

**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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**Happy New Years!
and SFBA Corsa Turns 50!**

**Next SFBA Zoom Meeting Thursday,
Jan 6th @7:00PM #243 888 8339**

Letter From the Editor

I hope you were able to attend our last meeting. We had 11 people join in. Not bad considering the Holiday Luncheon would be in only two days. New member Scott Barton joined us. Welcome!

In late November we had a Meet-Up at Perks Double Drive Thru in Lafayette. We had a great time and 7 Corvairs showed up. We wish to thank Chris for setting this up and especially Hendrick Kirleis (owner of Perks) for holding this special Corvair event (and providing coffee & donuts!). There has been a lot of interest in these face-to-face meet ups lately as it's great to get out and talk with others again.

Our annual Holiday Dinner (actually a luncheon this year) came off without a hitch. 28 people responded and I think the final total was 25 attendees. Because this was the Club's 50th anniversary (or very close) there was cake for dessert. This evening we were joined by Mike of Mike's Corvair Parts. He was visiting in the area. Welcome! It seems most liked having a luncheon as opposed to a dinner. It's less crowded and it's easier to get there and back home when it is still light. Frankie, Johnnie, & Luigi Too! was very accommodating and we had the whole center room to ourselves. They even gave us separate checks which made it super easy for us all!

Ten years ago Dave Newell put together an SFBA 40th Anniversary Booklet to celebrate this milestone. An interesting account of the history of the Club with excerpts from early newsletters. For our current anniversary Josh is looking at getting some special t-shirts printed. A few possible designs have been kicked around. We will be hearing more about this shortly.

This month we see pictures from the Holiday Luncheon and the November Meet-Up. I also ask Paul how he built the engine cradle he used. He passed along the info he used written by Al Lacki. I cut up this article so it would fit in the space I had. See pages 7-8. Hopefully I provided

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Membership Joshua Deitcher, 375 Harris Ave,
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Library Dave Newell, 1481 Hamrick Lane,
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Newsletter Clark Calkins (address above)

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enough information where you could build one if you desired. Also I received some pictures of an Electric Corvair conversion by Kevin

(see Letter... on page 11)

On The Cover: Josh is working up SFBA 50th anniversary decals (like the one shown) and t-shirts to comemerate this monumental event. He needs to finalize designs and find a supplier. The image on the cover did not reproduce well. The decals will look better!

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 avialable 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

December 2, 2021

The regular meeting started at 7:00. At the prior Board Meeting it was Josh, Harry, Ray, and I. Zoom meetings were felt to be very good. We routinely have several members that we would not ordinarily see. Some possible venues were kicked around for a January Meet-Up. Josh is looking into 50th Anniversary t-shirts. He had a few designs in mind already. When Josh opened the forum, we were quickly joined by Don, Jeff, Herb, Christy, Paul, Lane, Carl, and new member Scott Barton. Sorry if I missed anyone.

Treasury Report: Harry reported that the bank balance stands at \$4,351.75. Josh indicated he received checks for \$150 or so. He will send these in to Harry.

Membership: Josh reported we had two new members. The count is up to 68 now!

Old Business: Our annual Holiday Dinner is scheduled for this coming Saturday at Frankie, Johnnie, & Luigi Too! in Dublin. This year it will be in the early afternoon. SFBA will be celebrating its 50th anniversary as a Corvair Club (it started in 1972) so there will be cake for dessert! Clark indicated he had received 28 RSVPs so far (with four coming from CCRC in Sacramento!). Almost double in years past!

Ray asked which Corvair club was the oldest? Josh was not sure, maybe Chicagoland? The LA club was very old but has split into several local clubs. Christy said the Chicago club was independent for quite a while so probably wasn't the first to join CORSA.

New Business: Our in-person meet-

ing for December will be the Holiday Luncheon. Lane is going to check into the Oakland Aviation Museum as a possible venue for a January or February Meet-Up. This should be a fairly central location for many.

Events: The November 21st Meet-Up at Perks Double Drive Thru in Lafayette was well attended. Many very nice cars showed up and there were 7 Corvairs (1 Early and 6 Lates). Hendrick, the owner of the coffee drive-thru, was very hospitable and provided free coffee and donuts! The Corvairs drew lots of attention. Chris was having some engine trouble and Elizabeth followed him home to make sure he got there safely.

Tech: Carl indicated he wants to get a better wi-fi for his garage and asked what others were using. Several people said they used mesh extenders (like Orbi) and liked them. Don's garage is quite a ways from his house and the Orbi works well. A bit slower as the signals are daisy-chained. Carl wants to make a video tour of his garage and is getting very close to starting his Corvair (the lifters have been adjusted). The next step would be to get it registered so he can legally drive it.

