

**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!



VOLUME 329

JANUARY 2021

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 2020
- 5.. SFBA Corsa Member's Current Projects
- 8.. Late Model Moving Bracket
- 11. Treasurers Report
- 11. Corvair Classifieds



***Happy Holidays from
SFBA CORSA!***

***Next SFBA Zoom Meeting Thursday,
Jan 7th @7:00PM (#739 9816 7995)***

Letter From the Editor

I hope everyone is doing well. Our last SFBA Corsa Zoom meeting was very well attended with lots of people participating. We even had Carl from Australia. It was Friday afternoon for him! Zoom meetings are proving to be more popular than our regular meetings. We seem to be getting about double our regular attendance and our discussions are more lively and more in depth it seems. Without the break for dinner, we get more done and we don't have to contend with outside noise. Being able to replay the meeting makes writing up the minutes a whole lot easier. Although I do miss the Black Bear Diner dinners!

This month Paul Beers has sent in photos and information about his '63 Spyder restoration project. He has been very busy and it shows.

In this issue you will also find an article by Don Burkard. He made a bracket that allows him to move his '65 Corvair around the shop after the engine and trans have been removed. Very handy!

Bruce also sent in several more pictures of his '65 Turbo project but these will have to wait until next month. I just ran out of space.

Remember if you work on your Corvair, even it's only to replace an oil seal or spark plug wires, take some pictures and sent them to me. We are all interested in what other members are doing. It gives us more incentive to work on our cars...

Guess what? It's that time of year again where SFBA Corsa membership dues are due. The cost remains at \$25 per year. For most of us January is our renewal month. Keeping all dates the same makes it easier for us to forecast our financial situation. If you joined mid-year, consider renewing early in January (just prorate the dues at \$2/month).

Current SFBA Corsa Officers

President	Vacant (at the moment)
Vice-President	Harry Kypreos , 7840 Creekside Dr, Dublin, CA 94568 email: HKypreos@epicor.com
Secretary	Clark Calkins , 1907 Alvarado Ave., Walnut Creek, CA 94597 - (925)478-8909 email: CaCalkins@astound.net
Treasurer	Harry Kypreos , (address above)

Committees

Membership	Joshua Deitcher , 375 Harris Ave, Rodeo CA 94572 (510)388-4986 email:vondeitch@gmail.com
Library	Dave Newell , 1481 Hamrick Lane, Hayward, CA 94544 - (510)782-4265 email: chevrobilia@yahoo.com
Newsletter	Clark Calkins (address above)
Advertising	Paul Lacey , 16550 Blackberry Hill Rd, Los Gatos, CA 95030 - (408)354-9393 email: pdmlacey@gmail.com
Internet Web	email : CaCalkins@astound.net https://www.sfbacorsa.org https://www.instagram.com/sfbacorsa/ https://www.facebook.com/groups/bayareacorvairs/ https://facebook.com/CORSA-San-Francisco-Bay-Area-Chapter-579950135376455/
Mecrchandise	https://www.zazzle.com/store/sfba_corsa

Josh, as CORSA's Western Division Director, reminds us to join CORSA. CORSA does more than print a pretty magazine, they fight

See **Letter...** on page 10

On The Cover: Happy Holidays from SFBA Corsa to all of you! May 2021 be a less interesting and more productive year!

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.

USE OF MATERIAL: Written permission from the Editor is required for all original material for any use other than reprinting in a Chartered CORSA Chapter newsletter. **Permission must be sought in advance for material reprinted herein.**

Minutes of the Last Meeting

Dec 3, 2020

The Board meeting started at 6:45. We had Josh, Harry, Bill Schaffer and Clark present. We discussed bank account status and membership. With the “dry” items out of the way, the Zoom meeting was opened up to everyone at 7:00.

We were quickly joined by Seth, Don, Lane, Christy, Greg Vargas, Chuck Pope, Paul Beers, and Carl Kelsen from Australia! There were others also I am sure. In all Josh said there were 15 attendees. What a great turn-out!

Josh said that Corsa was holding Zoom meetings and they were very well attended. Corsa was trying to get with Mecums or Barrett Jackson to feature Corvairs at one of their auctions. That would be interesting! Corsa has started up an Instagram page modeled after the SFBA page and central Coast Corsa's page that Josh and Greg Vargas put together.

Treasury Report: Harry reported that the bank balance stood at \$4130.43. He has not received any dues or expense claims since last month.

