

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

**D**edicated to the enjoyment, history and preservation of the **Chevrolet Corvair** produced from 1960 through 1969. This unique, rear-engine, air-cooled automobile grabs as much attention today as it did 60 years ago!



**VOLUME 354**

**MARCH 2023**

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

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**A '64 Monza Cvrt for  
Brodie!**

**Next SFBA Zoom Meeting Thursday, Mar 2<sup>nd</sup>  
@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. Christy commented that the email with the meeting link was helpful, that way he doesn't have to hunt around for the details at the last minute.

The big news at the meeting this month was when Jim Pennell (president of Central Coast Corsa) said they were seriously pursuing a Corsa National Convention for Santa Maria as the next West Coast event. There are many advantages to this location. It's not very crowded and they have an airport with commercial flights (there is also Santa Barbara and Monterey within 2 hours). There are hotels and plenty of site-seeing activities in the area. There is even an auto-cross spot close by. This would be a great idea. Hopefully they can pull it off.

I received the following email from Rob Massari of Napa." *Hi Clark.*

*Every month I try to make the meetings but every month there seems to be a conflict. Usually it's work related because they have meetings that have been falling on the first Thursday of the month. Even when those meetings were on the first Friday's I felt bad leaving the family two nights in a row. But I do enjoy the newsletters each month and appreciate the time it takes to create them.*

*The update on my car is: Back in October 2021, I brought my Corvair to David Gray and he did some wonderful work that is still holding up today. I had the carbs rebuilt by Wolf Enterprise's (that's a whole other story) and David got those installed as well as new fuel lines from Clark's Corvair and Rodger Parent linkage for the four carburetors to replace the stock linkage. We were told that Mr. Parent had passed away and then, like John Lennon, "the rumors of my death have been greatly exaggerated." Mr. Parent may still be on the sunny side of the soil, so I don't know what is true. I bring it up because David was able to get the linkage installed properly, but*

*the secondary carbs are never actuated with the throttle movement. They can be moved back at the engine compartment, but we'd love to get it to someone with*

(see **Letter** on page 10)

**On The Cover:** Bruce Mooers' latest Corvair project is this nice '64 Monza 110 convertible for his son Brodie. This was a Christmas gift. What a wonderful surprise! Read the whole story on page 5.

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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## Current SFBA Corsa Officers

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

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

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

**Treasurer** Harry Kypreos, (address above)

### Committees

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

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

**Newsletter** Clark Calkins (address above)

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

# Minutes of the Last Meeting

Feb 2, 2023

The regular meeting started around 7:00 PM following a short Board meeting. When the room was opened, we were quickly joined by Christy, Don, Carl, Jeffery, Paul, Seth, Joe, and Jim Pennell from central Coast Corsa. I believe I caught everyone.

**Treasury Report:** Harry reported the bank balance stood at \$5026.20 after newsletter expenses (through November) and renewals.

**Membership:** Josh reported no new members this month, but he had a couple of prospects. Several more have sent in their 2023 dues.

**Old Business:** Nothing reported.

**New Business:** Josh said that we had a lot of Corvents going on in California this year. He will update the Club's calendar with locations and dates.

**Events:** Our next Meet-Up will be February 26th at Perko's Drive Thru in Lafayette.

Jim Pennell (president of Central Coast Corsa) mentioned that they are seriously looking at hosting a National CORSA Convention in Santa Maria as the next West Coast option comes up (2026?). There is already an auto-cross at the airport that the Porsche Club uses. And there are plenty of hotels and lots of things to do in the area (Hearst Castle, sand dunes, beaches, wineries, etc.). The main sticking point seems to be the cost of hotel rooms. CORSA wants to limit this to \$100/night which is not realistic in California. He is hoping to get around this. Maybe conduct a straw-poll to gauge how many would be

willing to attend. If they can get this setup they will be looking for volunteers to help with the event.

VairFest will be June 23-24th in Arroyo Grande.

Gabe is interested in having another Open House when he finishes up work on Eric Vandeburgt's Corvair (his Sprint?). Probably late Spring. Josh indicated that SFBA could pick up the food cost this time.

