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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**VOLUME 261 MAY 2015**


**SFBA Celebrates its 43 Year!**

**Next Meeting: Thursday, May 7th at Harry’s Hofbrau, 14900 E. 14th Ave., San Leandro - 7:00 PM**
Letter From the Editor

On Saturday, April 11th we had a 43rd Anniversary Dinner at Harry’s Hofbrau in San Leandro celebrating SFBA’s 43rd year. I had mentioned that this would be in place of an Installation Dinner. When Harry (our V.P.) asked me what’s an “Installation Dinner” it occurred to me that newer members might not know that in years past our Club actually held an election of officers at our May meeting with several people vying for the available positions (President, Vice President, Treasurer, Secretary). And in April we held an “Installation of Officers Dinner Meeting” to formally introduce the new slate of Officers for the upcoming year to the whole membership. This tradition faded about five or six years ago when we weren’t able to find enough people willing to “run” for the positions making an “election” rather pointless. In fact we had to “twist arms” to get people willing to handle the minimal duties so we could even have meetings that resembled more formal ones. Fortunately most of the Officers have been willing to stay in their positions for multiple years (although I am sure some would like a break). Anyway without a new slate of Officers to introduce, the Installation Dinner just became an Anniversary Dinner. Just as much fun but no formal new Officers to introduce. Ah well, such is progress.

On The Cover: Carol Kypreos is holding up the cake for a close look at our 43rd Anniversary Dinner at Harry’s. The rich chocolate icing and muse filling were delicious. And there was plenty to take home for those that wanted!

(see Letter... on page 3)
Minutes of the Last Meeting

April 11th

We did not have a formal meeting. This time it was mainly to enjoy dinner and talk with friends. Some Corvair items did come up however.

Meeting Location: Ed indicated that Harry's has a new manager and it is easier to reserve the front section if we should choose to have meetings there. Tony is going to see if he can talk Dave Newell into having the May meeting at his house coinciding with Jeff Barrett's visit. We would all love to have a look at his substantial Corvair collection. This would be a huge imposition I am sure so we shall see what Tony can arrange.

Tech: Marc indicated that after 35 years he has retired from Clorox. Now he can concentrate on getting his Corvair restored. The last estimate he received was $6k for seats, convertible top, windshield, and paint. Sounds reasonable. Tony added that he should be sure to get a canvas top as it is closer to the original.

Respectfully submitted,
Clark Calkins, secretary

Letter...

(although they spelled the name "CORVAIRR") so we had plenty of space. Turnout was light this evening. I counted 12 people in attendance including wives. About half of what we would typically have. Hard to say why. Maybe it was the last minute arrangements or conflicts with other events. But it was fun and always nice to talk with everyone.

Harry's was rather busy this evening. I had no trouble finding a place to park but others mentioned that they had to park way around the back. When we decided it was time to eat we found that the dinner line was longer than usual. The food I thought was pretty good. I had the turkey dinner and there was plenty to take home. Marc had a Ruben sandwich which looked real good (lots of corned beef). And for desert we had an Anniversary cake. Chocolate with chocolate muse filling. Excellent! Ed, Tony, Harry helped hand out the cake. There was plenty to take home also.

The party broke up around 9:00 so we will get home at a reasonable hour. What a great time!

Dave sent me an updated schedule for Jeff Barrett's cross country trek (see page 5). Jeff, his wife, and photographer who are accompanying him on the trip will try and attend our next meeting. Be sure to attend.

Also Rob sent me a correction (or an update) on his LED turn signal lights installation. Check this out on page 7.

Tony tried to talk Dave into having the next meeting at his place, but he indicated that he was not ready for a group of this size (maybe in the Fall). So our next meeting will be again at Harry's but the front section has already been reserved. We will try to reserve the back area but in case this can't be done, I will get there early and try to find a fairly quiet and convenient location. So you may have hunt for us. I am expecting a good turnout because of Jeff Barrett's planned visit, see you there!
## Coming Events...

