

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

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Eric's Sprint is Back!

***Next SFBA Zoom Meeting Thursday, Dec 5th
@7:00PM (#243 888 8339)***

Letter From the Editor

I hope you were able to attend our last meeting. By my count we had 13 SFBA members and no guests this evening. It looks like attendance is back to its old self.

The Holiday Dinner or Luncheon has been scheduled for December 7th at 1:00 PM at The Grill at Blackhawk. This is the same venue as last year. As always I am planning on bringing a cake for desert. Josh and Joe have worked with the museum to allow us to park our Corvairs out front (like last year). Please RSVP to Josh or myself so we know how many cars are expected. Beyond the cars the museum has many interesting exhibits, it takes few hours to see it all. And of course the cars are constantly rotated so there is lots to see here as well. Buck said last year the event was amazing. So much to see he ran out of time. This year he intends to start at the lower floors and go through all of the museum exhibits and finish up with the cars!

This month the newsletter is a bit light with no SFBA events going on. But I did manage to get some pictures off Gabe's web site of how he replaced the floor pans in someone's Corvair. This is something we all grapple with sooner or later. The floors went from looking like swiss cheese to looking brand new. Gabe did the job right with welding in the new floor pans (presumably from Clark's) and painting them properly. When I replaced mine many years ago I used sheet metal screws and pop-rivets as a welder wasn't available to me. At the time I didn't know of a near-by shop that worked on Corvairs and I thought I could do this myself. And it has lasted many years.

Remember that if you work on your Corvair (even if it's only to change plugs or adjust the brakes), take pictures

Current SFBA Corsa Officers

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and send them in to me. When we see others working on their cars it gives us the incentive to do the same!

(see *Letter*. on page 10)

On The Cover: Here is a photo taken off Sterling Restoration's web site of Eric's Sprint as it was returned to Eric's garage after having the body thoroughly restored (Eric is on the left and Gabe is on the right). The paint is immaculate! Now Eric has the suspension, power train, and interior to install. Eric has been collecting the Finch Sprint specific options for years. Can't wait to see the finished product.

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

November 7, 2024

Josh got the regular meeting started around 7:05 PM following a short Board meeting discussing Club business. When the room was opened, Josh, Harry, Ray and I were quickly joined by Seth, Buck, Jeffrey, Herb, Don, Lane, Carl, Peter, and Christy. I hope I included everyone.

Treasury Report: The bank balance as reported in the last Newsletter was \$4850.56. When the Vairs at the Vault III event was tallied up, it ended up costing the Club only \$100. Not much considering all of the fun we had!

Membership: Josh reported that we had a new member, Claire Holmes from Concord, she has a '64 Corvair convertible. Welcome!

Old Business: Nothing discussed.

New Business: Josh and Don feel the next step with Phil's car is to get it up in the air to access possible brake or suspension issues. Josh said we will be sure that the brakes and steering are solid to be sure it's a safe driver. The tires are relatively new. The car will come with the original rims and four carb setup in case the new owner wants to keep it stock. Buck volunteered to come up this way to help out, he has lots of parts if there is anything we should need. Right now, is a busy time of year for everyone, and Don is trying to setup a convenient time for a Fun Day. Notices will most likely go out via email rather than relying on the newsletter because of time constraints.

Josh was having trouble getting hold of The Grill at Blackhawk to set up a Holiday Luncheon for this year. Clark volunteered to stop by on his way home from work to set this up. He will try for December 7th or the 14th but any later starts to get too close to Christmas and interfere with other plans. Buck said that he really enjoyed last year's event! Some of the exhibits will probably be the same (they take a lot of effort to set up) but the cars are rotated often. Seth said they used to have two floors with cars, now they are done to one floor but the museum itself is much larger.

Josh said that Cian O Mahony sold his '63 Spyder convertible to someone in the central valley. This was a nice-looking car. Someone got a good deal. Maybe we will get a new member?

