

**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-engine, air-cooled automobile grabs as much attention today as it did 60 years ago!



Spyder
WEB

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**Eric's '66 Corsa Getting
A Sprint Paint Job**

**Next SFBA Zoom Meeting Thursday, Feb 1st
@7:00PM (#243 888 8339)**

Letter From the Editor

I hope you were able to attend our last meeting. By my count we had 9 SFBA members and one guest, Gabe Lopez from Sterling Restorations.

The Holiday Luncheon is behind us but we are still talking about it. It was a fun time with good food that was well served. The Blackhawk Museum was quite a bit more than people were expecting. It takes a good three hours to see everything. And there is talk about doing this again for next year's party. I am all for it!

As you may recall from the November Spyder Web, Chris was running on 5 cylinders on the way home from The Vault event. A compression test showed one cylinder with no pressure. He and David Gray finally found the reason. An exhaust stud pulled out of the aluminum engine block and a rocker arm fell off a valve. The added pressure broke the top ring and then pinched the second ring in place. Nothing else seems to be damaged. Hopefully they will have it back on the road soon.

I contacted Bruce Mooers to see if had any Corvair updates for the newsletter. He did not but suggested I check Sterling Restorations' web site for photos of Eric's Sprint, which is nearing completion. So I shamelessly copied some photos off the web site and they appear on pages 5-6.

It's that time of year where SFBA Club Dues are due. We try to keep everybody on the same schedule with dues due on January 1st. For those that receive a printed newsletter, their due date is printed on the label. For all others, Josh, our membership chairman, keeps a log and will let me know someone pays. Next month I will put out a list of those that have paid and most everyone else would be due. A few people joined for multiple years and might

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<https://facebook.com/CORSA-San-Francisco-Bay-Area-Chapter-579950135376455/>

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

not be due until 2025 or 2026. I will include those also so they know.

I received the following email from Hal Rupert. Last month it was
(see *Letter* on page 8)

On The Cover: . Eric's '66 Corsa Convertible is being finished up at Sterling Restorations. The progress that Gabe has made is fantastic. Eric has been saving up all of the Sprint special options and intends this to be a Corvair Sprint albeit not from Finch. We can't wait to see this all finished up!

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

Josh got the regular meeting started around 7:00 PM following a short Board meeting. When the room was opened, Josh and I were quickly joined by Carl, Seth, Chris, Christy, Jeffrey, Joe, and Peter. Also this evening we were joined by Gabe Lopez who owns and runs Sterling Restorations in Fairfield, CA. They have restored several remarkable Corvairs over the last 4 or 5 years. I hope I included everyone.

Treasury Report: The bank balance as reported in the last newsletter is \$4488.63.

Membership: Josh did not report any new members this month although a few have expressed interest.

Old Business: Nothing mentioned.

New Business: Gabe indicated he is interested in having another Open House at his place in Fairfield as the last one went over so well.

Events: Everyone agreed that the Holiday Luncheon and Blackhawk Museum tour was wonderful! The restaurant was actually quiet enough where you could hear the conversations. Josh was sitting next to Buck and got to hear all of the amazing stories of Corvairs, Racing, and the old times in the Bay Area. Josh said that this year Bruce could not attend due to scheduling conflicts but after seeing the pictures he will definitely come (and drive one of his Corvairs?) if we do it again next year. Let's plan on it! The only downside on the Museum was parking for our Corvairs. The directions published in the newsletter did not anticipate a delivery truck blocking the entrance. Josh and Lane drove around a couple of times before deciding that this truck must be blocking the way. The truck

driver quickly moved was asked allowing the Corvairs to park.

Jeffrey asked if cars were still showing up at Ocean Beach? Josh said that he thought so but Will contact Tony to be sure. Normally they show up on the third Sunday from 7:00 to 10:00 AM. Get there early. Almost always Corvairs show up.

Seth said there was Ronnie's in San Jose, they meet at a Starbucks, 1815 Hillsdale Ave near Camden Ave on the second Saturday.

Jeffrey said the web site norcancarshows.com lists all of the local car shows. You can get an email every week of the next shows.