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>May 7</td>
<td>Regular SFBA meeting, Harry’s Hofbrau, 14900 E. 14th St, San Leandro, CA.</td>
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<tr>
<td>June 4</td>
<td>Regular SFBA meeting, location to be announced.</td>
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<tr>
<td>June 24-27</td>
<td>National CORSA Convention in Knoxville, TN</td>
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<tr>
<td>June 26-28</td>
<td>Vairfest in Arroyo Grande, CA.</td>
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### SFBA CORSA Meeting Schedule 2015 (tentative)

<table>
<thead>
<tr>
<th>Date</th>
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<tr>
<td>Thursday Jan 8, 7:00 PM</td>
<td>SFBA Regular meeting, Harry’s Hofbrau, 14900 E. 14th St, San Leandro, CA.</td>
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<tr>
<td>Thursday Feb 5, 7:00 PM</td>
<td>SFBA Regular meeting, Round Table Pizza, 7841 Amador Valley Blvd, Dublin, CA</td>
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<tr>
<td>Thursday Mar 5, 7:00 PM</td>
<td>SFBA Regular meeting, Harry’s Hofbrau, 14900 E. 14th St, San Leandro, CA.</td>
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<tr>
<td>Saturday Apr 11, 7:00 PM</td>
<td>SFBA 43rd Anniversary Dinner. Harry’s Hofbrau, 14900 E. 14th St, San Leandro, CA.</td>
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<td><strong>Thursday May 7, 7:00 PM</strong></td>
<td><strong>SFBA Regular meeting, Harry’s Hofbrau, 14900 E. 14th St, San Leandro, CA.</strong></td>
</tr>
<tr>
<td>Thursday Jun 4, 7:00 PM</td>
<td>SFBA Regular meeting, Location to be announced.</td>
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<tr>
<td>Thursday Jul 2, 7:00 PM</td>
<td>SFBA Regular meeting, Location to be announced.</td>
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<tr>
<td>Saturday Aug 8, 12:00PM</td>
<td>SFBA/Valley Club picnic at Quarry Lakes park, Fremont, CA</td>
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<tr>
<td>Thursday Sep 3, 7:00 PM</td>
<td>SFBA Regular meeting, Location to be announced.</td>
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<tr>
<td>Thursday Oct 1, 7:00 PM</td>
<td>SFBA Regular meeting. Location to be announced.</td>
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<tr>
<td>Thursday Nov, 6 7:00 PM</td>
<td>SFBA Regular meeting, Location to be announced.</td>
</tr>
<tr>
<td>Saturday Dec 5, 7:00 PM</td>
<td>SFBA Holiday Dinner, Harry’s Hofbrau, 14900 E. 14th St, San Leandro, CA.</td>
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Hi Clark,

I hope it’s not too late to get something into the newsletter about Jeff Barrett's Make-A-Wish cross country trek and at least a little tease about his background. I’ve pasted his trip schedule below...note that he’s planning to attend our May meeting.

I’ve also attached two photos of unique Corvairs that he’s restored. I know that Jeff would be happy to tell us all about these two famous cars, their history and their restoration. Maybe that will encourage some members to attend the meeting.

1) The 1963 Lost Cause Limousine, based on a 1962 Monza Sedan modified by the Derham Custom Body Works in Rosemont, PA, was commissioned by Charles Peaslee Farnsley of Louisville, KY. Farnsley was a newspaper publisher, US Congressman and longtime Mayor of Louisville. His dream was to combine traditional classic car coachwork -- of which Derham had been a major builder for over 40 years - - with modern, compact running gear. The dark green Lost Cause featured a black full leather interior, leather padded roof with enclosed quarters and small rear window. Other elegant details included a full-width Kentucky burl walnut dash with an array of gauges (including an altimeter), picnic hamper with pewter julep cups, Fitch 4-carb engine and chassis mods and Dayton wire wheels. Farnsley exhibited the LC at the New York International Auto Show in April 1963 and offered to sell copies for a mere $19,600 (the LC had cost him at least that much to build). He didn't get any takers, but his creation set a luxury standard still unequalled by any other Corvair.

The car was still owned by the Farnsley family when Jeff found it. It had been stored outdoors and was a mess. With the family's help, Jeff meticulously restored the LC and wrote the full story of its rebirth (and reunion with the Farnsleys) in the December 2004 Communiqué.

2) Along with Cecil Miller, Jeff restored the 1960 GM Super Monza concept car which Bill Mitchell, VP of GM Styling, built especially for his daughter Lynne as a surprise on her 16th birthday. We reunited Lynne with the SM at the 1993 National Convention in San Jose for the first time since 1960. In the Fall of '60, Ed Cole arranged to sell the SM to the Reynolds Aluminum family as a nod towards their large role in manufacturing the Corvair engine with Chevrolet.

