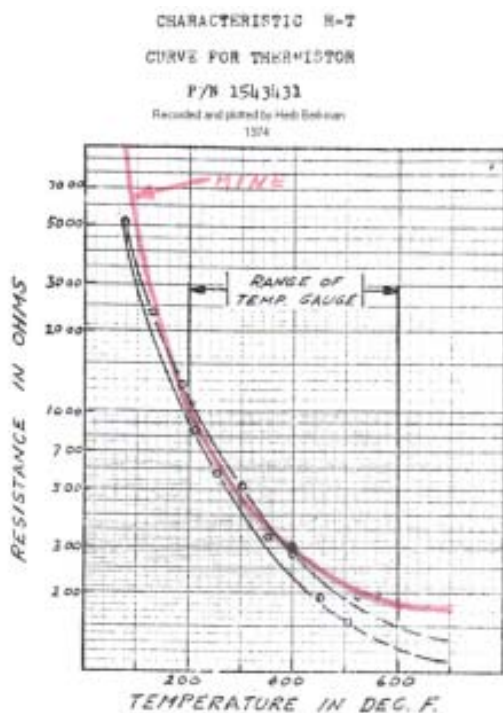


Figure 1 - Resistance vs Temperature

Sensor (Continued)



First Attempt - Not Too Bad...

To test my sensor, I drilled two 1/4" holes in an Aluminum block and press-fitted the stock unit along with my part. I hooked up two ohm meters (which I verified read the same) to the two sensors using some alligator clips. I then used a propane torch to heat the Aluminum block and record the resistance readings as the block heated up and cooled down. I could only get the block to about 500 F or so as readings were starting to become erratic as the alligator clips didn't like the heat. I plotted the results, and they actually came out very good from 200 to 400 F and acceptable from 400 to 500 F but they

start to deviate above 500 F and are probably not reliable above 550 F. Of course, this would still function as a relative temperature gauge. See Figure 2

I installed the homemade sensor in my Corvair (see photo below) and started the engine and let it idle. I saw the temperature rise slowly from 200 F to maybe 300 F over a ten-minute interval. That seems a bit hot to me, but I will have to see what it shows while I drive it. But at least it worked!



Unit installed, ready for a Trial Run

Now this first try did not look like the stock part and I was thinking I could do better. And I didn't like the idea that the brass pieces would come in direct contact with the Teflon insulator. Above 550 F Teflon starts to break down and give off Florene gas which isn't good to breathe. Dupont lists the max temperature of Teflon at 275 C (or 527 F). To keep the Teflon temperatures lower I

decided on making the main body out of mild steel like the AC Delco part (which doesn't conduct heat nearly as well as brass) and use a steel spacer between the brass probe and the Teflon. A cross-sectional view is shown in Figure 3.

To keep this simple I started with a 3/8" x 24 mild steel bolt which I had on hand (for a 110 engine you would start with a 3/8" x 16 bolt). On the lathe I turned the bolt head to make it look more like the stock part although this step is not required. Next I drilled and taped it to accept a threaded brass probe piece. Everything is a bit more cramped than my first go round and I had to be more careful assembling it to prevent internal shorts. But the result, shown below, looks a lot better and should be more dependable.



Second try next to a stock AC Delco unit. Much better!

The photo below shows the actual 10K NTC thermistor tied with a resistor that makes up the "guts" of the unit. Pretty simple really but the assembly was tricky because of the small sizes and my "old" eyes. By the way you could solder the two parts together if you used Silver solder but I thought just twisting the parts together would be sufficient. A small collar is placed over the thermistor such that it comes in direct contact with the brass probe body. A short steel spacer separates the brass body and the Teflon insulator. To close everything up I used a tight-fitting brass plug.