Membership: Josh reported that we have two new members, Bill Schaffer joined for two years and David Gray joined. Josh will send Harry the dues shortly. Welcome to all.

On the Club's Web Site Josh said he is featuring local members periodically with photos and stories. He is asking for members to send him pictures of your cars and stories of projects you are working on.

Old Business: Nothing discussed.

New Business: Nothing discussed.

Events: Several Corvair events are being planned for 2021. Besides the Convention, there will be a Vairfest in Arroyo

Grande although Heritage Park may not be available, a Spring Fling, Ageless to Anarchy in El Segundo, and a Fan Belt Toss. Josh mentioned that if the Convention gets cancelled this year (like it did last year) the location will change.

Tech: Don asked about a linkage part. Where does it go on his '65? Seth said that it looked like a piece of the throttle linkage that goes to the trans (although it shouldn't be bent like Don's piece was). Don also asked about the carb balance hoses. Seth said you can use a compression union in place of the short hoses. An article just ran in the Central Coast Corsa December newsletter on this very subject, Clark will forward it to Don.

Lastly Don asked about the thread size on the choke linkage. He was guessing they were 5x40 but wasn't sure.

Christy mentioned that in late model sedans, with the rear doors closed you cannot raise or lower the rear fold-down seat. The arm rests get in the way!

Carl in Australia said a few years ago he bought a late model Corvair from someone in Virginia. He and his wife flew here and picked up the car and drove it across the country to California and had it shipped home. He said there were maybe 50 Corvairs in Australia. Subsequently he has been restoring the car. It's almost done and absolutely gorgeous!



He converted it to right-hand drive and did

a fantastic job. He said that he could have left it as left-hand drive since it is over 30 years old. He has outfitted it with every available factory option he could find. It even has remote mirrors and a windshield mounted compass (very rare)! The hardest part of the conversion was with the glove box door. It's not quite rectangular. He had to fabricate a new door completely by hand.

For steering he used a Toyota Corolla steering box (off a right-hand drive car) and it fit perfectly. Carl went into detail on how he modified the instrument cluster panel. He had to move the gauges slightly to make room for the automatic trans shift lever. He special ordered carpets from Clark's without the heel pads so he could install them on the right side! He added remote mirrors to both sides and had to grind away some support material to get the angle just right. He did such a magnificent job that just looking at a picture your first impression is that it's a reverse image. Then looking closer you see that all of the writing is correct. It's that good!



Brian Goldin (from Redlands, CA) has a nice Ultravan and told us about a trip he and his wife made a while back going to the beach in Santa Barbara for a few days. Somewhere on the 210 he hit a large pot hole and broke the rear ball joint. He was able to get off the road with only minor damage and replaced the ball joint (he carries a spare; actually two). In another hour down the road (around North Holly-

See *Minutes...* on page 9

Coming Events...

Jan 7th 2021	Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"
Feb 4th	Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"
-----	Ageless to Anarchy Corvair Show, date to be determined.
-----	Vairfest, date & location to be determined.
Jul 27-31st	CORSA National Convention, San Diego, CA

SFBA CORSA Meeting Schedule 2021 (tentative)

Thursday Jan 7, 7:00 PM SFBA Regular Zoom meeting, ID = "739 9816 7995"

Thursday Feb 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Mar 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Apr 1, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday May 6, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Jun 3, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Jul 1, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Aug 5, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Sep 2, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Oct 7, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Nov 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Dec 2, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"

SFBA Corsa Members Current Projects (Paul Beers '63 Spyder Progress Photos)

Hey Clark, you mentioned about me getting you a few pics of my work on the '63. Slowly but surely getting there!

Finished up the front end, see the before and after photos. Since the sway bar bracket on one of the control arms was broken and the sway bar was missing, I went with the slightly larger '64 sway bar.

Also cleaned and resealed the gas tank, rebuilt the steering box and master cylinder (along with new brake springs and shoes), cleaned up and repainted the front underbody (to match the red oxide and green dichromate paint that was there), and reinstalled everything.

To remove the years of road grit, on the front cross-member, I used a 4" angle grinder with a wire wheel cup, and then a lot of wire brushes and degreaser (and elbow grease!). Then painted it with POR-15 and top coated with satin black. Since I had to get a new control arm, I went ahead and bought the rebuilt arms from Clark's that are already painted and have new

bushings installed. Certainly made the whole job easier!