Painted in medium blue pearlescent lacquer with matching leather and brocade cloth interior, the Super Monza featured a Golde sliding sunroof, rear quarter air scoops, fully carpeted trunk, Dayton wire wheels, handmade chrome plated brass moldings including the first wheel opening moldings installed on a Corvair and Lynne's chrome initials on the doors. Many other styling details took the SM beyond the production Monza Coupe, which still hadn’t been introduced when the SM debuted in March 1960. The special tufted upholstery design later appeared almost unchanged in the production 1961 Buick Skylark.

The Super Monza was donated to the Corvair Preservation Foundation and was the first car the CPF owned and restored. Jeff was in charge of the SM body work and paint and worked with Project Chairman Cecil Miller on the car's assembly. Jeff's one of the most talented restorers in CORSA: his attention to historic detail and perfectionism is unmatched.

Here's the schedule email I received from Jeff last week:

"As you read this, we will be making our final preparations for the Make-A-Wish Coast to Coast for the Kids fundraiser. We will depart from Carolina Beach, NC on the morning of April 24th, and end up in California a couple of weeks later. I appreciate all of the support we have received from each of you!

Following is a short summary of where and when we hope to be along the way.

Friday, 4/24 - Kick off on the sand at Carolina Beach, NC at 9:00 AM. Lunch in Raleigh at 12:30 PM. 3:15 PM snacks at Make-A-Wish of Central and Western North Carolina offices in Greensboro, dinner in Winston-Salem.

Saturday, 4/25 - Brunch in Fairview, NC. A quick stop in Knoxville, TN at the host hotel for the Convention around 2:30 PM. 6:30 dinner in Nashville - with members of the Music City Corvair Club.

Sunday, 4/26 - 5:00 PM dinner in Little Rock, AR - with members of the Arkansas Corvair Club.

Monday, 4/27 - 1:00 PM lunch in Oklahoma City, OK with members of the Central Oklahoma Corvair Club.

Tuesday, 4/28 - Dinner in Albuquerque - with members of Corvairs of New Mexico.

Wednesday, 4/29 - No planned activities. Catch us on Route 66 and I-40 between Albuquerque, NM and Holbrook, AZ.

Thursday, 4/30 - A day of rest! Only eighty miles to cover all day with no planned activities.

(continued on page 6)
Friday, 5/1 - Begin the Route 66 Fun Run (www.azrt66.com) in Seligman, AZ.

Saturday, 5/2 - Route 66 Fun Run from Seligman, AZ to Kingman, AZ. There is a large car show and street party that evening in downtown Kingman. Hopefully, many CORSA members from surrounding areas will be at this event.

Sunday, 5/3 - Complete the rest of the Route 66 Fun Run. No planned activities.

Monday, 5/4 - Dinner in Las Vegas, NV - with members of Vegas Vairs.

Thursday, 5/7 - Dinner in San Francisco, CA at the monthly meeting of the SFBA Corvair Club.

Friday, 5/8 - Arrive at Bodega Bay, CA for the "official" end-of-journey photos. Lunch celebration at Kunde Winery in Kenwood, CA.

Saturday, 5/9 - Car show in Folsom, CA hosted by the Corvair Club of River City.

You can "follow along" by checking the regular updates to the website - www.c2cforthekids.com. If you have not donated, but would like to, there is a "Donate Now" feature on the website. Also, you can make checks payable to Coast to Coast for the Kids, and mail to 8 Lynnette Drive, Fairview, NC 28730.

Thank you for your support in this endeavor! Prayers for travel mercies are greatly appreciated!!"

Clark, anything you could print about Jeff and his visit would be greatly appreciated, and a service to Corvairs and kids with terminal illnesses everywhere :o)

Thanks,
Dave

1960 GM Super Monza Jeff Restored. Currently residing with the Corvair Preservation Foundation

The 1963 Lost Cause Limousine. Also restored by Jeff.
I should have been more clear on the LED's that I have installed in my '64 Spyder.

The rear back-up lights are a bendable motorcycle LED string with ½" spacing (14" long each).

