

**The Official Publication of the  
San Francisco Bay Area  
Chapter of the Corvair Society  
of America --- Chapter 947**

**D**edicated 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!



**VOLUME 379**

**APRIL 2025**

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<https://www.SFBACorsa.org>

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**"Priscilla" Gets A  
Suspension Makeover**

**Next SFBA Zoom Meeting Thursday, Apr 3<sup>rd</sup>  
@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.

Newsletter expenses are being handled a bit differently now. Rather than get copies made at FedEx (used to be Kinkos) I am now printing these at home. I purchased a separate ink cartridge just for Club use for my laser printer at a cost of around \$45. I figure this will last at least 3, maybe 6 months. The final cost to the Club should be less than \$30/month on average including stamps, labels, and paper. This compares to \$55/month the other way. If my printer breaks, I may have to go back to FedEx but until then we can save a bit of money.

As you have been made aware, SFBA is in charge of supervising the parking at the 2025 Convention in San Luis Obispo. I am going to be contacting our members to see who we can solicit to help out at the Convention. If you can, please help out. The Parking Detail runs Monday and Tuesday only (of course there are events throughout the week and they equally need help). I wouldn't want anyone to miss an important event and Tuesday would be a day of possible conflict so I have posted the schedule for that day on page 6. The complete schedule is also published in the April Communique. Check the schedules to see what times you could possibly be free and able to help us out. The Convention is still two months away, but it is approaching fast.

Just a last reminder that SFBA memberships are due for the upcoming year. As you are probably aware SFBA tries to keep the dues cycle starting at the first of the year. This makes planning and accounting much easier. Full memberships are \$25/yr while associate memberships are \$15/

Current SFBA Corsa Officers	
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<b>Committees</b>	
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<b>Library</b>	<b>Dave Newell</b> , 1481 Hamrick Lane, Hayward, CA 94544 - (510)782-4265 chevrobilia@yahoo.com
<b>Newsletter</b>	<b>Clark Calkins</b> (address above)
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yr. If your due date is in the middle of the year, just prorate the dues at \$2/month. If you receive a printed newsletter your due date is on the label. For others, Josh keeps a spreadsheet, and we can look it

(see **Letter** on page 10)

**On The Cover:** Pete Tachis sent in this note: "Hi Clark, Just thought I'd send an update and photo of my Corvair. Both the front and rear suspension has been removed, cleaned and new parts pressed into place. Assembly begins bright and early tomorrow morning. See you @ the next meeting". See the full story and some pictures on page 5.

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.

**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.**

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# Minutes of the Last Meeting

March 6 2025

Josh got the regular meeting started around 7:00 PM following a short Board meeting. When the room was opened, Josh, Harry, and I were quickly joined by Seth, Chris, Joe, Don, Lane, Buck, Paul, Peter, Jeffrey, and Christy. I hope I have included everyone. Notably absent was Carl who is on vacation to France.

**Treasury Report:** The bank balance as reported in the last Newsletter was \$4964.81 Josh said he has received some dues payments (checks and PayPal) and will send this to Harry. Clark's renewed their newsletter ad for \$75. Josh reported that Central Coast Corsa did receive our \$500 check and were very grateful.

**Membership:** Josh did not report any new members this month. But there have been inquiries.

**Old Business:** Nothing mentioned this month.

**New Business:** Josh setup a Corvair Forum on the Club's web site. This will be for SFBA members to get help. Josh said that the CPF Scholarship Program was now open. They have a \$1000 scholarship available and Corvanatics also has a \$500 scholarship available. If you know anyone heading off to college (or even trade school), they can apply. Who knows, it may even pay for a book or two. Josh said Sarah Bruce is running this program this year. So contact him for more info, application forms, etc.

**2025 Convention:** Josh and Clark reported that the Convention was progressing well. Another change to the

Autocross was reported. The location has been moved from the local air strip back to the Santa Maria airport (as originally planned last year). It turned out the county was conducting some high-speed training on the local field and managed to tear up the track enough where they couldn't run autocross events until this was fixed. The day remains the same on Thursday, but it is now back to the originally reported entrant and exit restrictions. That is the gates will be opened at a specified time for a short period, and then closed for the races. It is airport property and controlled by TSA and people cannot go in and out as they please. Necessary facilities will be available. Things happen!