(continued on page 7)

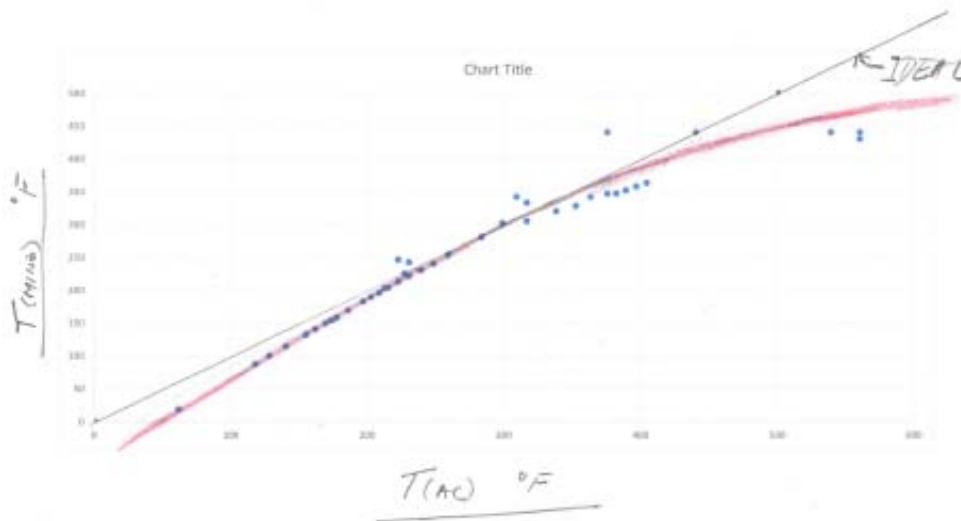


Figure 2 - Temperature Comparison - As you can see the agreement is good from 200 to 400 F. From 400 to 500 F it's "okay" but above 500 F it's less accurate but I didn't get reliable readings.

Sensor (Continued)

Now in the future I would like this part to resemble the original AC Delco sensor even more closely, so next time I will start with ½" mild steel hex bar stock and maybe use copper for the probe. Then all I will need is some way to imprint "AC" on the Teflon insulator and you will hardly be able to tell the difference!

I still have to see how durable the replacement sensor will be. I don't drive my Corvair that much so I am not a good test case. I used a glass-bead thermistor which should take the temperatures okay, but the internal resistor might not last for long. I don't know

yet. If not, the resistor could be mounted externally (maybe at the gauge) but it would be a bit more difficult to install. The current design just plugs right in.

Just in case you are wondering, I figured the cost at about \$2 each (not counting the labor of course which is probably a couple of hours on the lathe and maybe 1/2 hour to assemble and test). If anyone else would like to try their hand at making one of these, I will be glad to supply exact dimensions and I have plenty of spare material (thermistors, resistors, Teflon, 2x56 hardware, etc. [Just ask!](#)).



Thermistor (left) connected to resistor (right). Components are pretty small these days. What you don't see here is the insulation material that covers the resistor and wire to prevent the wire from touching the surrounding metal parts and keep the resistor cooler.

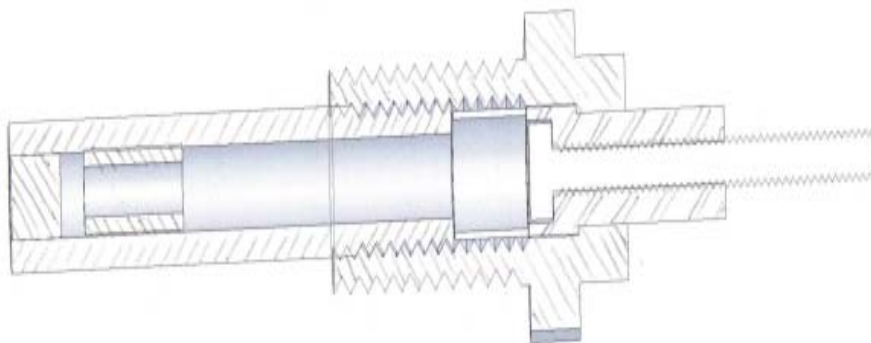


Figure 3 - Sensor Cross-sectional view. The brass probe is on the left. It's threaded 1/4 x 28. On the far right is the 2 x 56 bolt which acts as the terminal that connects to your gauge. The small collar on the left conducts the heat to the thermistor. The brass plug at the far left is knotted to pinch the wire acting as a ground and holds everything together. Excess wire is cut off.