I recently found a sandblasting/powder coating company in Concord, called Finish Logic, so used them to do the rear cross-member and control arms, and then pressed on those bushings myself with some homemade spacers. Wasn't cheap but they came out nice.

A couple notes, I used the steering box rebuild kit from Clark's and had to hone the inner bushing with a brake hone to get the right fit on the Pitman shaft. The bushing won't fit out of the box, so honing is a must.

Replacing the insulation on an EM heater box is a tedious job, a lot of spot welds to drill out! Rather than re-weld it back up, I just used rivets with a bit of JB Weld and black RTV to seal it. Here's the new insulation, the old stuff had almost turned to powder it was so crumbly!

It is a lot of fun making the old worn out parts look and feel like new again! I used all new rubber bushings from

Clark's (with the exception of the nylon pitman arm bushing). Used Clark's for everything except the sway bar parts, got those from California Corvairs.

I have a 12T press in my garage, but only used it for the rear control arms, as I purchased the front control arms rebuilt from Clark's already. I did make these tools up to help with pressing on/off the rear bushings.

On the steering box, I know there is a lot of discussion on this. I ended up using Champion 00 EP Pour grease "<https://www.championbrands.com/00-extreme-pressure-pour-grease/>" (got it on Amazon). First time I've tried this product, but having used either grease or heavy oil before in steering boxes this one seemed like a perfect mix. It come out with the consistency of honey. Time will tell but I think it may be the best of both worlds, it flows enough to lubricate everything but isn't thin enough to leak. I've got plenty left

(continued on page 6)



Front suspension as removed. Look familiar?



Front suspension after being cleaned, painted and rebuilt. What a transformation. Looks brand new!

if someone wants to give it a try.

On the front cross-member, I painted it with POR-15, then top coated with VHT engine paint in GM Satin Black while it was still tacky (the front control arms came already painted from Clark's so didn't paint those). The VHT paint goes on even and it seems fairly durable. I also used Rustoleum Satin Black on a few parts, like that as well.

The POR tank sealer kit I used was one I had left over from a previous car that I ended up not needing it for. I think it's the same one that Clark's sells. As long as you follow the steps, in degreasing, metal etching, and then taking your time rotating the tank around to get even coverage of the sealer, it works great and isn't that hard. One thing I would change if I did it again - the Corvair tanks don't have a

drain at the lowest point so it's a pain to get the extra sealer out. Would probably use only 80% of the sealer next time. Tank looks even better in person though, it really seals it up nice. You can see the difference from before/after.

[\(more photos on page 7\)](#)



Front suspension with steering box completely installed. Sure looks nice.



Heater box after being re-insulated. Good job!



Rear cross-member returned from the powder coater, Finish Logic in Corcord.



Rear suspension installed



New gas tank as received from Clark's.



Gas tank in the process of being sealed with POR-15.



Underbody before being repainted.



Underbody after green dichromate and red oxide primer.



Heater blower motor all cleaned and repainted.



Some tools to help with pressing on/off the rear bushings.

Late Model Moving Bracket

Don Burkard

It is difficult to move a late model Corvair around if you have removed the engine -transmission- axel housing assembly. It is the easiest way to remove the motor but not so good if you need to move the car afterwards. The rear axel housing provides stability to the torque control arms by tying the front and rear stabilizing rods in place.

I fabricated a simple bracket to tie the rear strut rods in place and added a bar on the top side of the torque control arm for added stability. It's made from 1" square tube and 3/16" plate with 3/8" threaded rod and 3/8" nuts and bolts.

The first picture (right) shows the completed bracket. Note the square tube and all-thread rod tying the strut rods together. The square tube ties the front part of the bracket to the 3/16" plate that is in turn bolted to the transmission mount holes on the rear cross member. This secures the rear struts in place like what the rear axel housing would have done.



This second photo (below) shows the square tube and plate attachment and how it bolts to the rear crossmember. I used some washers for spacers as there are some angle to deal with.

The third phot (on the next page) shows the square tube used to tie the top of the torque control arms together. I drilled 3/16 holes for the bolts.

The bracket works well as I need to be able to push the project Corvair in and out of the shop to keep the lift freed up while I was slowly working on the motor.

Hopefully I will get the motor back in and the bracket will be available soon.