Clark reported on the Parking staff requirements at the Convention. Last month in the newsletter there was a proposed schedule for volunteer help. The hope was this month, at the meeting, some people would volunteer to help out for some of the indicated time-slots. Thirty or so slots were identified, and we probably need to fill twenty of these at least. Chris spoke up that he will be there for an Antique Trailer event the week before and will be available to help. Josh is also coming and will help Tuesday (maybe Monday). Thanks! But please, everyone else, consult the Convention Schedule in the last Communique (or the Tuesday schedule included elsewhere in this newsletter) and pick a time that doesn't interfere with those items that you really want to attend. Let me know when you might be available to help. Time is running out and we need a better idea of where we stand.

It was reported that the Embassy Suites

was full (although CORSA is working on securing an additional block of rooms, but no news yet) but the Best Western is still available. But don't wait too long as the reserved block and price are only fixed through early April.

**Phil's Corvair Update:** Josh reported that at the inspection last month, the Corvair is mechanically in very good condition. No rust in the usual locations. The body is solid (Sandy indicated that the car has not ever been in a wreck, and they bought it new in San Luis Obispo).

A brief summary:

- Body solid, no rust. Car was garaged and driven regularly.
- Paint is good and will clean up well but it is not original.
- Engine, 140 with center mount Holy four barrel carb. Runs great. Fires right up. A compression check has not been done.
- Numbers match. All original parts (e.g. carbs, wheels, etc.) are included.
- Interior needs work

Don indicated that the front sway bar bushings could stand being replaced (an easy job with his lift). The main focus is the interior. Don will order new seat covers, carpets, and headliner from Clark's. The weather is turning in our favor, and we need to have the parts on hand.

Don's neighbor, Johnny, will help us correct. The shop had to warm up the covers and also cut them in a couple of places for them to fit.

(See *Minutes..* on page 7)

## *Coming Events in 2025...*

<b>Apr 3<sup>rd</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>May 1<sup>st</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>May 20-23<sup>rd</sup></b>	<b>2025 CORSA International Convention, San Luis Obispo, CA. Host hotel is the Embassy Suites, 333 Madonna Road, San Luis Obispo, CA 93405 Reservation is Under "CORSA Car Club Meeting" - (805)549-9899</b>
<b>Jun 5<sup>th</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>Jul 3<sup>rd</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>

## *SFBA CORSA Meeting Schedule 2025*

Thursday Jan 2, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Feb 6, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Mar 6, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

**Thursday Apr 3, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"**

Thursday May 1, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

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

Thursday Jul 3, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

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

Thursday Sep 4, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Oct 2, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Nov 6, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Dec 4, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"



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# Update On "Priscilla" - Pete Tachis

Hi Clark, Seth calles it, "mission creep". I spent a day with Mel and he had my Corvair running like a top. Next day she fired right up. Later that day problems started. Most dangerous, fuel leaks at the fuel inlet of two

carbs. Decided to pull them off and rebuild them. Might as well pull and paint the tin and finish replacing the broken thermostat. Since I was already under the hood, I decided to repair the wiring harness. Lower tin is ready to

reinstall, as are the carbs, the wiring harness, then points. Fingers crossed, she'll be back on the road next week. And I'm actually enjoying myself. Cheers.

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# Convention Parking Attendants Needed - Clark & Josh

Starting Monday, May 19th, Corvairs and other cars will be arriving at the Embassy Suites Hotel for the 2025 CORSA International Convention. There are two ways to enter the Hotel property, and we will need a Parking Attendant at each location to help out. Their job will be to direct the Corvairs that wish to be in the Car Show to the lot that has been reserved just for them. Other cars, even if they are Corvairs, will use the general parking area. Corvairs being trailered will be directed to an off-loading area. An Attendant in the reserved Car Show parking area will ensure that the Corvairs are parked neatly and not too close together. The parking area will be marked to ensure that there is sufficient separation between cars to allow for public viewing. I anticipate that we will need two or three volunteer Attendants for most of

Monday and part of Tuesday. If we can get ten to twelve volunteers, it won't be much of an inconvenience to anyone.