2025 Convention: Clark reported on the last Convention Planning meeting that was Wednesday Nov 6th via Zoom. The planning is progressing well and Clark feels the next step is to get an idea of who, from our Club, is planning on going and who would be willing to spare an hour or two to help out. Asking for a "show of hands" it was good to see 7 or 8 folks that would be willing to assist. Josh will check with other Western clubs to see if we can come up with a more comprehensive list. Josh said that if you do go to the Convention, be sure to wear your SFBA t-shirt! Seth said to make your reservations early as this hotel will fill up. He made his already. And you will pay considerably more at near-by hotels.

Josh said he was going down for the

Convention but won't be able to stay for the whole thing. He is planning on driving his Blue Corvair which is definitely a driver and not a Concourse car. He will arrive Sunday to help setup and probably needs to depart Tuesday. He has to balance work, family, and Corvairs.

Events: Jeffrey reported on the Fan Belt Toss. He thought this year it was "minimal". They did have a Dyno and a Car Show but no drive around Palm Springs. He went to the Banquet but didn't stay for the dinner. He wasn't crazy about the menu. He went out to have Thai food instead. He thought last year's venue, at a golf course, was much better. The cars were parked right outside the window with spot lights for all to see. The American Legion Hall was just not as nice. Jeffrey felt that a drive around Palm Springs would have helped promote the Corvair to the general public. He feels that CORSA should be reaching out to others rather than keeping to themselves. Josh said that Eric drove down, bought a gear box from Seth, looked around a bit and then drove back. He must have had other business in the area!

Seth took his V-6 Corvair to the Cathedral Of Faith car show last weekend in South San Jose. He received lots of comments regarding the "full engine" compartment.

Jeffrey drove his Corvair to a Car Hop held at Buchanan Air Field in Concord. There were lots of very nice cars. At

(See *Minutes..* on page 7)

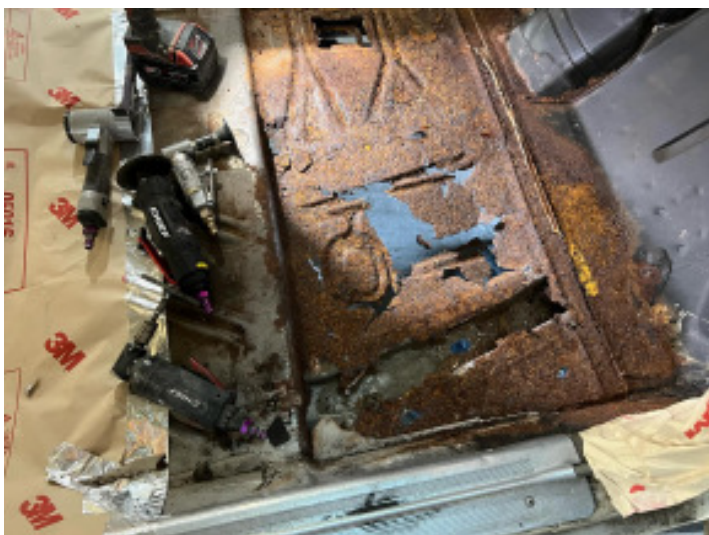
Coming Events in 2024...

Dec 5 th	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Dec 7 th	SFBA Annual Holiday Luncheon at <i>The Grill At Black Hawk</i> , 1:00 PM. The group intends to tour the Museum afterwards like we did last year.
2025	
Jan 2 nd	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Feb 6 th	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Mar 6 th	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"

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

Replacing Corvair Floor Pans at Sterling Restorations



Floors...



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Gabe Lopez
Owner / Operator


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Cell: (707) 287 - 8680

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Seth Emerson and Bill Fisher

Minutes...

this event spectators could sign up for a ride in the various cars. He was delighted to have 5 or 6 sign up to ride in his Corvair even though there were Rolls-Royce and other fine cars available!

Seth drove his new V-6 Corvair on Tito's Back Roads Event. This went from Milpitas to Blackhawk. There were 1/2 dozen Corvairs plus 5 or 6 others with real AC (it was 103F that day!).

Seth went to SEMA this year. He looked for Corvairs, as he always does, but saw none this year. There were several vendors he wanted to talk with.