(Editors note: I added a fourth photo of a similar bracket being used by Sterling Restorations. They are working on Bruce's '65 Turbo project. Their bracket seems to attach to the sides and not use the trans mount holes as Don did. A come-along strap holds it together as there may not be convenient bolt holes.)

Minutes...

wood) he started to feel a vibration. He pulled off the road (again) and found that some lug nuts were coming loose (and one lug bolt had sheared off).



Apparently he forgot to torque the nuts properly in getting ready for the trip. He pulled into a camp area that let him stay the night. The next day he found a local machine shop that could replace the stud and he had a spare wheel and tire. They were off in short order and had an enjoyable "vacation"

after all. His wife took all of this in stride, even going for a jog when he had to get the wheel fixed.

Brian has four temp gauges on the Ultravan (oil, trans fluid, L/R heads). He has noticed that the right cylinder head runs ~50 F hotter than the left and is thinking the carbs may be running lean. Seth suggested that he first try to swap the gauges to be sure it's not just an instrument problem. Chuck asked what the Ultravans were like to drive, Brian said they were very light, effected by the winds, and tail heavy. Christy said on his he has added TA radials, heavy duty anti-sway bar, repositioned the rear shocks, and added hydraulic stabilizing. Now it's not bad to drive. Brian says he just drives slow and follows trucks a lot.

Lane has a problem with his front disk

brakes. When he turns the wheel all of the way the caliper would hit the control arm. This causes the caliper to move away from the disk and when he first applies the brakes, he has to pump them a bit before they work. He found where the pieces were contacting and ground away some material. That solved the problem. Seth said that this had come up before during autocross events. Where you turned the wheel lock to lock while positioned your car. Had to remember to pump the brakes before starting. This can be solved by repositioning the calipers or grinding some material as Lane did.

Paul Beers has been working on his '63 Spyder and will send Clark some pictures for the newsletter.

[\(see Minutes... on page 10\)](#)

2019-2025 Clark's Corvair Parts Catalog!

Free with a parts order (you pay shipping)

- * Over 500 pages in 1 volume
- * 330 interior color samples on 8 pages
- * All new text & layout
- * More photos & information



Catalog - *Free with a parts order (you pay shipping)*

Order just a 2019-2025 Catalog

USA - order Cat-9 \$8 (catalog & shipping) using credit card or sent in money

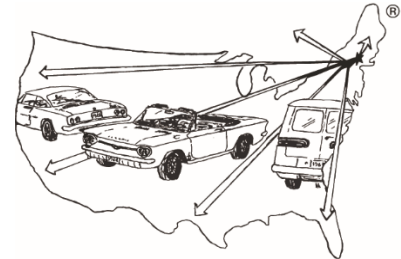
International - you pay the actual shipping (starting at approximately \$30 shipping)

Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA 01370

413-625-9776 Fax: 413-625-8498

www.corvair.com email: clarks@corvair.com



Minutes...

Seth asked what people were using for brake linings now a days. Don said that Rock Auto was carrying Delco and they fit well.

Swap & Sell: Christy has an NOS door latch for a late model sedan. He no longer has the car.

Bill Schaffer is looking for a '65 Corsa dash, gauges are not needed. As it so happens Josh has one that Lane gave him so he will return the favor! Seth said he had the mounting hardware for most any gauge Bill chooses.

Meeting adjourned about 9:00 PM.

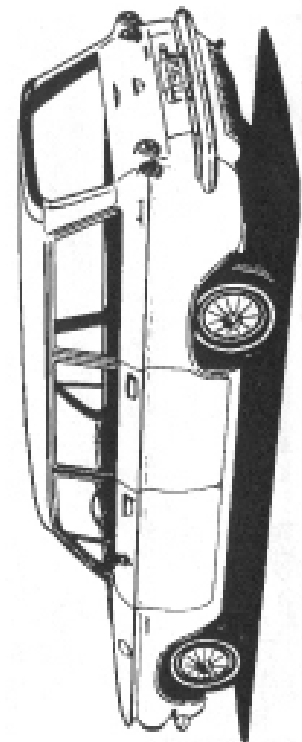
Respectively submitted,

Clark Calkins, secretary

Letter...

for us to keep our Corvairs on the road.

Our January meeting will once again be a "virtual meeting" via Zoom. The time and date are November 5, 2020 from 7:00PM. If you sign in a bit late you will just join in the middle of the meeting. But that's ok, we love to have everybody join in when they can. And if you have to bug out early, that's ok too!