Jeff said he was giving up on getting his Corvair registered in California. Will probably just sell it as a parts car. He even tried a third-party DMV office think he would have better luck. No go. Don suggested that he find another '65 Corvair (a junker but one that is registered) and use the parts from his car to rebuild it. Interesting idea. Josh said he finally got his Corvair registered by paying a private verifier to check the VIN numbers. Cost about \$600. Joe said he had lots of trouble registering his Corvair, took over 4

months!

Paul said he received his '63 Spyder trans back from Dan Drommerhausen who rebuilt it. Great guy but a little hard to get hold of. Paul shipped it off in a Home Depot bucket with a piece of 2x4 protecting the shaft as it protrudes from the bucket. You can't do that with the later trans that have a longer shaft. Joe said he is rebuilding his own transmission but will send the differential to Dan to save time. When Joe got his trans apart he found the gears with lots of hammer marks indicating who ever worked on this before didn't properly press the gears in place. Lane that Pete's Gear Shop in Hayward was a good place to get his trans reassembled if necessary. Lane says the place even has some Corvair transmission parts. Ray is looking to get new front-end bushings pressed on, will check into Pete's.

Scott asked about the manifold pressure gauge on his '65 Corsa Turbo. He doesn't see much boost. Should he? He says it seems to run well but he hasn't driven another Corvair to compare. The engine was rebuilt by Mell who suggested that the gauge may be bad. Paul suggested disconnecting the line from the carburetor and blow into it. Does the gauge move? Don said that he should try another gauge. Clark says it takes some time for the boost to kick in. Find a long grade where you can step on it and you can stay in 3rd or 4th gear for several seconds. Christy suggests the Grape Vine! Maybe at the next Meet-Up he can drive someone else's Corvair so he has something to compare with. That's a good idea!

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

Coming Events...

Jan 6th, 2022	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Feb 3rd	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
April 30th-May 1st	15th Annual Autorama Drive-In, Cal Expo, Sacramento, CA
June 25-26th	Vairfest, Arroyo Grande, CA
July 12-16th	CORSA International Convention, Peachtree City, GA

SFBA CORSA Meeting Schedule 2022

Thursday Jan 6, 7:00 PM SFBA Regular Zoom meeting, ID = "739 9816 7995"

Thursday Feb 3, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Mar 3, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Apr 7, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday May 5, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Jun 2, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Jul 7, 7:00 PM	SFBA Regular Zoom meeting, ID = "739 9816 7995"
Thursday Aug 4, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Sep 1, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Oct 6, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Nov 3, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"
Thursday Dec 1, 7:00 PM	SFBA Regular Zoom meeting, ID = "243 888 8339"

SFBA Holiday Luncheon 12/4/2021



Josh, Ray, Paul, Don, Lane and significant others



Table #2. Harry, Chris, Dwight and CCRC folks.



Table 3, Buck, his wife, Evan Tozier, and Elizabeth



Another view this time picking up Dwight.



Close up view of the cake. SFBA turns 50!



Here the cake is ready for slicing. Hope you saved room...

Meet-Up 11/21/2021

Perks Double Drive Thru in Lafayette



Al Lacki's Engine Cradle Design

DESIGN BASIS. This engine cart is designed for usage with Craftsman aluminum ATV jack. It should be possible to use this design with other ATV jacks, too.

ENGINE SHROUDS: YES or NO? This engine cart is designed for removing and installing Corvair engines that have the lower shrouds installed. The shrouds support the weight of the engine without any problem. If your Corvair engine has no lower shrouds, then replace the 2x6 Upper Runners with 2x4s. Be sure to space the 2x4 upper runners so that the shroud mounting lugs, (which extend outward from the crankcase on each side of the oil pan), fully rest on the tops of 2x4 runners. I have built and used another copy of this engine cart for an engine with headers, using 2x4s for the upper runners, and it works fine.

MAIN BEAMS. Main beams are constructed of 2x6 douglas fir. Lengthwise runners are 33 inches long. Cross members are 30.5 inches long. It may be possible to construct this cart with white pine, but douglas fir is significantly stronger. All wood and hardware purchased at Home Depot. The friendly folks at Home Depot sawed most of the wood pieces to length for me, saving me lots of time fussing with my Skill saw.

JACK RAIL GUIDES. The runners on the ATV jack slip between 1x2 wooden guide rails on the bottom of the cart to ensure the load is centered, left-to-right. These jack rail guides are made of cheap 1x2 white pine. They bear no load.