Minutes... (from pg 3)

it quieter. He said the material goes on easily but is very sticky. "I would hate to have to remove it". He originally got 36 sq ft but needs 15-20 more. Don said he put this on his convertible, but it didn't help much. Seth said that convertibles are always going to be noisy. Carl has used it and it adds a lot of weight. Paul still has to install the windshield, asked if anyone had done this? The earlies like his use a rubber seal while lates glue in. Clark said he watch his being installed and the guys (at Safelite) just used a string as you see in the books. One guy held the glass in position from the outside with slight pressure while the other on the inside pulled the string seating the rubber seal. Took all of 5 minutes. Carl said, for him that was a job best left for professionals. They are quick allowing him to move on to other projects. Chris said that All Glass in Concord (off Meadow Lane) does good, reasonable glass work. Paul watched a couple of YouTube videos, and it looks easy enough, he just might give it a try.

Dwight asked Josh if was still happy with his electric fuel pump? Absolutely! Josh has his bolted directly to the frame and it is still quiet. It's wired into the radio power and connects to the distributor to sense when the engine is running. He likes the fact that the pump primes the fuel lines when first starting. This prevents excessive cranking after the car sits for a few days. Josh used mint green wires to distinguish these from regular Corvair wiring.

Don's '65 needs alignment and new tires. He asked what was the best size? Seth said that if he was staying with 13" wheels there weren't many choices. But if he were to switch to 14" wheels, many more options open up and they still look original. Switching to 15" wheels opens up even more choices but they don't look stock.

Josh said that Tech Guide #4 is ready and shipping. Corsa expects to have

(See [Minutes..](#) on page 9)

SFBA Corsa Members Current Projects (Bruce Mooers' 65 Turbo & '69 140)

Guys.

The '65 Turbo is back home and looking great. Putting things back together takes time as I don't want to scratch the paint or ding all these NOS parts. It is very stressful! I keep telling myself to go slow - but its exciting to move along and see real progress.

We added a rear antennae - that is the correct NOS unit and it looks killer. Marc, I had the license plates restored and they turned out great. A guy in Fairfield does it - very stock looking.

All electrical is in, brake lines, etc. I am adding the shifter , heater, and the rest of the business under the tunnel this week. I am waiting on the top shop to get the convertible top back on. That may happen prior to the engine - it just depends on timing. The trim around the well area looks great as I had it polished down in LA.

Look at those floors! No rust ever - we just cleaned them up - no painting or restoration there. I wanted that look so folks would know this was not a rust bucket! I have a factory correct simulated wood wheel that will go in.

After all the trial - I think the dash color turned out great - I cannot wait to see it with all the gauge clusters and door panels in. Should look amazing.

Hope to get this done before end of summer - its just hard as things keep popping up that I want to restore or replace as I go along. I thought I had most of it done - but that's the way it goes.

The LeMans Blue 1969 140 is now in the shop over at Sterling and Gabe is on it already.

The car is totally stripped down and

ready for the blaster. Suspension comes off tomorrow and we will put it on the cart so I can restore it. We will not blast the interior as it is totally rust free on the floors and the interior is super clean. That will be covered and closed.

You may recall that someone had drilled holes and installed a side protective molding for door dings. It actually worked great as there are zero door dings - but about 40 holes to fill with metal and grind. Check out the door - Gabe knocked out both doors in an afternoon! He is really talented. This should be much faster than the turbo as there are no panel replacements or rust. Just a few dings and those holes and we are painting.

I will keep you posted.





