

**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-engined, air-cooled automobile grabs as much attention today as it did 60 years ago!



**VOLUME 372**

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

**IN THIS ISSUE**

- 2 Letter From the Editor
- 3 Minutes of the Last Meeting
- 4 Coming Events
- 4 SFBA Corsa Meeting Schedule 2024
- 5 2024 Convention Summary
- 6 Phil Dalforno's '66 Corsa Coupe
- 7 SFBA/Valley Picnic 2024
- 11 Treasurers Report
- 11 Corvair Classifieds



**3<sup>rd</sup> Annual Sterling Restorations Open House**

**Next SFBA Zoom Meeting Thursday, Sep 5<sup>th</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 8 SFBA members and no guests this evening. This was particularly low probably because my last minute reminder email contained the wrong Zoom meeting ID. I put this together in a hurry and didn't catch my typo. I feel bad for new SFBA member Roger Lamb who was looking forward to attending his first meeting and couldn't because of my error. I can hear the cries now "Fire the Editor...".

I heard from Josh that Don has volunteered to help move and store Phil DalPorno's Corvair in his garage until we get it in saleable condition (there are photos on page 6). With Don having the shop and space, we will look at holding club work parties/tech sessions to do mechanical maintenance checks on the car and possibly interior work. Personally, I think this is a fantastic idea and will really help with the value of the car. It's not a lot of work, mainly finishing up some work that Phil had started but could not finish. Many hands make small work. And this will help Sandy keep within the HOA rules.

By the time you read this, Gabe's Open House at Sterling Restoration is in the books. What a great, informative time we all had. The food and band were terrific and the Q&A session was really interesting. Thanks Gabe so much for putting this on! Photos of this event will have to wait until next month as I am running out of space this time.

Remember that if you work on your Corvair (even if it's only to change plugs or adjust the brakes), take pictures and send them in to me. When we see others working on their cars it gives us the incentive to do the same!

Our next Zoom meeting will be Thursday, Sep 5th starting at 7:00 PM. Remember our permanent meeting ID# is

## Current SFBA Corsa Officers

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

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

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**Merchandise** <https://www.etsy.com/listing/1163514879/san-francisco-bay-area-corvair-club>

243 888 8339. A reminder email will be sent and hopefully it will contain a link to the meeting making it easy to join. I promise to check it thoroughly!

**On The Cover:** . Sterling Restorations had their 3rd Annual Open House on Saturday, August 24. There must have been 40 people attending. Here Gabe is conducting a Q&A session (using a PA system that Josh just acquired). This was preceded by a delicious Street Taco lunch with chips , salsa and fruit. And there was entertainment. All provided by Gabe. **Thanks!**

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).

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# Minutes of the Last Meeting

August 1, 2024

Josh got the regular meeting started around 7:00 PM following a short Board meeting. When the room was opened, Josh, Harry and I were quickly joined by Don, Peter, Craig, Bruce, and Seth. I hope I included everyone.

**Treasury Report:** Harry reported the bank balance as reported in the last Newsletter was \$4394.44. This is an estimate as some newsletter expenses have not been submitted – Clark

**Membership:** Josh did not report any new members this month.

**Old Business:** As mentioned before SFBA has indicated we will take on the parking duties at next year's Convention in Santa Maria. We will be accessing the responsibilities to determine how much volunteer help will be required. Hopefully just a couple of hours each. We have SFBA, Valley Corsa, and CCRC to draw from so we will be looking for help. There will certainly be more about this as the task gets better defined in the months to come.

**New Business:** On a sad note, as reported last month, Sandy DalPorno informed us that Phil had passed away. His wish was to have the proceeds from the sale of his '66 Corsa go to SFBA. A very generous gift! Josh and I went to look the car over, take pictures and evaluate the condition and sale ability of the car. Phil was in the process of working on the interior and as such had the rear seat removed, front door panels taken off and the radio is removed. Everything that was removed was preserved. The task will be to move the car (which is currently running) to some

place where we can put everything back together, and then look for a buyer. The car is a desirable '66 Corsa Coupe with a 140 engine. The four carbs have been replaced with a center-mount Holly 4-barrel carburetor. A nice setup that's a lot easier to maintain and tune. The original carbs and linkage are available (Phil didn't get rid of anything). We are pursuing several options. Find pictures of the car on page ??

**Events:** Vairfest has come and gone. It was a great event! Gabe (Sterling Restorations) is still planning on another Open House, date has not been set.

The SFBA/Valley Picnic will Saturday, August 17th at Quarry Lakes Park in Fremont. We are hoping for a good turn out.

Vairs at the Vault III is definite for Sept 14. Bruce has lined up extra shade and seating (there wasn't enough last year). Josh will be bringing a PA system, which should help enormously. This year the "admission fee" is to bring a Corvair related item to raffle off. This will help offset the cost of the event.