Tech: Josh said his Yellow '64 Convertible is running great. The automatic trans shift so smoothly you hardly notice it. The only thing he wants to do is clean the engine bay to match his other cars. Almost to Bruce Mooers standards. He is shaking out the Blue '64 with the new 140/4 sp engine/trans. The shifting is just "all right". Everything looks okay but maybe it has been sitting too long. When he had the carbs rebuilt by Wolf they painted the tops and some of the vent holes got plugged. Josh cleaned them out. It will take a while to get everything dialed in. He says, "I will get there".

Josh said that when he takes his Corvair to a Cars-n-Coffee and parks next to a very nice Impala or Corvette, everybody wants to see his car. They ask "What is it" or "Who makes this I haven't seen one before". When says Chevy they are in disbelief.

Jeffrey said he has not worked on finding out about the strange noise he re-

ported last month. Due to health issues he has not had a chance to bring the car to Mel's. In the next couple of days he plans on having the car towed to Mel's as he doesn't trust driving it that far.

Seth said he has a new quick steering box available. He has sold 10 so far. It's a duplicate of the '60 to '63 and '67 to '69. a kit is required for the '64 to '66. Fits any Corvair but not FCs. Christy ask if the turning radius was effected? No, not at all. Jeffrey asked how the turning effort differed from the stock steering box. Not too noticeable with stock front tires but with 10" wide sticky, racing tires you will notice it. The stock steering box is 20:1 while his new steering box is 16:1. So 20% faster steering and 20% harder. You get 65% to 70% of the way to the factory quick steering.

Peter said he had not purchased a Corvair yet. Last month he indicated he was looking for a late model but after seeing some restored early models he is not so sure. Maybe a '64 with a 140. Seth said the 110 engine was a very good and reliable motor for a street car. A way to look at it, he said, was to image a race between a 95, 110, 140, and 180. Initially the 95 jumps out to a lead, but shortly the 110 catches up. And a few seconds the 140 passes the group, but then in another second or so the 180 passes everyone. On the highway, the 180 is a good motor but around town the 110 runs just fine as does the 95 (and it runs on regular gas). Christy said that was a good description!

Peter said he went to Steve Goodman's place in Golden, CO. He is looking for

(See *Minutes..* on page 9)

Coming Events in 2024...

Feb 1st	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Mar 7th	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
June 21-26th	Corvairborne, International Corvair Convention, Dayton, OH, host hotel is the Marriott at the University of Dayton, 1414 Patterson Blvd. See www.daytoncorvairclub.com for more information.
Oct 25-27th	Great Western Fan Belt Toss & Swap Meet, Palm Springs, CA

SFBA CORSA Meeting Schedule 2024

Thursday Jan 54 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"

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"

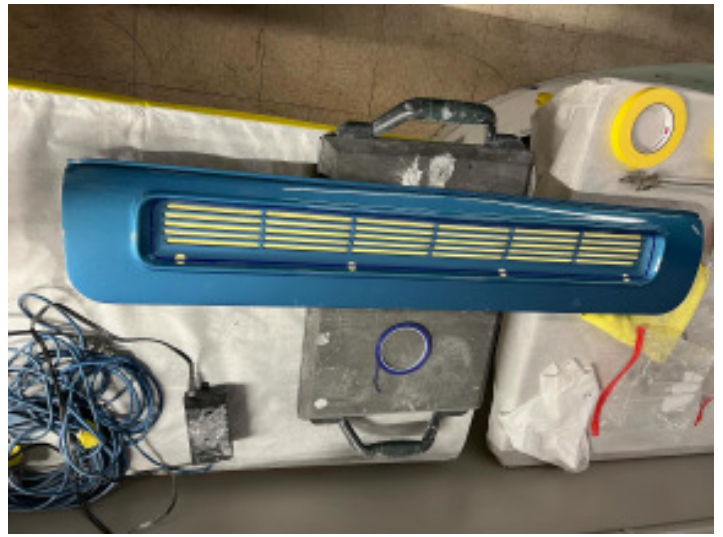
Progress on Eric's '66 Sprint at Sterling Restorations



See *Sprint...* on page 6



Sprint...