The front turn signals are an LED board kit that I purchased from Retro Lumen in Calgary, Alberta. It wasn’t something I made from scratch. The kit is extremely easy to install and has very good directions. I would highly recommend them if you like the looks and prefer the much greater visibility the full lens LED provides. They also make kits for late model Corvairs.

I just want to make sure the proper people get the credit for their work.

Their website is: www.retolumencorvairlate.blogspot.com.
Classifieds...

1) 1961 700 Sedan: 8600 miles believed to be correct. Powerglide, Tinted Windshield, Manual Radio, Padded dash (cracked). Bought new in Long Beach by Ted’s aunt and later used for errands on her ranch. Runs excellent. Had recent carb rebuild. Original Ermine White paint on hood & decklid need repainting (from bad storage in a barn) & LF fender has mild dent. Gray interior is original, fabric OK but needs vinyl on top of front seat replaced & new kick panels. Make reasonable offer. Car is in Los Gatos. Call Ted at 408-204-6447 or email Dave Newell for pictures at chevrobilia@yahoo.com (01/15)

2) Vallejo wrecking yard dating back to the 1960s still has many Corvairs, all for sale complete or will sell parts: Half dozen 65-66 Coupes; 1 late 4dr; 2 vans/Greenbriers; several 64 coupes; 2 1960s; 3 early convertibles; 5 or 6 early coupes (one is a Spyder); blue Lakewood that ran when it came in; 1 rough wagon; plus engines, transaxles, turbo & carb. All undisturbed for 30+ years. Yard isn’t normally open...call Charles Baker, 707-642-9903 (01/15)
**CORVAIR CARS FOR SALE**

**’63 Monza convertible.** Original owner. Straight car. Has been stored on blocks for 15+ years. Best offer. Marty or Carolyn 925.820.1740 (07/14)

**’61 Rampside.** Original condition. Re-built motor w/ 4k miles. Asking $4k OBO. Also have early engine/transaxle & misc early parts. Contact Dale Teubert, PO Box 233, Sierra City, CA 96125 (11/14)


**CORVAIR PARTS FOR SALE**

**Corvair Engine Parts:** Been in my garage for 34 years and have never used them. Starters, generators, alternator, cams, heads, cranks, pistons, cases, trans, turbo unit, engine, etc. Jesse Cruz, Clayton, CA (925)672-0503 home (925) 68-4405 cell, chumacruz@gmail.com (07/14)

**CORVAIR PARTS WANTED**

**110 Hp Engine:** Rebuilding a Forward Control. Looking for a ’64 or ’65 FC engine. Call Todd Lyly (707)462-1369 (Ukiah area). (11/14)

** CORVAIR PARTS FOR SALE (not local)**

Skip Polachi has the following parts for sale. Parts are located in Red Bluff & Santa Rosa. Best to call evenings (530)474-4227. Besides these listed parts Skip also has many more engine parts, heads, cams, cranks, pistons, cases, turbo. All new or rebuilt.

- **F/C Turned brake drums** (2) - $20
- **F/C Good brake drums** (2) with linings & springs - $20
- **F/C Hub caps** (4) - $20
- **F/C Rear overload spring kit** (new) - $100

**F/C Front door** NOS L&R lock latch - $30

**F/C Complete Front & rear bumper guards (NOS)** - $325

**Spyder Front dash** harness to fuse box for F/C - (price not listed)

**Spyder Dashes (3)** - one is wooden face - $100 each

**Corsa Communiqués** 1970 - 2000 - $150

**Tires 205 75R14** on rims for F/C (2) - $75

**1964 Wood wheels** with hubs, horn & contacts. - (2) at $300 each, (1) at $200

**Dave Newell contributed these two Corvairs for sale**

Here are a couple more that people have called me about. I think the ’61 sedan’s mileage is correct, though the car’s had some bad storage and was subject to a lot of short trips, driven by the local reservation’s Native Americans who helped out Ted’s aunt on her ranch in San Jacinto. The delicate seat fabric on the bottom cushion of the driver’s seat isn’t torn, which it surely would be if the mileage was 108600. A couple pics are attached.

The Vairs in the wrecking yard have been there for over 30 years and many aren’t easily accessible but Charles said that the 65-66 coupes and sedan plus both vans can be gotten to easily.

(see **Classifieds... on page 8**)