

**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 333

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Look for us on the Web!

<https://www.SFBACorsa.org>

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**A Pair of Corvair Restoration
Projects Nearing Completion!**

***Next SFBA Zoom Meeting Thursday,
June 3rd @7:00PM (#739 9816 7995)***

Letter From the Editor

I hope everyone is doing well and staying Covid free. Our last SFBA Corsa Zoom meeting was well attended with 14 people. We even had Vini from the UK. No small feat as it was 3:00 AM his time. We thank him for getting up so early just to attend our meeting!

Harry said that Carol was doing better and they hope to take the Corvair for a drive soon. They got back from their trip to see grand-kids in Wisconsin. It was cold but getting was a "breath of fresh air".

This month I have many more pictures for Bruce's and Paul's Corvairs. Both cars are coming along very well as you can see. It's been great follow the restoration process over the past several months.

I received the following email from Josh: "Hi Everyone!

I hope this email finds you all well! A few notable Corvair related things have come across my table that I thought would be of interest to you. I will try to keep this email brief, so if you want more info on any of the topics, reply back here or shoot me a message at vondeitch@gmail.com.

Corvair For Sale: 1964 Spyder Convertible in Fremont. Owned and meticulously maintained by the same lady for over 40 years! California car. All the receipts. Yellow (not factory) with black interior & black top. Asking \$25K obo. Message me for her contact info .

Corvair For Sale: 61 Loadside. All original and/or NOS. The owner of this truck didn't play around. Lots of receipts. Paint is original with some patina, but this is a real deal Loadside. Located in Oregon City, Oregon (Portland area). \$7,500 FIRM. Message me for his contact info.

Vairfest! Vairfest is coming up!!! June 25-27 in Arroyo Grande. It's looking like this might be the only Corvair car show this year in California as SCC's A2A was cancelled and the Fan Belt Toss is uncertain with other events going on in Palm Springs in October. Register at www.centralcoastcorsa.org.

Current SFBA Corsa Officers

President	Vacant (at the moment)
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Secretary	Clark Calkins , 1907 Alvarado Ave., Walnut Creek, CA 94597 - (925)478-8909 email: CaCalkins@astound.net
Treasurer	Harry Kypreos , (address above)

Committees

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Library	Dave Newell , 1481 Hamrick Lane, Hayward, CA 94544 - (510)782-4265 email: chevrobia@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
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Mecrchandise	https://www.zazzle.com/store/sfba_corsa

elled and the Fan Belt Toss is uncertain with other events going on in Palm Springs in October. Register at www.centralcoastcorsa.org.

(See **Letter...** on page 9)

On The Cover: Here we see two SFBA member Corvairs at Sterling Restorations nearing completion. Bruce has his '65 Turbo and Paul has his '63 Spyder. You can see how beautiful the cars have turned out. Both are very pleased with the progress. And Bruce has a '69 140 in the wings...

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.

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Minutes of the Last Meeting

May 6, 2021

The Board meeting started at 7:00 right after a brief Board meeting (with Clark, Harry, and Josh) where treasury, membership, and events were discussed. Josh open the regular meeting with several people already waiting in the queue. We were quickly joined by Buck, Chrity, Don, Jeff, Lane, Bruce, new members Craig Koozer, Taylor McKimens. John Heiser (president of CCRC) joined us via phone from Carmichael. Later we were joined by Seth. I know I missed someone as Josh said we had 14 members. Sorry.

Treasury Report: The bank balance reported in the last newsletter was \$4725.63.

Membership: Josh reported that we had one or two new members. The promo cards he had printed are paying off already!

Old Business: Nothing mentioned.

New Business: Josh said that CORSA was now taking PayPal for memberships and merchandise. Also Tech Guide #4 will be ready for sale in a couple of weeks. The cost is projected to be \$20. He said there are plans to have all four Tech Guides available on a USB drive shaped like a late model Corvair (similar to what Steve Heeter did a few years back). Price to be determined. Maybe a month away.

Seth said the Silicon Valley Corsa was hoping to start in-person meetings shortly.

Events: Josh mentioned a Show & Swap this Saturday in Alameda. Josh, Lane, Ray, & Taylor are going.

Seth asked if the SFBA/Valley Picnic was still "on". Yes, the date is Saturday, August 7th at Quarry Lakes Park. As we get closer Clark (or someone else) will stop by and verify that the picnic area is open and check on any restrictions. Seth

will put an announcement in Valley Corsa's newsletter.