Bruce is interested in having another Vairs at the Vault event in Napa (like last year). Maybe this year we can get Mell to give a presentation. This would be sometime after our Annual Picnic. Late August or early September time frame. Carl reiterated how much he and Arlette enjoyed last year's event!

The Sacramento Autorama is coming up April 28-30th. Similar to the Grand Masters Roadster Show at the Oakland Coliseum. CCRC will have 15 Corvairs there!

**Tech:** Jeffery said he was planning on removing one loop from the coil springs and asked if he should do both the front and back. Seth asked if the reason would be "looks" or handling. Jeffery said handling. Then Seth said to do the fronts first to be sure you like the results. Then you can do the backs (which are easier by the way). Next Jeffery asked about the dash paint. Was it suppose to be flat or glossy black. Seth said it should be between satin and flat. Jeffery is also redoing the instrument panel and asked what paint would look like the stock crinkly finish. He heard that Rustolium Hammered gray

could be used. Josh said when he redid his he used VHT Silver Wrinkle finish and get a couple of cans. Take it down to bare metal and do everything at the same time as temperature and humidity effect the result. He used a hair dryer to speed up the wrinkling making it more pronounced. He said to do a couple of coats and let it dry for a few minutes in between then use heat to cure it (or leave it in the sun on a warm day).

Josh now has his 140 engine installed in his '64. It's about 99% complete. He went with a generator over an alternator. It started right up and sounds great. He noted that the PVC breathing tube did not quite line-up with the air cleaner housing. The engine has a non-stock cam (he is thinking an Otto Parts #10) and has Otto Parts oil pump, pickup, pan and balancer. He will install a SafeGuard knock sensor to be safe.



As he said it's a \$700 insurance policy. Christy he should expect better mileage as you can advance the timing. He has this on his Greenbriar and Ultravan. On the Greenbriar Christy gets 22 mpg and 15 mpg on the Ultravan. Someone asked about the Ultravan weight, Christy said it weighed 3500 lbs. completely empty and 4800 lbs. when full of fluids and people.

(See *Minutes..* on page 8)

## *Coming Events in 2023...*

<b>February 26<sup>th</sup></b>	<b>Meet Up at Perk's in Lafayette. 10:00 AM</b>
<b>March 2<sup>nd</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>April 6<sup>th</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>April 28-30<sup>th</sup></b>	<b>ACCC SACRAMENTO AUTORAMA, Cal Expo, Sacramento, CA. Entry deadline is 2/1/2023. See "<a href="https://hotrodshows.com/sacramento-autorama/">https://hotrodshows.com/sacramento-autorama/</a>" for details.</b>
<b>June 16<sup>th</sup> - 24<sup>th</sup></b>	<b>CORSA National Convention, Wisconsin Dells, WI</b>
<b>June 23<sup>rd</sup> - 25<sup>th</sup></b>	<b>Vairfest, Arroyo Grande, CA</b>
<b>August 5<sup>th</sup></b>	<b>SFBA/Valley Picnic. Quarry Lakes Park in Fremont. 12:00 AM - ??</b>

## *SFBA CORSA Meeting Schedule 2023*

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

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

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

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

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

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

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

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

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

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

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

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



## Bruce's Latest Corvair Project

I recently found a perfect starter classic for my son Brodie. This is Brodie's first car – he cannot drive yet as he is 13 but we will get this car in shape before he is street legal! I found the car on a Facebook lead. The pictures were not very revealing but the car caught my attention as I could see the body was straight, the paint looked original, and there was zero rust.

It turned out the car, a Desert Beige over Saddle 1964 Monza 110hp 4sp Conv had been in storage since 1975. The owner was a passionate Corvair enthusiast and had started disassembling the car when a series of illnesses prevented the completion of the project. The family was looking to get the car removed along with a significant number of parts.

My son Carson and I went to the site and quickly could see the car was completely original – but there was no front suspension, gas tank, steering box at all. After looking through several rooms of parts we found most of the front end – already blasted, painted, and ready for installation. We went home from the visit with a few parts – but a lot of questions about whether to take this project on or let it go. The owner contacted me again and asked me to please help them get the car out of the garage as they needed to rent the place soon. We decided to go for it and to give it to Brodie for Christmas.