Corvairs in Atascadero

I hope this email finds you well. I wanted to bring to your attention a list of Corvair cars and parts that are currently available for sale. These vehicles and components may be of interest to your club members who are enthusiasts of the Corvair model. Here is a detailed list:

1961 4 Door Condition: No hood or right rear fender, no front seats. No Drive train. Price: \$500

1961 Greenbrier Standard Condition: No Drive train. Price: \$800

1962 Wagon 700 Condition: Body very rough, no glass. No Drive train. Price: \$500

1963 Monza Coupe Condition: No seats, no Drive train. Price: \$500

1963 500 Coupe Condition: No seats, no Drive train. Price: \$500

1964 Monza Convertible
Condition: Body panels rough, has power top. Has seats. No Drive train. Price: \$500

1965 Turbo Coupe Condition: White with red interior. Complete, needs full restore. Drivetrain installed. Front and rear glass are out. Trim off getting ready for paint. Price: \$3000. Title: Non-Op, Black CA license plate .

1967 500 Coupe Condition: No seats, rotted floor. No Drive train. Price: \$500

1968 500 Coupe
Condition: Aftermarket seats. No Drive train. Price: \$500

All vehicles are sold as parts cars with a bill of sale only.

In addition to the cars, Paolo Galli in Atascadero, CA, also has many used parts available for all years of Corvairs.

For more information or to express interest, please contact Paolo Galli at:

Call: 805 674-3674

Text: 805 674-3674

Email: greenbrier110@yahoo.com

Thank you for your time, and feel free to share this information within your community.



See *Atascadero...* on page 8

Atascadero...



Letter...

reported that Hal was looking for a way to find an original license plate frame to help out a buddy.

"Hi, Josh & Clark: Just a quick note of thanks for your help in finding a source for license plate frames, as requested by a Corvair friend up in Oregon. What looked like a nearly hopeless situation turned out to be the exact opposite. Thanks again!"

I also received this email from Vince Petry of Central Coast Corsa regarding Corvairs a parts for sale. "To Corvair

folks, Central Coast CORSA Chapter member, Paolo Galli, has several Corvairs and some parts for sale as detailed below. Please read his message and contact him if interested. Located in Atascadero, CA. Cheers". You will find the info on page 7.

And remember if you work on your car, send me a note and hopefully some pictures. We are always interested in what others are doing. It gives us more motivation to do those things we have been putting off for so long.

Our next Zoom meeting will be Thursday, Feb 1st 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. No guarantees.

Minutes...

ideas in how to go about buying a Corvair. What to look for, what to look out for, etc. Steve was a great help.

Peter asked if the late model suspension can be fitted to an early body? Seth said that while it had been done, the short answer is “no”. It is way too much work. For early Corvairs the '64 had the best suspension. The way to make them handle better is to lower them but you can only go so far. Josh said where lives (in Rodero) it quite hilly and his '64 Corvair handles the curves better than any other car he has owned (Novas, Mustangs, Monte Carlos).

Joe said his car has a smell like it is running rich. He does keep it on the rich side to avoid ping. He was wondering if he should lean them out a bit and run very high octane gas (expensive)? Seth said an air-fuel analyzer would tell you if it is rich or not. Josh said he uses Lucas Octane Booster. Adds ½ bottle or so with every fill-up. Works well for him. There is also Marvel Mistory Oil which is cheaper.



Joe said at the Blackhawk event, he parked his car and rolled up the windows but didn't lock it when he went to lunch. When get got back, someone said they had to kick someone out of his car. They must have wanted to see what it felt like. Joe said “at least they didn't take the shift knob or anything”. Joe said he was looking into a LPG conversion for his Corvair. The fuel is cheaper and the octane value is higher. He was wondering what would be the best way to keep the fuel lines from freezing? Josh said he saw a VW that was converted and they used the ex-

haust heat for that reason. Carl said that in Australia LPG conversions were very common. Most larger V8 taxis could run on either gas or LPG and every gas station would carry both. Their price for gasoline is about double what we pay here which is why there are so many conversions outside of the US. But for a Corvair, Carl wondered where you would put the LPG tank? Maybe the trunk, or on top? Josh said at his work the fork lifts run on LPG and when he works on them the spark plugs look brand new and the valves are still shiny. This stuff burns clean! Josh said currently his company pays between \$7.30 and \$7.50 per gallon for LPG. Christy said his house runs on propane and he pays about \$2/gallon. LPG and Propane are very similar, not sure why the price is so different. Carl said that a friend of his owner a '79 Cadillac Fleetwood that runs on either gas or LPG. When both tanks are filled he has a range of 1200 miles!