Josh says to let him know if you are planning on going to a car event and he will put the word out.

Tech: Bruce showed many pictures of the '65 Turbo he is currently restoring. Sterling Restorations is doing a fantastic job. Bruce also showed pictures of a '69 140 he use to own. It had only 13 miles on the odometer! He wishes he would have kept it. Christy said his '63 has only 6000 miles on it. On the '65 Turbo Bruce had the seats reupholstered by Freddy Dias off Monument Blvd in Concord (I believe Mike Lewis also recommended a place in this area called Superior Auto & Upholstery – it may be the same place). He had 2 cars (front & back) done for \$1500 + Clark's re-upholstery kit and buns. Bruce also had the master cylinder rebuilt by someone in White Post, VA (Seth had recommended them). It cost \$250, cheaper than a new one and looks great. Bruce is in need of a late model windshield. John said he probably has one

John said he is getting ready to work on his daughter's Corvair. Looking around for a body shop. He had been impressed with the results that Bruce and Paul have had with Sterling Restorations and wants to talk with them. Their shop is in Fairfield which is close enough to Carmichael. John also said that Mike (from Mike's Corvair Parts) would be up this coming weekend and if you order any parts you can avoid shipping & handling and taxes. Christy asked if Mike had fuel pumps? Not sure, he will have to call and find out.

Craig said he has a '68 Monza 140 fixer. Been sitting outside for a few years. Doors don't open. He is hoping to get in via a back window and open the doors from the inside.

Taylor just moved to San Francisco from New Jersey. He has a rebuilt engine and bought a local car and had Mell install the engine. Taylor is an artist and is working on a Club t-shirt. Here is a rough draft of the logo.



It's in the Rat-Fink style as you can see. Bruce showed a Corvair t-shirt he had that came from London Minimalistic!



Don is helping to get a '63 Corvair Van running. Was rebuilt by Mell 3 years ago. One current issue is the motor back-fires on one bank under hard acceleration at higher RPM. What can cause this (it's a 110 dual carb)? Don did a compression check and found 135-150 psi in all cylinders. Craig suggested checking the distributor cap and look for signs of cross-fire. Seth suggested checking for a bad valve spring.

Swap & Sell: Buck has a complete set of late model side windows with regulators. He has no use for them. He is in Concord.

(See [Minutes...](#) on page 10)

Coming Events...

June 3 rd	Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"
June 25-27 th	Vairfest, Heratige Square Park, Arroyo Grande, CA.
Jul 1 st	Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"
Jul 27-31 st	CORSA National Convention, San Diego, CA. <i>Canceled!</i>
Aug 7 th	SFBA/Valley Picnic, Quarry Lakes Park, Fremont, CA.
Sept 11 th	Ageless to Anarchy Corvair Show, El Segundo, CA. <i>Canceled!</i>
Oct 22-24 th	Fan Belt Toss, details will be coming soon.

SFBA CORSA Meeting Schedule 2021

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)

Prior to paint, I had cleaned up the interior floors. They were in overall great shape, just a few patches of surface rust that I metal prepped with acid and then painted with POR-15. Also a few pinholes in the front area that I filled in with some small dabs of fiberglass resin. There are some bends in the rear floor due to a someone previously jacking the car up by the floor itself and not using the jacking points! But the metal was solid. Then touched up the paint with red oxide primer over the POR-15 spots as needed and a little rubber coating spray to shore up the seam sealer.



Here are some photos of the body and paint work at Sterling Restorations. The owner Gabe took it down to bare metal mechanically vs. media blasting since I had already cleaned up and painted a lot of the underbody and was not looking for a full "roisserie" job. He spent a lot of time correcting some previous body work and getting the metal as close as possible to original to minimize the use of filler beyond a skim coat.

You can see once the paint was removed, some prior body work that need to be welded up and have more metal work.

Looks nice here, but this wasn't even half way as far as time spent on metal work, gap alignment, and block sanding.

After all the guide coats and block sanding, the car got the final primer, sealer, and 5 coats of single stage PPG in Ember Red. To match the original color, he used the codes from PPG of what the Ember Red is supposed to be, then compared it to the paint under the fake air vents in front of the engine lid, which he polished first to bring out the color. They matched great, I think he nailed the Ember Red color.



(continued on page 6)

I went with a white over red color scheme on the interior (interior trim R for 1963). I chose a medium red to match the reproduction dash and the white to match the door panel and seats.





And finally back home. *Beautiful!*



Testing the paint color against the dash. Perfect match!