Tech: Don said he was contacted by Steve Molten (sp?) from Idaho. Steve bought a bunch of Corvair parts from Dan Smith in Antioch and was looking for a place to store the parts until he could drive down and retrieve them. Dan, an old-time SFBA member that moved to Oregon, is clearing out the Antioch property so it can be sold. He had LOTS of Corvair parts plus other car parts.

Peter is working on his Corvair trying to get the engine working properly. Lately he is tracking down a suspected

vacuum leak. When taking it apart he found many iffy areas. Carl suggested that Peter carefully inspect the hoses and the Welch plugs to be sure they are seated properly.

Herb asked if anyone had replaced their stock radio with one of those replacement radios that Clark's sell? No, but Buck said that he had his completely rebuilt by some outfit that advertises in Hemmings. It cost \$135 plus shipping. He replaced his speakers also and now it works as good as new. Ray said when he bought his car the previous owner sent the radio to someone that completely gutted it and install a phone connection. It has a cord that plugs into his phone. Harry said he looked into an outfit that would replace the insides with a modern radio that still looks stock but now has the latest bells & whistles. Herb said that Clark's sell a kit that includes an AM/FM radio and new speakers for \$350. He may just give this a try. Josh, and others, said there are various Blue Tooth options where the guts are replaced and the radio plays through your phone. Josh bought three intending to use them when he gets time. Herb wants to keep his '64 radio looking as stock as possible. He is hoping for an AM/FM replacement as where he lives, out in the country, AM

stations are hard to get. He said, at his age, when he must work under the dash, he always takes the front seats out. He still must work around the stick shift however, but this makes it a lot easier on his back!

Herb said at a Tech Session a few years back in Dublin (at Harry's house?) Seth mention there were some special wrenches available for adjusting valve clearance. Seth did not recall this. The only special tools he recalls are for torquing the heads. But for setting valve clearance he recommends using a break-over bar and not ratchet wrench. It's hard to get the clearance set correctly if you are constantly flipping the forward/back level.

Ray said he has to move out of his Mare Island storage location completely. Last month he reported that he had to switch units as his was being renovated. Well now the owners have decided to close the whole storage facility. He has been there 10 years and is not sure where he is going to go. He has cars, motorcycles and all the related stuff to find a spot for.

Carl said he finally has his Corvair running! It's been a long time coming and

(see *Minutes..* on page 8)



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Minutes...

he has run into every imaginable issue. The latest was to solve a vacuum leak. The engine would start but not run. Everyone was telling him it had to be a vacuum leak. But he couldn't figure it out and all of the hoses were new, and the carbs were just rebuilt, and he couldn't find a leak anywhere. In desperation he pulled the carbs off and noticed a Welch plug (or clean-out plug) was missing. It was in such a position that it was not visible when the carbs were installed. Looking around he found the plug (luckily) that must have just popped out. He replaced the plug and reinstalled the carbs, now the engine runs beautifully!

Carl, as he is preparing to now drive his Corvair, asked about tire pressures. The book recommends 15 psi in the front and 28 psi in the rear. Were these the best? He had heard that 10 psi differential was desired. Herb said that he always carries 50 lb. of sand in the truck so his pressures are a little different. He likes the way it rides like this. Carl was not planning on doing this. Seth said that the GM figures were a good place to start, but the real issue is how much tread is actually touching the road. With too high a pressure only the center part of the tire contacts the road. This leads to floaty, wandering steering. You can put some powder on the floor and roll the car over it and see the tread pattern. Rear pressure just needs to support the car's weight. The front spoiler (first available in '66) helps a lot. So much so that GM made it standard in '66. Carl might consider adding this to his '65. Jeffrey said he added the spoiler to his '65 and it made a huge difference especially at highway speeds. Josh said, on his Yellow '64 he runs 20 psi in the front and 30 psi in the rear. He said it sits a bit lower with cut springs and it doesn't float at all.

Carl said he just spent two months in

the US highlighted with the Dayton Convention and for all of the flights he took, without exception, no one he sat next to on the planes said a word to him. They all had their cell phones out and ear buds. How times have changed! Next year he will be spending more time in the US. Starting with the Convention in Santa Maria. When Clark asked for a show of hands to help out at the Convention, he said "put me to work!" Carl felt that the Dayton Convention was the best he had seen. He arrived a week early and looked around the town a lot. When it came time for the Convention, he could concentrate on the Corvairs!

