

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

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



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<https://www.SFBACorsa.org>

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**Happy Holidays &
Happy New Year!**

**Next SFBA Zoom Meeting Thursday, Jan 2nd
@7:00PM (#243 888 8339)**

Letter From the Editor

I hope you were able to attend our last meeting. By my count we had 12 SFBA members and no guests this evening.

This month it was especially good to hear that Carl, our Australian member, now has his Corvair properly registered and is driving it! This is after a 20 yearlong restoration process featuring a right hand drive conversion and issues with brakes, carburetors, etc. Next month he plans to join us from his garage where we will be able to see and hear his Corvair run!

The big news now is that the 2025 Convention has been moved from the Raddison Hotel in Santa Maria, to the Embassy Suites in San Luis Obispo! The Raddison was having difficulties with the restoration process and the banquet room would not be available in time. Vince Petrie and Jim Pennell went to work and were able to secure the Embassy Suites for the same nights (May 20-23, 2025) and at a very similar room rate \$129 or \$139/night. A bit more than the Raddison but considering the Embassy Suites includes breakfast and they have a happy hour with wine tasting in the evenings, this should more than make up the difference. And there is more available in the vicinity as it's close to downtown. CORSA has booked 360 room-nights and if it fills up the historic Madonna Inn is just a short distance away and there are other hotels also. An added plus is that the San Luis Obispo Airport has many more flights into and out of there than the smaller Santa Maria Airport. It is served by Alaska, American, and United Airlines. Jim and Vince and others are busy switching over the Concourse, various tours, the econo-run, the auto-cross, and the other events.

The Holiday Luncheon and Museum Tour were fantastic! We had 20 people for lunch at The Blackhawk Grill (the largest crowd in several years). The staff at The Grill were

Current SFBA Corsa Officers

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

very attentive and treated us well. Cake was served for dessert and the staff cut huge pieces. Several people took some or most of their cake home for later! Following lunch, most went to the Blackhawk
(see **Letter**. on page 10)

On The Cover: Our Annual Holiday Dinner (or Luncheon this year) was held at The Grill at Blackhawk in Blackhawk Plaza. Like last year following lunch we went to the renowned Blackhawk Museum for a tour of their beautifully restored classic cars as well as the American History Museum exhibits. Lots to see.

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 Zoom on the first Thursday at 7:00 PM of each month. Details are included in the newsletters. 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 at \$2 per month).

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

December 5, 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 Seth, Buck, Chris, Cameron, Don, Craig, Carl, Peter, Lane, and Christy. I hope I included everyone.

Treasury Report: The bank balance as reported in the last Newsletter was \$4758.22. There were no reported expenses or income this month.

Membership: Josh said there were no new members this month.

Old Business: Nothing discussed.

New Business: Josh and Don feel the next step with Phil's car is to schedule a "Fun Day" where we can get the car up in the air to access under carriage issues (he hopes to have the lift available). Don is trying to free up some garage space to keep the car out of the rain. Josh said he will bring all of the remaining items which he currently has stored at his place. Don is concerned about the wheels, he doesn't think they fit properly. Maybe the wrong lug nuts were used. This is something we will check. Also we will have to decide on our approach. Because of the Holidays, our first Fun Day will probably be in early January. Stay tuned for an email announcement.

Josh mentioned that CORSA was expanding their merchandise and is considering adding in chapter materials (like our t-shirts, coffee mugs, etc.). This might bring in additional income to SFBA as CORSA won't charge the large fee that Zazzle currently does. An additional benefit is that we won't get hassled regarding possible GM copy-

rights as CORSA has the rights to sell these items.

2025 Convention: Josh and Clark reported that the 2025 Convention has been moved from Santa Maria to San Luis Obispo. The Raddison Hotel had issues with the remodel and the banquet rooms would not be available as originally expected. Vince Petri and Jim Pennell were able to secure the Embassy Suites in San Luis Obispo for the same nights at a similar rate. The cost will be \$129 or \$139 a night (depending on room) but this includes a breakfast and a wine tasting happy hour that should make up for the Raddison's lower \$119/night room rate. The last Convention Planning meeting discussed the new location and required changes. The only remaining issue was where to hold the auto cross. A couple of places were being looked at. The Econo Run was re-mapped and a new start/stop gas station is being selected.