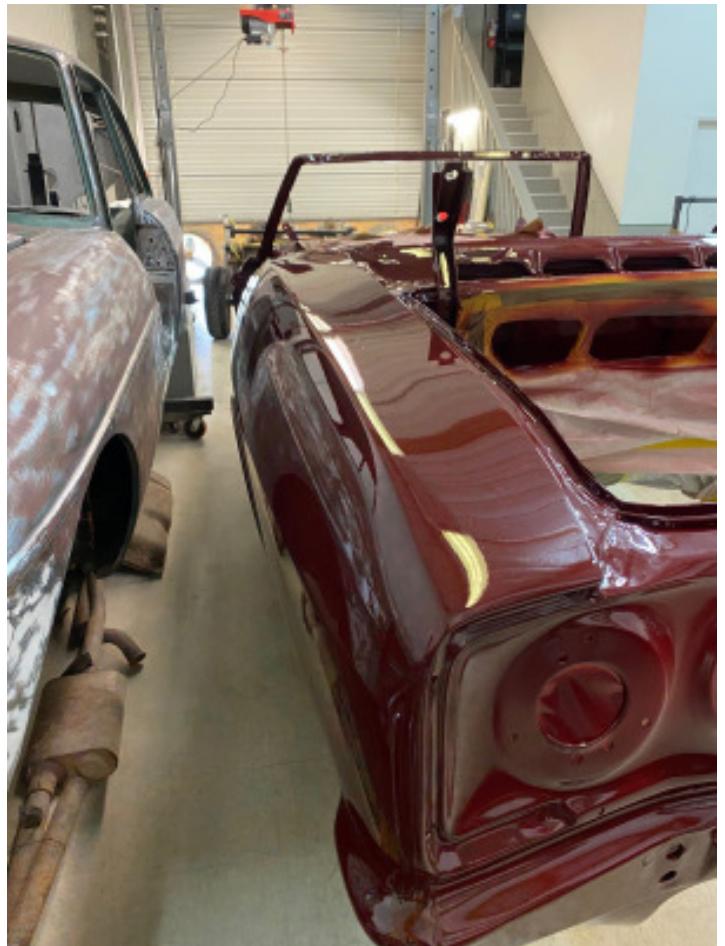
Test fitting the dash and front seats.

Went with 60% gloss like factory on the door metal, A pillars, and steering wheel. Decided to use 10% gloss on everything else instead of the factory 0% flat, just to give a bit of sheen on the dash and radio trim, steering column, etc. Unlike the exterior single stage paint, the interior colors were a base coat/clear coat, made it much easier to control the gloss level.



SFBA Corsa Members Current Projects (Bruce Mooers' 65 Turbo)

Bruce has sent in more pictures of his '65 Turbo. These show how well the body work and paint turned out I have limited space this month but we will be seeing much more of this in the future!



Letter...

Great Corvair article courtesy of Mike Blanchard of Rustmag! Shoutout to SFBA members John Heiser and Travis Fowler for their assistance! the-curious-case-of-the-corvair.

Great Corvair article from Garage Hot Rods on SFBA member Taylor McKimens and his 63 Coupe! <https://garagehotrods.com/2021/05/21/taylor-mckimens-63-corvair-coupe/>

I have made a few subtle changes to the website. Go check it out and give me your notes, good or bad! www.sfbacorsa.org

Lastly... drive your Corvair! We have had two new members sign up after seeing us out and having fun in our Corvairs! Welcome Tom Thomas and Chris Breen both of San Francisco! As we get vaccinated and things begin to open up, we can help you get that Corvair back on the road. Also, member David Gray is a mobile mechanic and can give you a hand! Most of the events posted on the club calendar are mixed classic and free. A great way to advocate for the Corvair, promote SFBA, have some fun and make some new friends!

Stay safe and have fun out there!"

I also received this email from Charley Biddle (Chicago CCE); "Clark,

Thank you very much for the copy of Carl's article. The resolution of the pictures is fantastic. I was able to zoom in on the VIN plate on the driver's side door jamb and actually read most of it. When I read that this Corvair was sent from GM in Willow Run to Holden in Australia, I was curious about the VIN. The VIN was not related in Carl's article. Some GM show cars did not have VINs assigned, meaning they could not be sold and had to be crushed. We also have stories about show cars that escaped the crusher, either by a GM executive making a command decision or by local Detroit Corvair club mem-

bers staking out GM's favorite junk yard and going in for a midnight abduction. One young GM minor executive was able to change the truck route from being destined for that junk yard to being destined to his home driveway. The audacity of that move actually worked. That show car "disappeared" for a number of years until nobody in power in GM cared what the car was and what happened to it. For obvious reasons, I cannot tell you who did this and what car it was.