I contacted several club members and David Gray suggested I call Mel to see if he had a donor front suspension that we could use to bolt in place to haul

the car out and get it to the Vault. We rented a U-haul went to the site and loaded it with boxes of parts – most of those parts we donated to Mel for him to use for his cus-

tomers.

A few weeks later my son Cullen and I rented a car hauler and headed to Mel's to pick up the donor front end and try to get the car out. We found a couple of roller tires in the garage, installed the front end, got the rear brakes unfrozen and put the car on garage dolly's to roll it in place for extraction. It was tough to get the car out! It was a tight space and the garage was at the bottom of a very steep and narrow driveway at the bottom of a ravine. We used a come along, jacks, rollers, and a lot of perspiration to get it out. It took several hours for the two of us to load it!

The car is now back in Napa. We removed all the trim, interior, and started the cleaning process. The interior – although perfect was very stained and sticky – we could not get rid of the stickiness. I suspect that as the top had failed, 50 years of dust and grime accumulated. We decided to replace it with Clarks and they turned out perfect. We installed a completely rebuilt / restored front suspension, new gas tank, new brake lines, master cylinder and started to rebuild the rear brakes. The car came with a load of parts so we

*(see '64 Vair... on page 8)*



*(see '64 Vair Photos on pg 6)*

## '64 Vair Photos...





# Paul's '63 Spyder - Electric Fuel Pump Installation

Here are a couple photos of my electric fuel pump install. If you haven't seen the video presentation Josh did on these for CORSA, I highly recommend, it's on YouTube.

I used the Facet cylindrical pump, it's got just the fuel pressure I was looking for (2.75-4.0 psi) and I understand it's one of the quieter pumps. Also has a great reputation for reliability. Like Josh mentioned on the video, there's just enough room on an EM to squeeze it in on the back side of the sheet metal behind the gas tank and right of the tunnel. I had to bend the metal flange

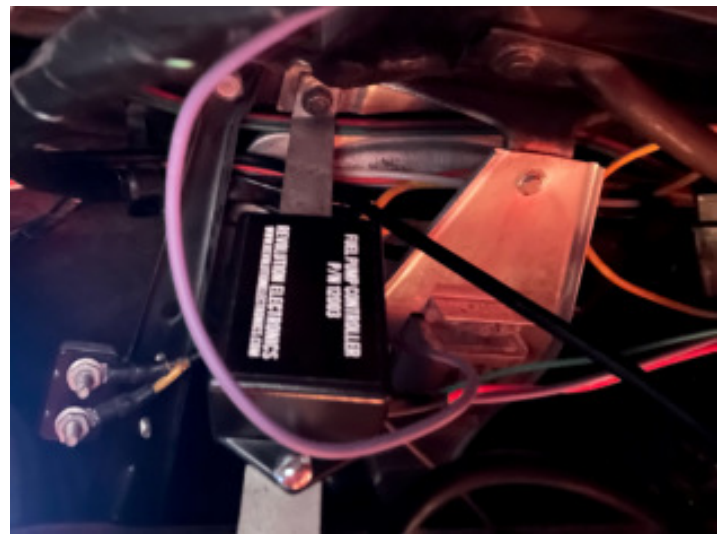
on the bottom of the body sheet metal down a little to fit it in, then bent it back up after the install.

I didn't want to cut the metal fuel line going rearward so I used a tubing bender and just bent it back out of the way. 5/16" fuel line to connect. The open black wire in the photo connects to switched 12v+, the pump gets its ground from the mounting, so only one wire needed.

I went with the Revolution fuel pump controller, I liked that it primes for three seconds when you first turn the igni-

tion on, then only runs if there is a tach/coil signal that the engine is running (Josh discusses this one in the video as well). I have the tach in the Spyder, so installed the fuel controller under the dash, and just mounted it to the metal strap that holds the back of the EM radio. That way it's just the single 12v power wire running alongside the harness down to the tunnel and out to the pump. If you don't have a tach, you could easily run the signal wire the same way and just feed it through the tunnel back to the engine/coil. I may also

*(see Project Car. page 11)*



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## Minutes...