All current reservations at the Raddison have supposedly been canceled (verify this however) so new reservations will have to be made. The Embassy Suites phone number is (805)549-0800 and the reservations are in the name "2025 Corvair Convention". The dates are the same May 20-23, 2025.

Events: The Holiday Luncheon is scheduled for this coming Saturday. We are expecting 15 to 20 people and 5 or 6 Corvairs. The luncheon is at The Grill At Blackhawk and a guided tour of the museum (\$10) is planned afterwards. The weather is expected to be perfect and there is a "Meet Santa" at the museum that will attract lots of kids and their parents – perfect for showing off our cars. The lunch is planned

for 1:00 PM and the guided tour for 3:00 PM. If you want to park your Corvair in the front viewing area, be there by 11:30 so we can get them positioned properly. Josh will check to see if Bruce or Eric are planning on bringing one of their beautiful Corvairs.

Tech: Don said he started his '65 (first time in several months) and had a fuel leak. He tightened the top screws, and all is well now. But this should remind us to check the fuel pump regularly.

Christy asked about Clark's fuel pumps. Josh said there was an issue with the reproductions that Larry Claypool found. It is expected they will be sold again in the Spring. At the Fan Belt Toss Christy bought a couple of early fuel pumps. The push rods are a bit longer than the late model pumps so Christy will have to shorten these so he can use them. Christy ask who was still using mechanical fuel pumps? Josh said on his Yellow '64 (which he wants to keep stock) he still uses the original pump but on the Blue '64, he installed an electrical fuel pump. He blocked off the mechanical pump so it looks stock. Criag said with an electrical pump you can't leak gas into the oil pan. Christy said this did happen to him. On his Ultravan he added an electric pump that he uses to prime the system while retaining the mechanical pump for normal driving. But on one occasion he was driving the Ultavan when the mechanical pump went out. He switch to the electric pump and drove the short distance home and it didn't run well. He checked and found gas in the oil. Luckily it didn't do any real damage. Christy asked how many at the meeting tonight ran theirs Corvair without

(See *Minutes..* on page 8)

Coming Events in 2025...

| | |
|-------------------------------|--|
| Jan 2nd | Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339" |
| Feb 6th | Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339" |
| Mar 6th | Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339" |
| May 20-23rd | 2025 CORSA International Convention, San Luis Obispo, CA. Host hotel is the Embassy Suites, 333 Madonna Road, San Luis Obispo, CA 93405 (new location!) |

SFBA CORSA Meeting Schedule 2025

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

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

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

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

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

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

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

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

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

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

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

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

Holiday Luncheon at Blackhawk

Clark/Josh



When I first arrived, the table had been set but there were only a few people. There was Buck, Eugina, Chris and myself. When I booked for 15 to 18 maybe I was being overly optimistic?. But in short order the rest of the group came in. They must have been at the museum looking at the cars. In the end our table was full as was most of the restaurant!



Josh sent in these three pictures he took. It's interesting to note that Josh said he would be bring some cardboard drip pans but there is no indication they were used or needed. In the end there were six Corvairs, two lates and four earlys and two were hardtops and four were convertibles. Paul parked his deep red '63 Syder a bit after Josh took these photos. It can be seen in the photos on the next page.

Blackhawk...



Here is Joe's late model Monza Coupe. I am not sure of the year.



Paul's '63 Spyder Convertible. Painted at Sterling Restoratiouns, this is about as nice as it gets!



Cameron's very nice '63 Monza Convertible



Mike & Toni's beautiful '62 Spyder



Josh's very pretty '64 Monza Convertible



A nice collections of Corvairs! Lane had to leave a bit early that's why there is an empty space...

See "[More Blackhawk...](#)" on page 7

More Blackhawk...



A nice race car with a list of previous owner/drivers which include Paul Newman, and the Smothers Brothers among others.



Here is our docent pointing out the details of one of his favorite cars in the collection.



This cross hatch (Ratan pattern) paint scheme was once quite popular. It is interesting to note that this was done entirely by hand. Remarkable considering how precise and straight the lines are. According to the docent you can feel the painted lines overlap. I can't vouch for that as we were not allowed to touch the cars.



A nice assortment of Ferraris and Mercedes-Benz. Some older and others quite new.



Here are a couple of beautifully restored cars. Some have been kept stock and others customized. The wood work is remarkable, where do you find people that can do that these days?