The VIN number on this Australian Corvair appears to be: 00769W113860

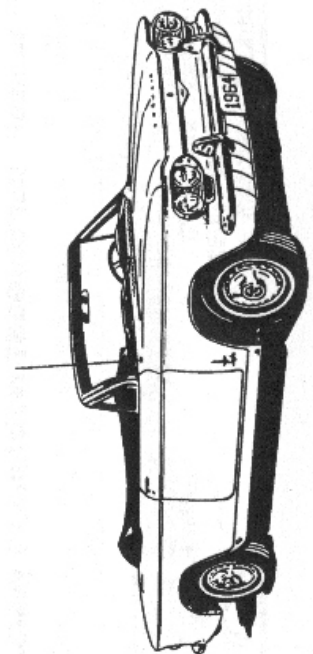
This is not a horn-slot car and is not one of the early production vehicles. It is a normal Corvair 700 sedan that was apparently simply pulled off the line, or out of the storage lot, in time to be delivered to Melbourne for the March International Motor Show. This is the 13,860th Corvair off the Willow Run line for the 1960 model run. BTW, horn-slot cars were 1960's with slots in the lower left and right front sheet metal for the horn(s) to be heard thru. Turns out that none of the production 1960 Corvairs had the horns mounted in those outboard locations. Early road testing proved that road slop got into those horns, causing them to fail before road testing was completed. The horns on all early models were moved inboard to the "frame rail" locations we are familiar with. However, 500 sets of horn slot sheet metal had already been stamped. They were randomly used in pairs in the course of building the first 1000 or so Corvair bodies. So, horn slot 1960 Corvairs are a curiosity but a relatively useless feature. But because there were so few produced and so few survivors with horn slots, they reside in a high place in the pantheon of Corvairs. However, the first Corvair shipped to Australia is 500 times more rare.

This is indeed a historic survivor, not because of what model it is, but for the fact that it was the first Corvair

shipped to Australia. From the current-time pictures, this car is rough. It looks restorable, but it will take a lot of work. Parts that have been lost to time or beyond restoration probably will have to be imported from the US. I hope that, if someone ever restores this vehicle, Carl will write a follow-up article for all of us to see."

Remember if you work on your Corvair, even if 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...

Our June meeting will once again be a "virtual meeting" via Zoom. The time and date are June 3, 2021 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!



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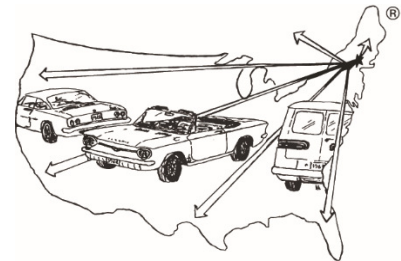
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Minutes...

Craig is looking for a rebuildable engine. Bruce said he had a 110 that he didn't need and Craig was welcome to it. "Ask and ye shall receive!"

Jeff is looking to get another Corvair, he has a good motor.

Josh mentioned that Doris Auto Wreckers in Hayward has a couple of Corvairs. An early and a '66 Sedan both in decent shape.

Meeting adjourned about 8:46.

Respectively submitted,

Clark Calkins, secretary

Treasurers Report - Harry Kypreos

May 2021

Date	Activity	Check #	Credit	Debit	Balance	Status
05/01/2021	Beginning Balance				\$4,933.09	
05/01/2021	Zoom Meetings (1 yr)			\$104.93		
	Domain Name (2 yrs)			47.70		
	Web Site (2 yrs)			264.00		
	SFBA Info Cards			28.64		
	Check Issued	1003		(444.97)	4,488.18	
03/26/2021	Newsletter (May)			(33.10)	4,455.08	
05/23/2021	Ending Balance				4,455.08	
May Totals			\$0.00	(\$478.07)	\$4,455.08 (*)	

(*) **Note:** April & May newsletter expenses have not been submitted yet, current bank balance as of 05/23/2021 is \$4515.91

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

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)



chevrobia@yahoo.com



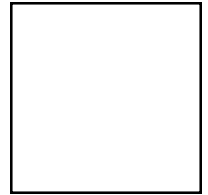
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