Chris said there was an Alamo car show "Autos of Alamo" for Thursday, Sept 5. He plans to be there.

**2024 National Convention:** Seth went to this year's Convention and gave this report. From SFBA Christy, Carl, and Bruce went. The Convention was well attended and there were lots of very nice cars. Bruce said it was nice to see such a high level of quality in both the early and late restorations. Christy trailered his low mileage '63 Coupe himself.



After he got there he drove it around and entered in the Concourse and auto-cross. There were 65 cars entered in the Concourse which might be a record. There were 67 cars entered in the auto-cross (high but not a record). Dale Dewald won the Ed Cole award. Fast time in the auto-cross was Correy(sp?) who drove a very fast V8 Corvair. All results will be posted on the CORSA web site.

**Tech:** Josh said that in looking over Phil's car, he found that it was an LA build car #277. Rather hard to find. When the car was taken down for tires a year or so ago, Phil or Sandy couldn't find the key to the locking hub nuts. To replace the tires the shop had to cut off one stud on each wheel. Not a big deal as these are easy to replace. Seth asked if it had a smog motor? Josh wasn't sure but there was a hold in the sheet metal on the driver's side that he didn't recognize. Seth said that was probably for the smog tubes. Harry asked why this made a difference and Seth said for a 140 it doesn't. But for 110 motors the vacuum advance unit in the distributor was quite a bit different. Most go back to a non-smog distributor as it is easier to time. Also the 110 motors had pop-up pistons so you can't install heads from a non-smog motor. Seth said when pricing a car, the method he uses is. 1) Estimate how

(See *Minutes..* on page 8)

## *Coming Events in 2024...*

<b>Sep 5<sup>th</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>Sep 5<sup>th</sup></b>	<b>11th Annual "Autos of Alamo" Festival. Free Admission to the public.</b>
<b>Sep 14<sup>th</sup></b>	<b>Vairs at the Vault III, the Napa Vault, 1055 Soscol Ferry Rd, Napa, CA. 10:00 AM til?</b>
<b>Oct 3<sup>rd</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>Oct 25-27<sup>th</sup></b>	<b>Great Western Fan Belt Toss &amp; Swap Meet, Palm Springs, CA</b>
<b>Nov 7<sup>th</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>Dec 7<sup>th</sup></b>	<b>SFBA Annual Holiday Dinner/Luncheon. Date, time and location to be determined.</b>

## *SFBA CORSA Meeting Schedule 2024*

Thursday Jan 5 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Feb 1, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Mar 7, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Apr 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday May 2, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Jun 6, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Jul 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339" (cancelled)
Thursday Aug 1, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
<b>Thursday Sep 5, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"</b>	
Thursday Oct 3, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Nov 7, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Dec 5, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"



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# 2024 Convention Summary

## Christy Barden

### 2024 Ed Cole Competition Looser

The Bucket list just got shorter. After 50 years as a member of CORSA I decided to participate in the Ed Cole Award competition. I live in California and the event was in Dayton Ohio. So this would mean a 2,300 mile trip in the 1974 GMC Suburban pulling an enclosed car hauler carrying a 1963 Red Monza Coupe. And that was only one way. I would have to travel another 2,300 to get home. Yikes! 4,600 miles because of a damn bucket. Then figure the cost, lets see, gas at about \$4.50 a gallon; a Suburban with a 454 cubic inch engine burns about 5 miles per gallon pulling a load, Yides! \$4,400! Then the cost of the hotel, another grand, then eating and sleeping along the way. Why would some 87 year old guy want to do this? I just can't find an answer to that question.

### Concourse

I spent about 2 weeks with a friend preparing the car. It was in mostly original condition with only 7,000 miles on it. It had spent a good bit of time in the Sloan Museum. It scored a Sliver trophy. There were 68 cars in competition.

### Economy Run

I asked Carl Kalsen, from Australia, to be the navigator. He graciously accepted. I don't think either he nor I knew what we were getting into. He was very good at reading the directions and kept extraneous conversation to a minimum. We did have some conversation about some of the directions. Some I didn't understand and some he didn't understand. But we finished in the allotted time. At the gas station there was Mike Hall with a flashlight focused into the gas receiving pipe to make sure that it was full to the "brim".

I think I got about 16 MPG! Hell I get better mileage than that on my Ultra Van. So much for the "Economy" run.

### Rally

Now the rally was a different matter. They called it a Photo Rally. There were about 4 pages of different views you would see during the route. Also questions were to be answered along the way. That is if you were not driving or reading instructions. Driving and reading the instructions was a full time job. So if you DID see something that resembled the photo, we would pull over and confirm it and write down our mileage. Sometimes we would just pull over, and others would pull over behind us, thinking that we had seen a required photo stop.