Carl reported that he finally finished up the brakes on his Corvair! He now has a very firm pedal and is confident that there are no leaks anywhere. The issues he had been having seem to be a combination of things. He thinks when the master cylinder was rebuilt some dust got in causing problems. Also he started with stainless steel brake lines and could not get these to seal with the silicon brake fluid he wanted to use so he changed over to mild steel lines. He recalled when he worked on his Impala (years ago) he also had issues, but not this much. Joe asked if he had "stress tested it yet". No, as it's not running yet (that's the next step!). Seth said to try the "hard-harder" test as they do for auto-cross entrants at the Conventions. That is press on the pedal as hard as you can, then press harder. If anything fails you want this to happen in your driveway and not while you are driving. To be fair at the Conventions they are auto-crossing cars with older parts that are more prone to failure. Carl's brakes are all brand new. Carl said this was a good idea and he will definitely give it a try. The remaining work is to set the timing, adjust the valves, add fluids and start it up. A friend of his will help to ensure everything is correctly setup as soon as he is finished with his project. He is doing a ground-up restoration of a 1960 Chevy station wagon. It's a Pebble Beach quality res-

toration. Flawless! After Carl gets his Corvair started he will take it to get it aligned and then Engineering Approval of the right-hand drive conversion (required for registration).

Carl said he is planning on going to the next CORSA Convention (in Wisconsin). He will fly from Sydney to Dallas (a 16-hr. flight) and then catch a connecting flight to Wisconsin. He likes the Dallas airport as it's not that crowded, and they have many connecting flights. He and Arlette will stay at the host hotel.

Joe said he just started hearing an unusual noise from his Corvair engine. He played a recording he made on his iPhone. What could it be? It sounded like a lifter but louder than usual. The car had only been sitting a couple of days. He drove it around the block but the noise did not go away. It was suggested he do a compression check to rule out things like broken valve springs, loose rocker arms, stuck valves, or valve seats. If it is just a noisy lifter it may take more than a trip around the block. Joe mentioned that his oil dip stick tube was not seated all the way in the block. This is a press fit and the bulged section should be touching the block. He said on his engine it was 1/4" away. This might cause you to over fill the crank case.

Joe said it was difficult for him to check the oil level as removing the dip stick would scrape most of the oil off making it hard to see exactly where the oil level was. Someone said to try using a Kleenex tissue to judge the oil level. Jim suggested emptying all of the oil, change the filter and add the recommended amount of oil. Start the car and let it warm up a bit and then check the level. This should tell you where, on your dip stick, the level should be when "full".

Jim said he is restoring a numbers-matching '69, 140, 4sp bought from Ray Sedman. The same car as shown in Corvair Decade by Tony Fiore.

Christy said someone in Grass Valley stretched a Rampside and made a crew cab out of it. A Cadillac V8 was installed in the back with tandem rear wheels. They used a Cadillac front-end in back!

**Swap & Sell:** Nothing specifically mentioned this evening.

Meeting adjourned about 8:34 PM.

Respectively submitted,

Clark Calkins, secretary

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## '64 Vair...

have been able to use most of those. A new set of Koni shocks were in the trunk – so those are going on. A new black Clarks top is on order. As soon as that arrives, we will get it installed. Chris Rogers had a couple of early rims that I needed to make it a roller – so they are blasted, painted, and on the car with new tires.

I showed the car to Gabe at Sterling Restorations and Gabe had a window in his schedule to make a few paint re-

pairs to the car. It turns out the previous owner had cut a hole in the lower rear to install a trailer hitch. We are closing that up with new metal and repairing a minor bump to the body below the bumper. There are a few other imperfections – but that's it. The body is really nice. We look forward to seeing what Gabe can do to repair and preserve most of the paint on the car.

Once we get all of this done, we will move it to the back of the shop for a

few months before we start to tackle the numbers matching motor.