Carl was asked if he had his Corvair running yet. He said not yet but he is close. He has been tracking down a few minor gas leaks. There were also a few wiring issues to sort out. He is happy to report there are no oil leaks! He feels he is only a week away from starting it. Carl mentioned that he has been working on his Corvair for so long he forgets hat has already been done and has to back to verify that some have or have not been finished. Can anyone relate? Josh said that he sometimes buys parts to do a job (like rebuild the carbs) only to find that he already had purchased the parts some time back. Oh well, now he has spares. Carl asked how he can find the earliest year the steering box he used was produced. For his RHD conversion Carl used a '72 Toyota Corolla box but thinks Toyota used the same box for several years. When he goes to get Engineering Approval

(same as our Registration) the earlier the year to easier it will be. Seth said one way was to look up the part number in Rock Auto (or similar site) and then go back year by year until the number changes. Great idea, Carl will try it! Josh asked if Carl had ever considered rack and pinion steering? Yes, Carl did look at this but felt getting Engineering Approval would be difficult as this would constitute a major modification.

Gabe Lopez joined us this evening and said the cars currently in his shop are Eric's '66 Corsa Convertible, a '74 BMW 2002, a 1960 Lotus Eletre which was a Le Mans race car, an Austin Healey “bugeye” Sprite race car, and a Porsche 356 is coming as is a K5 Blazer. As you can tell he is very busy. When Gabe is done with Eric's Corsa, Eric intends to turn it into a Sprint Corvair as he has been collecting all of the Sprint accessories for years. Should look fantastic when it's done (see some progress pictures elsewhere in the newsletter). Joe commented on how wonderful the last Open House was with all of the great cars. Gabe will be planning another one this year, maybe June or July.

Swap & Sell: Nothing specifically mentioned.

Meeting adjourned about 8:15 PM.

Respectively submitted,

Clark Calkins, secretary

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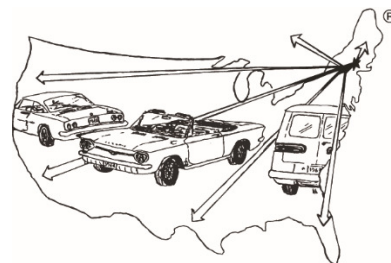
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Classifieds..

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)

FREE CORVAIR PARTS

Cleaning Out The Shop: '60-61 Turbo/ 4 Speed engine case and heads. T1226YR, no tin, exhaust, turbo, etc. '63-64 engine long block THO3Z, with

distributor, auto bell housing, some tin, no exhaust. Might be good for restoration. All likely need rebuild. Engines in Carmel Valley, you pick up. Buck Jones (831)917-5952. (06/22)

Corvair Classifieds

CORVAIRS FOR SALE

'64 Rampside. Josh saw this Rampside in person at Goodguys. He looked it over and could find no flaws.



Beautiful restoration inside and out.(Hayward) \$22K obo (510) 823-6540 (05/23)

'63 Rampside, does not run, it's been sitting for few years, needs new plugs, flush gas, replace ignition points.

'60 sedan Runs & Drives, needs valve job, needs new fuel tank. \$7,500 obo for both (916) 896-4448 Sacramento (05/23)

Corvan and Lakewood Wagon, I'm going to be selling this vehicle's once I



get them to start and stop, I was hoping if anyone knows who will interested in buying as is or the repairs I'm

going to do? Alfredo Pinon, Whittier, CA. Open to offers (480)768-7280 (05/23)

'63 Convertible, Napa area. No other details given. Contact Charlie Augustine (707)252-8139 (10/23)

'61 Corvair Monza 900, primary driver has moved to Boston. "Moxy" is now for sale. Many pictures available on Craigs List. Berkeley area.



Asking \$2000. Contact Steve Lautze (510)280-4341 or steve.lautze@gmail.com (09/23)

Treasurers Report - Harry Kypreos

January 2024

Date	Activity	Check #	Credit	Debit	Balance	Status
01/01/2024	Begining Balance				\$4,360.30	
01/10/2024	Dues (Joe Miller)		25.00		4,190.26	
01/21/2024	Newsletter (Jan)			(63.36)	4,126.90	(**)
01/31/2024	Ending Balance		25.00	(\$258.40)	\$4,126.90	
Outstanding Expenses						
	Newsletters (Sep-Dec)			(195.04)	4,165.26	

(**) Expense not turned in yet.

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

see "Classifieds..." on page 10


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