After about 10 miles we could check our odometer against the 11.50 miles of the "master" odometer. We would have to adjust our mileage answers at the end of the rally. There was a lot to do, pore Carl was overworked, new country, new nomenclature (what is a crook?), having to read instructions AND look for matching photos. We did get lost because I made an incorrect decision to go left, when he said right. I'm dyslectic which doesn't help communication. So we had to subtract about 2.5 miles from all the odometer reading that followed. Now you are getting the idea of where the real work is, AFTER THE END WORKING WITH A CALCULATOR.

During our arrival at the finish line we had a rain shower. So Carl and I stayed in the car and tried to do all the figuring to come up with the odometer readings. Carl was a little frustrated as was I. I think he had to use the rest room, so I told him to bail and I would finish

the calculations. "She'l be right mate" is all he said and off he went. We had missed about 5 photos, so I guessed at what I thought the mileage would be. Finally I just guessed at everything. Which means we got a low score. I haven't see Carl since, but do apologize to him for subjecting him to such frustration. "Sorry Carl". I spoke with the Ed Cole winner Dale Dewald and he said it took him about a half an hour to finish all the calculations for the rally, and he's a PhD. So I didn't feel so bad.

### The Auto Cross

The auto cross had about 67 cars in competition. It was held at the oval race track about 20 minutes from the hotel. The course was laid out by the local SCCA organization. The course workers were us. We were given corners to work and if we didn't our scores would not be posted. I think the slowest time of the day was 84.5 seconds. My best score was 77.8 seconds. The best time was in the low 40's. Now remember that I had a 102 HP, powerglide with original tires. That rubber was 59 years old. They worked OK. Then I did my turn at working corner 1.

I didn't place well in the list of finishers, but it was an experience that was worth having. And I want to thank the Seversin clan for taking such good care of me!



# Phil Dalforno's '66 Corsa Coupe



From the outside, the paint, while not original, is in good condition. The body seems solid although further checking is necessary.



Here is the 140 with a center mount Holly carb. She fired right up (with a new battery) and idled well. A good sign!



There were no major body issues we could see.



As you can see here Phil was working on the car and had removed the rear seat (maybe working on the rear speakers?)



This front view shows that the radio was removed and Phil was doing something with the doors as he has the panels removed.



The side mirrors were not stock so maybe Phil was installing remote mirrors? Sandy said all of the original parts were saved (wheels, carbs, etc.).



# SFBA/Valley Picnic - 2024



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## Minutes...

much you would pay for a car that was just the way you wanted it to be. 2) Then estimate what it would cost to fix the car you are looking at up to this same standard. Subtract the two to get an idea or what you should be willing to pay. A very practical approach! Bruce said Phil's car was originally Aztec Bronze, with Bronze interior and Black seats. Seth said for some reason Bronze or Marina Blue seats did not hold up well. Something in the coloring? But the Black (and White) seats last forever.

Don said he bit the bullet and took his Land Cruiser to Gabe's for painting. He couldn't find a local shop that could do it in a reasonable amount of time and Gabe's price was comparable. Plus he got it done in two weeks (others were talking a year or more). Don is very pleased with the results and now plans to be extremely careful with re-assembly to avoid scratching anything.

Peter said he hadn't been able to work on his Corvair for a couple of months. He has been in Denver. The last time he drove the Corvair the throw-out bearing started making noise. He checked into the cost to replace the bearing, pressure plate, clutch disk and found this to be north of \$500 from Clark's. Josh said to check with California Corvair Parts and also Mike's Corvair parts. These places were a lot closer so shipping shouldn't be as high. Also Josh suggested he replace the bearing for sure but check the pressure plate, disk, and flywheel carefully. If the clutch is not slipping (Peter said it didn't slip or chatter) these may not need to be replaced. At least not at this time. Peter also asked about the clutch pedal pressure. He thinks his is awful high. Seth suggested to follow the clutch cable down from the pedal and around the pulleys, all the way to

the back. Make sure it is not binding someplace. Hopefully Peter has a lift as it is a lot easier to check when it's high up. Peter also intends to check the carbs (he has a 140) as the engine will not idle below 1100rpm. Seth said to check for air leaks. Check all of the rubber connections and the cross over tube. Josh mentioned that the rubber is cheap and you might as well change it all rather than search for cracks. Peter said when driven, the car does not run smoothly. It surges a bit. Seth said maybe the vacuum advance is being effected by air leaks. To find out, close off the vacuum advance line and see if the surging goes away. Other issues will come up but see if the surging subsides. Peter is also concerned with the head temperature. It runs around 400F with normal driving. A bit more on grades. Seth said that didn't seem to bad, but if the temperature were to rise, maybe 50F, you will want to find the cause.