I am hoping this project will help Brodie fall in love with the Corvair hobby. We will need enthusiastic young folks to sell our cars to in the future!

Thanks again to Josh, David, and Mel for helping make this happen along the way.

Now back to the Yenke..



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# OUR 50TH ANNIV -2023

Thanks to the support of 1,000's of Corvair owners over the last 50 years we continue to grow and reproduce more parts every year. We respect your trust and always put our customers first. We would also like to thank our 24 employees, 10 have been with us over 20 years and some as long as 46! Have a great year and enjoy our monthly sales and specials all year-Joan & Cal Clark

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**LIST YOUR CORVAIR FOR SALE- NO CHARGE-** sell your Corvair or a spare you just don't have time for! For all of 2023 we will list it on our website at **NO CHARGE-** check the website for details (Corvairs For Sale)

**CLARK CAR SHOW & PARTS SALES-** See our 2023 supplement or website for more details. We expect around 130 cars, and will offer tours of our buildings including the Upholstery Dept. Cal will be giving an old fashion "slide show" showing the building of our complex and history. Parts on sale! **SEPT 16, 2023 -rain or shine**

**2023 SUPPLEMENT-** On our website or as a hard copy -many new repros & updates.

**INTERNATIONAL CORSA CONVENTION-Wisconsin-** We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello. Convention dates June 19- June 24

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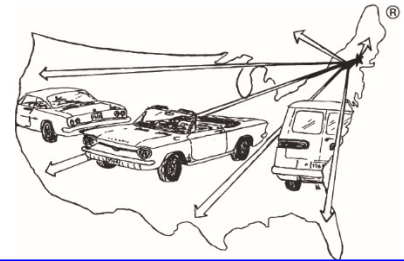
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## Letter...

*Parent linkage experience that may be able to help me solve this last little issue. I have driven it close to 3,000 miles as a "110HP" and it drives great.*

*Now that most businesses are back to normal operations, my next projects are to: replace the rear window seal as it leaks badly; replace the front windshield seal and trim because the trim sticks up noticeably; install the front fender badges; replace the Custom Audiosound radio because the volume control doesn't work. There is a nearby restoration shop, Altissimo Restoration, that I have already been in contact with on the window seal replacements, so we'll see how that goes and I'll try to give you better reports.*

*Thanks again for your hard work with the club. Please let me know if you have any questions or clarifications that I may be able to help with.*

*~Rob Massari*

It's that time of year again. Time for Club Dues! As you know the Club tries to keep everyone's due date at the first of the year. This makes it easy on us to keep track. If you receive a mailed newsletter, your due date is printed on the label. If you receive the newsletter via email you are probably due the first of the year or very close to it.

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

Our next Zoom meeting will be Thursday, Mar 2<sup>nd</sup> starting at 7:00 PM. Re-

member our permanent meeting ID# is 243 888 8339. A reminder email (if I remember that is) will be sent out and it will contain a link to the meeting to make it easy to join.

# 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](mailto: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](mailto: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)

## Project Car ...

install an inertia switch in the circuit for safety in case of an accident.

Also used this time to install a 50a fuse on the 10 gauge wire from the battery to the voltage regulator, since this runs all the way to the dash fuse box and other areas like the cigarette lighter without a fuse or breaker (I think on the 1967+ Corvair, Chevy added a fusible link here). Also the battery box bracket was missing from this car so made one out of 15 gauge sheet metal (in black).

You can see the 50a fuse in the line by the support bar for the engine lid.

Hope this helps!

Paul

## Treasurers Report - Harry Kypreos

February 2023

Date	Activity	Check #	Credit	Debit	Balance	Status
02/01/2023	Beginning Balance				\$5,026.20	
02/12/2023	Renewals		130.00		5,156.20	
02/19/2023	CORSA membership			(35.00)	5,121.20	
01/05/2023	Newsletters (Dec-Feb)			(143.71)	4,977.49	(**)
01/31/2023	Ending Balance		\$489.25	(\$178.71)	\$4,977.49	

(\*\*) These expenses have been turned in yet.




## SFBA CORSA

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