Corvair Classifieds

CORVAIRS FOR SALE

'62 Corvair Coupe 76k miles, started to restore but health conditions left me unable to finish. New tires, rebuilt dash, boiled gas tank, etc. I want it to go to someone who will restore it, only asking \$750 for SFBA members. Contact Niki at njustmann@gmail.com (12/20)

'62 Corvair 95 Corvan 95 hp A/T, color White with Gold interior, 100k miles, condition:poor (solid body). Asking \$3000 (depends on options), Oregon City, OR. Contact Josh for more details. (10/20)



'64 Monza Coupe 110/AT, engine rebuilt by Mell, good interior. Been kept

in running condition Lassen county area (can deliver). Asking \$3000. Contact Dan McCormick (510)919-9527 (03/20)

'65 Corvair Sedan, factory air, White with Blue interior, 90k miles. Been garaged for 15-20 yrs. Car is located in



Glendale, CA. Open to reasonable offers. Contact JP Migrditchian in Pleasanton (415)994-7949 (12/20)

CORVAIR PARTS FOR SALE

'65-69 Performance Upper Trans crossmember bushings. Aluminum with high density inserts. Clark's #C2050P. Asking \$35 for the pair (that's

held price). I'll ship. Contact Buck Jones (831)917-5952 (08/20)

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

1 Pair Custom rebuilt, new seats, c'ced 180 Heads \$850

1 Pair Late 110 rebuilt heads - \$250

1 Pair Late 95 rebuilt heads \$225

1 Pair Big valve, Bill Thomas.all new parts, angle port exhaust, rotated manifold, w/mod carbs, linkage & Otto air filters - \$1700 firm

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

1 Rebuilt Late 95 short block w/ new S.T.D. GM pistons + barrels, resized rods w/ heads - \$875 firm

1 All New Parts for an early 102 hp NOS crank, cam, 0.030 pistons & barrels+heads, bearings etc. You assemble - \$725

1 Excelant used Posi for an early axle - \$250 firm

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)

Treasurers Report - Harry Kypreos

December 2020

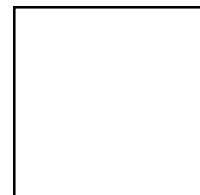
Date	Activity	Check #	Credit	Debit	Balance	Status
11/01/2020	Beginning Balance				\$4,079.41	
10/02/2020	Membership Renewals		\$65.00		4,144.43	
10/02/2020	Zoom November			15.00	4,129.43	**
09/29/2020	Newsletter (December)			36.28	4,093.13	**
10/26/2020	Ending Balance				4,093.13	
August Totals			\$65.00	\$51.28	\$4,093.13	(estimated)

** Expense not submitted yet. Bank balance is \$4130.43

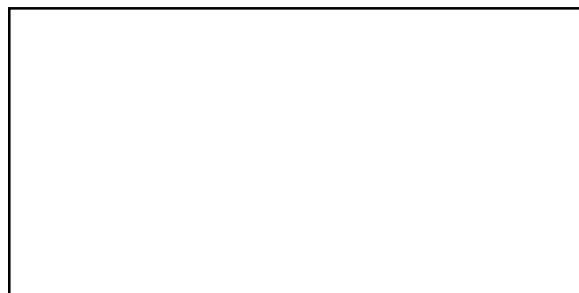
SFBA CORSA
1907 Alvarado Ave
Walnut Creek, CA 94597



FIRST CLASS



To:



Performance Corvairs
Silicone Wire Systems
www.perfvair.com & www.wireset.com

Seth Emerson
Owner

3462 Kirkwood Dr.,
San Jose, CA 95117


(408) 24RACER

E-mail to: sethracer@aol.com



Ramsell Auto Sales
Right in the Heart of Midtown

Tim Ramsell



Phone (408) 293-0343

1349 W. San Carlos
San Jose, CA 95126

Corvairs Bought & Sold - Always in Stock!

SEND \$10.00
FOR CATALOG



PARTS & REPAIR

**CALIFORNIA
CORVAIRS**

(951) 284-3555

15090 LA PALMA DRIVE • CHINO, CA 91710

www.CaliforniaCorvairParts.com

Mike's Corvair Parts

Corvair Parts at a Discount
(New, NOS, Used, and Reproductions)

(eBay Auctions, eBay Store, Web-Site)
web-site: mikescorvairparts.com
email: mdeklotz@earthlink.net
phone: (949) 294-5699