Now Carl has to concentrate on getting his Corvair ready. When he bought it in Orlando, it was a low mileage car but a lot of things needed attention. On the drive out to California a wheel cylinder went out and the car would pull severely every time he braked. Carl said that he has had lots of cars and regrets not getting into Corvairs earlier!

Jeffrey just returned from the Fan Belt Toss and was a little disappointed this year. He felt that Christy should have entered his Rampside in the Car Show. He was asked by Val, of Val Works (maybe he meant Valvair Works?) what they could do to make it better next year. Val's club will be hosting it. Seth said to be sure to mention to Val the point of promoting the Corvair to the public rather than just ourselves.

Jeffrey said he is planning on towing his Raffle Corvair to Santa Maria for next year's Convention. He will practice towing when he takes his car to Sterling Restorations for some touch-up work on the paint. Jeffrey said he found a few blemishes he wanted fixed. He will also enter it in the Hillsborough Concourse next June. The entrance fee

is about \$150 but you get an engraved plaque and it benefits local schools.

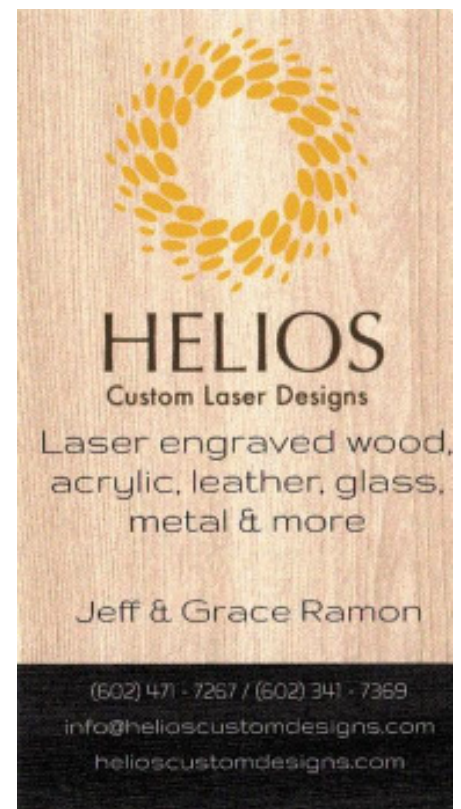
Seth he has ten wire sets to produce and get these off to Clark's tomorrow. He will be up late tonight!

Swap & Sell: Josh said that Adam McPhillips from Tracy was going to look at the Corvair that was mentioned last month in Santa Rosa. Josh will let Clark know if he buys it and the Classifieds need to be amended.

Meeting adjourned about 8:16 PM.

Respectively submitted,

Clark Calkins, secretary



Blackhawk Museum Map & Directions

Coming from the North:

Take Hwy 680 South and get off at Sycamore Valley Rd. Go East for a mile or so and it merges into Camino Tassajara. In about 2 1/2 miles turn left on Blackhawk Rd. Turn right into the Blackhawk Plaza in about 100 ft.

Crow Canyon Rd and go East for maybe 3 1/2 miles. Cross Camino Tassajara and it becomes Blackhawk Rd. Turn right into the Blackhawk Plaza in about 100 ft.