Minutes...

the lower shrouds? Three raised their hands. Josh said he had one with and one without. Peter said currently the shrouds are off as he is replacing the thermostats. But will go back on.

Carl said he has now actually driven his Corvair! In the last week or so he took his Corvair to the VEST(sp?) Engineer who reviewed his right hand drive conversion. His job is to find fault with the conversion, but after 3 hours of examination he had nothing but praise! Now he had the “Okay” to get the car registered. That was another 3-hour inspection as the person there had never seen a Corvair before which a bit of an ordeal. In the end he did get the Road Worthy Certificate. When he went to get the final registration, the gal asked for the Import Plate. Carl said what? He had never heard of this. The gal said all imported cars are given an Import Plate. Carl said this car was imported over twenty years ago and there were no such requirements then. In the end she was satisfied, and he can now drive his Corvair! It’s been a twenty-year restoration. Next month he hopes to join us from his garage so we can hear the engine running! Since he has driven it, he reports the head temperature reads between 370 and 380 F on the dash gauge (he has a Clark’s sender unit). Christy said that seemed high especially since Carl has a Nash fan installed. It was suggested he try an infrared thermometer. This will let him check the actual temperature and, if he wants, he check the oil temperature by pointing the beam down the dip stick. They are readily available on Amazon. Christy asked what the timing was set at. Carl thought 12 deg BTDC and he is running 98 octane gas without alcohol. Carl said he has only driven it a few times but there are no oil leaks and only a minor transmission leak (which is very common). Christy said he may to drop the transmission pan to fix the

leak but Carl didn’t think so. Carl has a four post lift which should make the job a lot easier. Carl said he has an issue with the telescoping steering wheel. He can get the horn button to stay on. He can see no attaching mechanism. For now he uses Velcro. Christy ask where is the nearest ‘65 Corvair he can compare to? Carl said there is one in Sydney about 500 miles away but he is not sure if it has a telescoping wheel or not. Seth said to watch his video on taking that steering wheel apart. It will be obvious how the button attaches. And if there are any parts he needs, everything is available thanks to Corvettes using the same steering wheel. To find the video go to YouTube and search for “Seth Emerson Corvair”

Carl said he was having trouble installing one of the wire hubcaps. Three when on smoothly but the forth is difficult. Christy suggested trying it on the spare to see if the issue is with the wheel or the hubcap. The hubcaps have metal retaining tabs that grip the wheel and these can become bent. Seth asked if Carl had the correct valve stems for those wheels. Carl said “yes” he had longer stems installed.

Cameron said his only car now is his Corvair! He drives it everywhere and gets lots of “thumbs up” and hears “nice car” on the road. He only puts the top up when it rains. And so far, it hasn’t leaked. He said he will be driving it to Blackhawk He said it was kind of strange going over the Bay Bridge in the rain, sat night, with cars going by at 70+ mph. The car continues to do well when driven every day (as it was meant to). Cameron asked if SFBA could have its own Corvair Forum on its web site. A place where we can ask questions, post photos, etc. Josh said our site does have that capability, but it has not been enabled. He will check into this and let us know. Cameron said

a while back he had an electrical issue and took it to Zacks in San Francisco. The issue was the main power feed from the battery. The wire goes through a plastic connector, and it gets corroded. When this happens you loose power to the dash and nothing works. He re-routed the large red wire outside of the connector where it can be cleaned and maintained. Many people just solder the connection. Craig suggested using some anti-corrosion grease (like Ox Guard from Gardener Bender, \$5 for a 1 oz tube) and wrapping it with electrical tape. Seth said there is another connector that causes similar problems. The small wire coming right off the battery goes to a Little Red Thingy connector. From there it goes to the connector Cameron mentioned. But the red connector is also subject to corrosion. If this is broken Clark’s sell them and this might last another 25 years. (I am guessing this is only on late model Corvairs. On my ’64 the wire from the battery goes to the regulator and then on to the main connector, ed).

Cameron said he has used DRIVESHARE, a Hagerty product where you can rent out your car for various purposes. You control what, where, when, how long, etc. And charge what you want. Cameron has rented his car for photo shoots at several local weddings. Some times these lasts a few hours and he has to move his car to get various angles If you have a good looking car this can be a nice source for extra income and is fun! And it’s also good exposure for our cars.