Craig said he finally received his Nash Fans. He bought the bell venturies and the flow-thru pulleys also. Besides gaining around 10 HP he expects the engine to run cooler. Seth ask how he planned to measure the head temperature? Craig bought a dual setup that uses rings under the spark plugs. For the '68 he has a spare Corsa dash and will install dual head temp gauges. Clark asked if there was an easy way to measure the air pressure? Seth said racers used a low pressure switch to let them know if the fan belt breaks during a race (thus saving their engines). Clark asked if Craig was able to get both doors open on his car? Months ago Craig reported he had trouble opening the doors. Craig said "no", the passenger's side does open but the driver's side still does not. Seth asked how Craig de-flashed the heads/barrels. Craig said he used a spring wire

(normally used to hold insulation between floor joists) to poke holes in the flashing. He also used a long 1/8" chisel which seemed to work well. Seth said he found a round hacksaw blade at Home Depot (or Lowes?) that was covered in carbide grit. He puts it in a hand drill and runs it back and forth. Easy. But Seth said the irony of de-flashing is that the fan now uses more horse power, but your engine stays cooler. Seth said that drag racers would shut off the air doors entirely to get maximum horse power. Then they had to remember to open them back up before driving back to the pits.

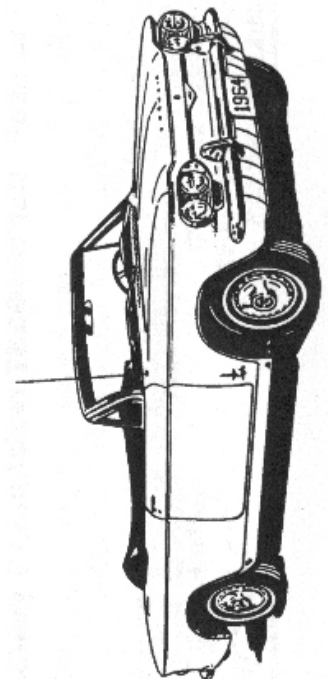
**Swap & Sell:** Nothing specifically mentioned.

Meeting adjourned about 8:22 PM.

Respectively submitted,

Clark Calkins, secretary

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# 2024 GWFBT: Oct 25 -27th



45TH ANNUAL GREAT WESTERN  
**FAN BELT TOSS  
AND SWAP MEET**

Caliente Tropic

hosted by  
**San Diego CORVAIR CLUB**

October 20<sup>th</sup>-22<sup>nd</sup>

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with great help from: South Coast Cora, Inland Empire Corvaire Club, Cora West and Vintage Cora

The poster features a desert landscape with mountains, palm trees, and a blue sky. In the foreground, three classic cars are parked: a light blue station wagon, a yellow convertible, and a red convertible. A Route 111 shield is visible on the right. The text '45TH ANNUAL GREAT WESTERN' is arched at the top. The main title 'FAN BELT TOSS AND SWAP MEET' is in large, bold, black letters. Below the cars, the text 'hosted by San Diego CORVAIR CLUB' is shown with a logo. The dates 'October 20<sup>th</sup>-22<sup>nd</sup>' are prominently displayed. At the bottom, a small line of text mentions 'with great help from: South Coast Cora, Inland Empire Corvaire Club, Cora West and Vintage Cora'.



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Seth Emerson and Bill Fisher



# Corvair Classifieds

## CORVAIRS FOR SALE

'65 Monza Cvt, 140 HP with Corsa Dash. New paint, new Corsa wiring harnesses, new rear hubs, and other parts. Single carb (have 4 carb set up), electric fuel pump. Top in good condition. Have before & after photos. Many spare parts. Taking offers.



Jeffrey Hayer 650-796-8109 (02/24)

'63 Convertible, Napa area. No other details given. Contact Charlie Augustine (707)252-8139 (10/23)

'63 Corvair Spyder Convertible, runs great, engine rebuilt 2 yrs ago, new paint, turbo rebuilt, top in good condition, new axles and bearing in rear, new car cover. Radio will need replacing & small crack in right hand mirror. Clean under carriage. Great daily driver! \$12K obo, contact Cian O Mahony in Pleasant Hill: cianomahony7@icloud.com



## 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 ([corvairguru@gmail.com](mailto:corvairguru@gmail.com))

## Treasurers Report - Harry Kypreos

August 2024

Date	Activity	Check #	Credit	Debit	Balance	Status
08/01/2024	Begining Balance				\$4,394.44	
08/26/2024	Newsletter (August)			(40.40)	4,354.04	(**)
08/15/2024	SFBA/Valley Picnic			(67.25)	4,286.79	(**)
08/31/2024	Ending Balance			(\$107.65)	\$4,286.79	

(\*\*) This newsletter& picnic expenses have not been turned in.


## SFBA CORSA

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