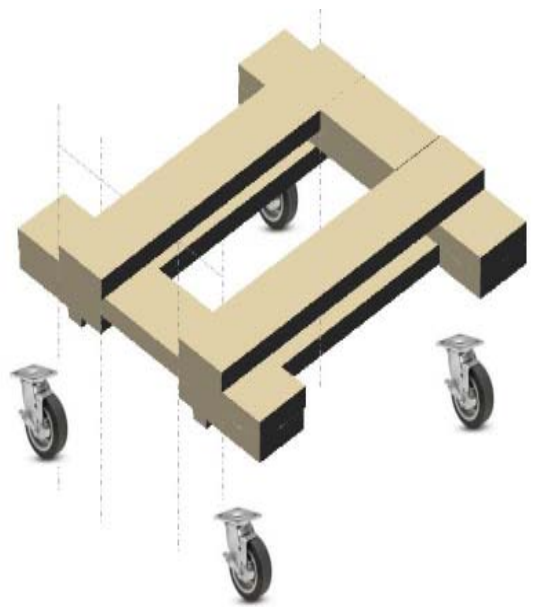
FASTENERS. Screwed together with self-piloting SPAX wood screws. SPAX makes a wide variety of screws. I used their #9X 2.5 inch TStar-headed multi-material construction screws. No pre-drilling is required. After you try them, you'll never go back to conventional phillips-head screws.

CASTER WHEELS. Casters are 5 inch diameter, enabling the ATV jack to be pulled out from underneath the cart when the cart is lowered to the ground. The casters are positioned outboard so that the ATV jack can be pulled out from beneath the cart once it's lowered to the ground. Those little casters on the rear of the jack have a narrow track, but the casters on the front of the jack have a much wider track; I spaced the big casters on the cart to clear the wide-track casters on the front of the jack

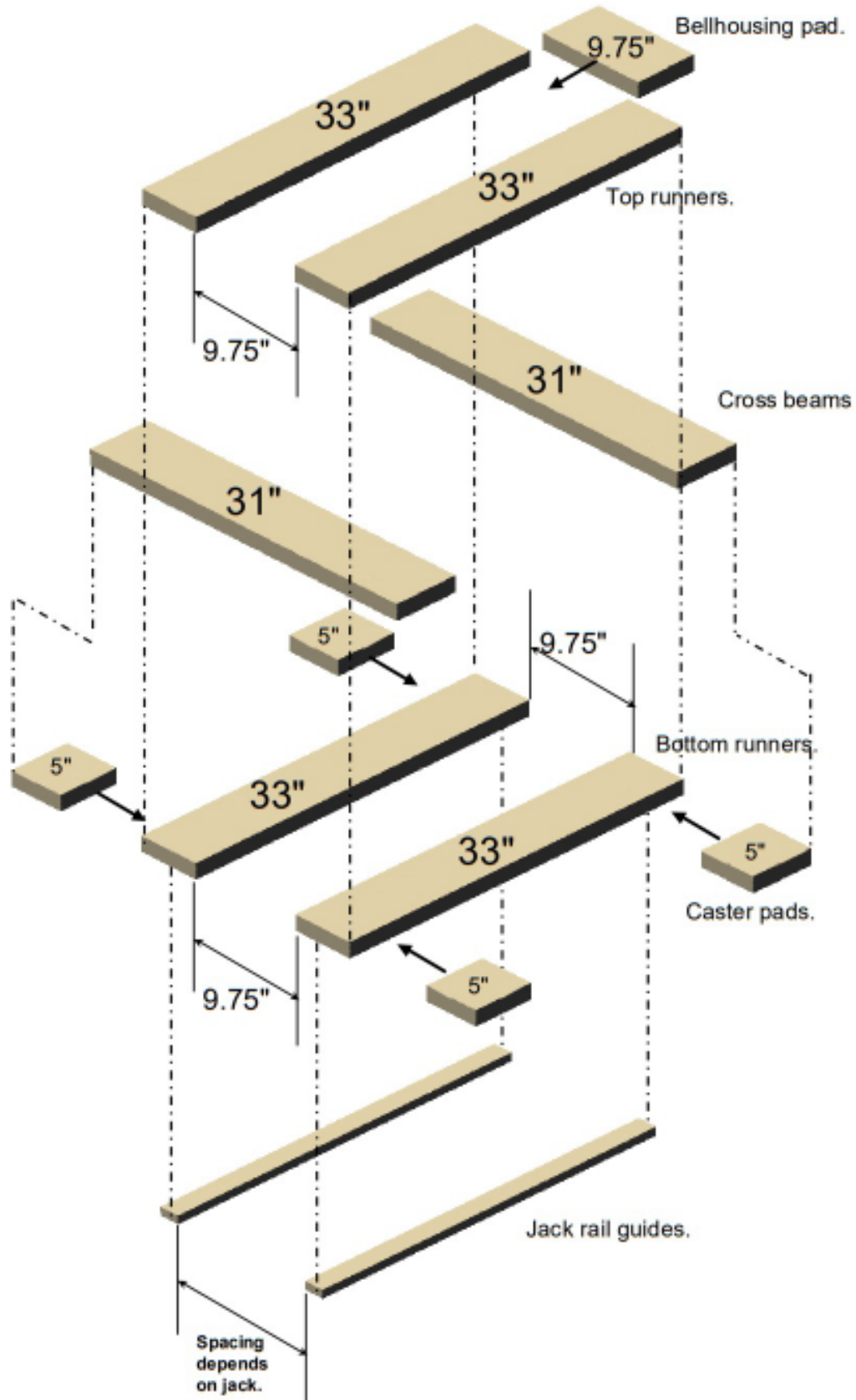
COST OF MATERIALS. The cost of materials for the cart is nearly \$80.