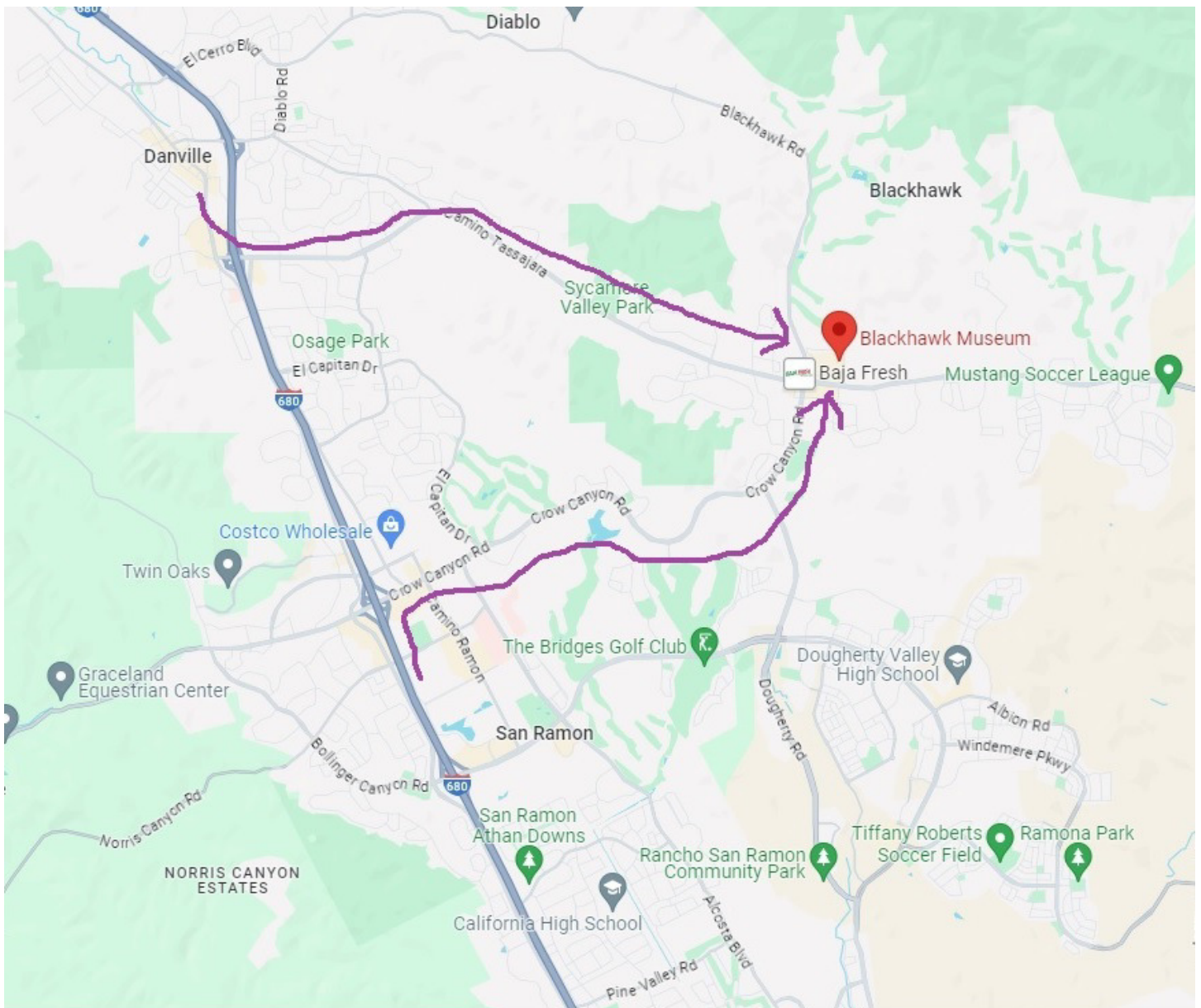
mediate left on Blackhawk Plaza Circle. Turn right at the stop sign and this leads to the circular area in front of the museum.

Coming from the South:

Take Hwy 680 North and get off on

To park your Corvaair up in front of the museum:

Turn in to the Plaza and make an im-



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Letter...

Our next Zoom meeting will be Thursday, Dec 5th starting at 7:00 PM. Remember our permanent meeting ID# is 243 888 8339. A reminder email will be sent and hopefully it will contain a link to the meeting making it easy to join.

Thoughtfully Designed Down to the Last Detail.

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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

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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)



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Treasurers Report - Harry Kypreos

November 2024

Date	Activity	Check #	Credit	Debit	Balance	Status
11/01/2024	Beginning Balance				\$4,804.39	
10/26/2024	Nov newsletter			(46.17)	4,758.22	**
11/30/2024	Ending Balance			(\$46.17)	\$4,758.22	

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



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