Craig said on his ’68 Corvair the battery drains if it sits for any amount of time. Seth asked if he has played the “fuse dance”? That is, hook up an amp meter and then pull the various fuses to see which circuit is draining the battery. If you don’t find one, then it is

(See *Minutes..* on page 10)

2025 CORSA International Convention



2025 CORSA INTERNATIONAL CONVENTION

MAY 20-23, 2025, SAN LUIS OBISPO, CA

Hosted by Central Coast Corvairst
Info: www.centralcoastcorsa.org
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Letter...

Museum where we had a Docent guided tour scheduled and we got a reduced entry rate. The docent guided us through the extensive, ever changing car display. We were on our own for the rest of the museum, which is a large facility with many exhibits. You could easily spend several hours looking it all over and even then, might not see it all.

It's that time of year again when SFBA memberships are due for the upcoming year. As you are probably aware SFBA tries to keep the dues cycle starting at the first of the year. This makes planning and accounting much easier. Full memberships are \$25/yr while associate memberships are \$15/yr. If

your due date is in the middle of the year, just prorate the dues at \$2/month. If you receive a printed newsletter your due date is on the label. For others, Josh keeps a spreadsheet, and we can look it up, just ask.

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, Jan 2nd starting at 7:00 PM. Remember our permanent meeting ID# is 243 888 8339. A reminder email will be sent containing a link will make it easy to join [_____](#)

Minutes...

not a fuse and you need to look elsewhere. The first likely culprit is the alternator. While not common, sometimes diodes leak current to ground. Pull the field wires to see if this changes the current draw. Chris said he just disconnects the battery when his car sits.

Christy said when driving his Ultravan (with an alternator) or his Greenbriar (with a generator), the Generator light on the dash comes on. Usually dim but as the load increases (lights or heater come on) it gets brighter. Revving the engine has no effect. Very strange that this happens on both cars. It was suggested that Christy check the ground

(see [More Minutes... on page 11](#))

Corvair Classifieds

CORVAIRS FOR SALE

'65 Monza Cvrt, 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)

CORVAIR PARTS FOR SALE

The Sacramento club is selling two turn key engines.

1962/1963 102 hp engine \$1500

1962/1963 80 hp engine \$1000

interested persons should email sfbacorsa@gmail.com

Skip Polacchi has the following parts for sale. Best to call evenings (530)474-4227.

1 Pair Late 110 rebuilt heads - \$250

1 Pair Big Valve Heads, Bill Thomas.all new parts, angle port exhaust, rotated manifold, w/mod carbs, linkage - \$1700 firm

1 New complete Clark's Ultimate 140 carb kit, linkage & air filter - \$700

1 All New Parts for an early 102 hp NOS crank, cam, 0.030 pistons & barrels+heads etc. You assemble - \$700 We still have other misc items

CORVAIR MECHANICS

David Gray: Fairfield - Retired GM/Corvair Mechanic. Can do minor repairs, engine rebuilds, tune-ups. Located

in Fairfield but can travel. Also has parts for sale. (916)531-0905 (corvaiguru@gmail.com)

More Minutes...

straps as bad grounds can have strange affects. Seth recalled hearing of someone that removed the ground straps only to find that the clutch cable became the only path to ground. The cable got so hot that the ball end failed. Craig said he did this same thing on his BMW. He replaced the engine and forgot the ground straps and cooked the wiring harness!

Peter said his car is not running at the moment. It suffers from "mission creep". Once you work on one thing, you find something else to do. And so on. He started by taking off the carburetors as he was tracking down an expected vacuum leak. He found cracks in the insulators where the carbs mount to the intake manifolds. Then he decided to replace the failed thermostats. Now the tin is off being painted. The more you look the more things you find to fix. Don't we all know. Hopefully it will be back together shortly, it looks too comfortable on the ramps!

Swap & Sell: Nothing discussed.

Meeting adjourned about 8:27 PM.

Respectively submitted,
Clark Calkins, secretary

Treasurers Report - Harry Kypreos

December 2024

| Date | Activity | Check # | Credit | Debit | Balance | Status |
|------------|-------------------|---------|--------|-----------|------------|--------|
| 12/01/2024 | Beginning Balance | | | | \$4,758.22 | |
| 11/26/2024 | Dec newsletter | | | (46.17) | 4,712.05 | ** |
| 12/31/2024 | Ending Balance | | | (\$46.17) | \$4,712.05 | |

** Expense has not been turned in yet. Bank balance shows \$4850.56

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