The wood is cheap. The money is in the casters, bolts, nuts, and washers. You really don't need the casters, but they make it so easy to roll the assembly around, once it's lowered down to the floor. I should also mention that I used four swivel casters instead of just two, which makes it even easier to roll it around with the powertrain on top. At night, I'd simply roll the whole thing behind my Corvair in the garage, freeing up the other garage bays for my other cars to park.

INSTRUCTIONS FOR USE. The engine cart should be positioned under the power train so that the bolt lugs on the bell housing rest on the front cross-member of the cart. This position provides a good balance (center of gravity) with and without the transaxle attached to the engine.



Engine Cart Exploded View



Corvair Progress Photos

Kevin Hightower of Cupertino sent me these photos of his electric Corvair conversion. I hope to hear more about this soon! There is more information on his Instagram page ([instagram.com/electrochargedgarage](https://www.instagram.com/electrochargedgarage)).



Bruce sent in these pictures of the interior of the '65 Turbo he is restoring. Gorgeous!



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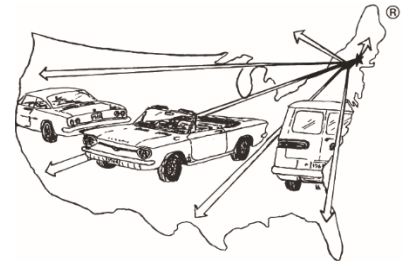
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Minutes... (from pg 3)

Joe wondered when he gets his Corvair running, is there anything he should do? The car has now been sitting for several months, maybe a year, with a full tank of 100 octane gas (he last filled up at Super Stop in Sunol). Don said that draining the tank should not be necessary (especially with the price of that gas!).

Josh said he noticed that Chris' Corvair has fuel filters installed on both carbs. Right in the fuel lines. He has seen this several times before on other



Corvairs. He wondered why? Maybe junk was getting into the carburetors? Christy said that maybe it is because with using solid fuel lines, the carburetor connections are very hard to assemble if the threads don't line up perfectly. The fuel filters provide a little extra flexibility making assembly very easy.

Swap & Sell: Christy is selling his Red '63 coupe, original tires with lots of tread. Only 6k miles. Basically, a show car. He just has too many cars and has to pare down.

Clark has two late model rear bumpers (from Fred Garrity) he needs to get rid of. Not perfect but certainly sufficient for most uses. He doesn't want to scrap them. Any takers?

Meeting adjourned about 8:48.

Respectively submitted,

Clark Calkins, secretary

Corvair Classifieds

CORVAIRS FOR SALE

'64 Spyder Cvrt 2nd owner. Owned since 1977. Excellent Condition. Engine original, body and interior fully restored. Yellow / black. Fully documented. Located in Fremont. email sfbacorsa@gmail.com for contact info. Asking \$25K OBO (07/21)



'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 (03/21)

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 Heads. 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)

Letter...

Hightower and some update photos from Bruce.

Keep the newsletter interesting by sending in pictures and stories of you latest projects. Even if you only adjust the carburetors or rebuild the transmission, take photos and send them in! When we see others working on their Corvairs it gives us more incentive to do the same.

Our next Zoom meeting will be Thursday, January 6th starting at 7:00 PM. Remember our meeting ID# is 243 888 8339.

Treasurers Report - Harry Kypreos

December 2021

Date	Activity	Check #	Credit	Debit	Balance	Status
12/01/2021	Begining Balance				\$4,351.75	
11/26/2021	Newsletter December			(\$39.27)	4,312.48	(*)
12/02/2021	Membership Renewals		\$150.00		4,462.48	Approximate
12/31/2021	Ending Balance				4,462.48	
December Totals			\$150.00	(\$39.27)	\$4,462.48	

(*) Expense not sent to Harry yet.

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