Minutes... (from pg 7)

Tech Guides 1-4 available on a Corvair shaped flash drive. Will work with both Windows and Mac computers. The guides will be searchable also.

Swap & Sell: Josh said a lady in Fremont was selling a '64 Spyder that was beautiful. Asking \$25k OBO. Contact Josh for details. There is a '61 Loadside in Oregon for sale. \$7900 OBO. Also Josh said that Bruce Mooers might be selling one of his '65 Corsas for \$20k. Josh heard from a couple of people looking for late model Corvairs. Hardtop Corsa or Monza.

Meeting adjourned about 8:42.

Respectively submitted,

Clark Calkins, secretary

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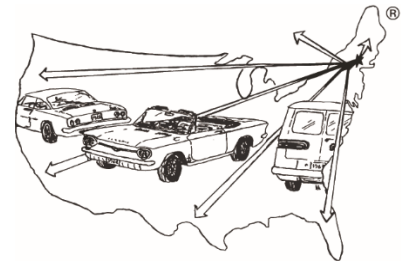
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Letter... (from pg 2)

Did you guys know that SFBA co-founder Tony Richards has his own YouTube Channel?! Check it out! <https://youtu.be/0R1secjXRdQ>

Taylor made us a really cool SFBA design. Don't worry, we aren't abandoning our logo, just an alternative that shows the uniqueness of the Corvair and the Bay Area. It really turned out great! Chris Myers is already working on decals. Once we get them sorted out, we will let you all know.

Check the SFBA calendar on sfbacorsa.org often as it is updated when new events that may have a Corvair are shared. I have the option to send out an email every time an event is posted, but I don't want to spam you guys. If you do want a notifi-

cation, let me know and I will make a list. If you know of an event that you will be attending or may be of interest, shoot me or Clark a message and we will share with the group.

The worm is really starting to turn with regards to the public perception of the Corvair. People are really starting to take notice. Exposure is the key. Drive 'em! Show 'em off! Brag on 'em!

Ok, that's enough for now. Have a great weekend and keep those Corvairs on the road!!!"

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 inter-

ested in what other members are doing. It gives us more incentive to work on our cars...

Our July meeting will once again be a "virtual meeting" via Zoom. The time and date are July 1, 2021 starting around 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 must bug out early, that's ok too!

Corvair Classifieds

CORVAIRS FOR SALE

1961 Loadside. 2nd owner. Engine fully rebuilt with NOS and high end re-production parts. Body and interior original All documents available on build. Located in Portland, OR. email sfbacorsa@gmail.com for contact info. asking \$7,900



'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)

'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



'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)

CORVAIR PARTS FOR SALE

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 Heads, 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)

Treasurers Report - Harry Kypreos

June 2021

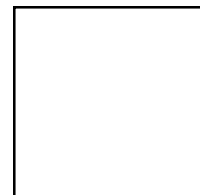
Date	Activity	Check #	Credit	Debit	Balance	Status
05/01/2021	Begining Balance				\$4,456.08	
03/26/2021	Newsletter (June)			(37.31)	4,417.77	
05/23/2021	Ending Balance				4,417.77	
June Totals			\$0.00	(\$478.07)	\$4,417.77	(*)

(*) **Note:** April- June newsletter expenses have not been submitted yet, current bank balance as of 06/20/2021 is \$4515.91

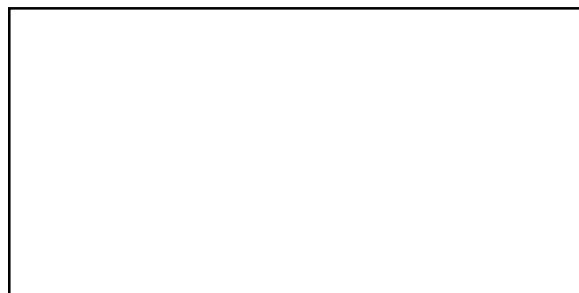
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