At the November meeting last year, I solicited a show of hands to see who in our group was planning on attending the Convention and would be willing to help out with parking. At that time, eight members raised their hands (it wasn't a heavily attended meeting). I will be contacting them to see if they are still going and if I can still count on them for help. But more help is needed so as to not overburden anyone.

If you are able to help out, please let me or Josh know. Monday will be the busiest day where we will need the most help, but Corvairs will be show-

ing up Tuesday as well, especially in the morning. The schedule of events for Tuesday is shown below (there is also a complete schedule published in the April Communique) so you can check for conflicts with your own schedule. We would not want you to miss anything that was important to you.

After Tuesday there are no more parking restrictions. We will try to keep the Corvairs separated to facilitate general public viewing, but volunteer help is not expected to be needed for the remainder of the week. The Corvair banners will stay up just to let the public know that there is a car show going on and they can come look at the beautiful cars!

Tuesday-20		
Hospitality	8:00 AM—5:00 PM	Grand Suite- Room 242
Registration	8:00 AM—5:00 PM	Ballroom Foyer area
Indoor Vendor Sales	8:30 AM—5:00 PM	San Luis Obispo Ballroom
Outdoor Swap Meet	8:30 AM—5:00 PM	Parking lot
Concours Judges Meeting	11:00 AM—11:30 AM	Los Osos Room
Concours Participants Meeting	11:30 AM—12:30 PM	Los Osos Room
New Concours Judge Orientation	12:30 PM—1:15 PM	Los Osos Room
Concours Operations & Classification	12:30 PM—3:30 PM	Parking lot
Valve Cover Tuneup Time	1:00 PM - 3:00 PM	Hallway outside San Luis Obispo Ballroom
Model Car Show Setup	3:00 PM—5:00 PM	San Luis Obispo Ballroom
Tech Session: Power Steering with Ken Rosenbusch	2:30 PM—4:00 PM	Los Osos Room
Newcomer Orientation	4:00 PM—4:30 PM	Los Osos Room
Cole Participants Meeting	4:30 PM—5:00 PM	Los Osos Room
Convention Kick off Car Show	5:00 PM—7:00 PM	Parking Lot
Valve Cover Races	7:00 PM—8:30 PM	TBD
Group Meeting: Air Vairs	8:30 PM—10:00 PM	Los Osos



## Minutes...

with the interior (he is a retired Upholsterer, and we are not) if we help him assemble a building on his property. It's a kit structure and he has the pieces but they require a couple of people to handle as they are too big for just one person. Don thought this would be a 4 or 5 hour job. This is a great trade as it will help us a lot and save us a boat load of \$\$\$. Don will be scheduling a time. We will let everyone know where and when.

Seth asked about the studs. When Phil got new tires, the tire shop had to cut off some locking lug nuts as the key could not be found. Initially we thought the studs were cut, but it turns out only the nut was cut. So just the nuts had to be replaced. Good deal.

**Events:** Joe mentioned that he was going to the 24 Hours of Lemon at Sears Point (Infinion Raceway outside Napa) in March. Josh said that these were a lot of fun with many interesting cars. Some Corvairs will be there. There is a break in the evening as they only race in the daylight. Seth said that these are usually held out of the way locations, like Thunder Hill. Also there is a Concourse d'Lemon in Monterey where the worst car wins.

**Tech:** Josh said he was likely flat towing his Corvair to SLO with his truck. He wasn't sure if he was coming Monday or Tuesday can bring Chris said he could bring some parts down to SLO in his pickup.

Joe said his Corvair was vandalized last month. He answered the door bell for someone selling something (cookies?). But his dog was acting up so he couldn't open the security screen. He just had to say he wasn't interested. Anyway, a bit

later when he went outside he found scratches on his Corvair. Fortunately, the Lexus was not touched. Most of the scratches were not deep, but some went through the clear coat into the paint. Some neighbors also had scratches in their paint.

Joe asked who was driving their Corvair down to SLO? Josh said he would flat-tow his '64. Seth said he would be towing his new V-6 Corvair as he needs the truck to haul his parts to the swap meet. They won't fit in the Corvair. Lane said that Harbor Freight Tools sells some remote trailer lights. They hook into the standard trailer light connection. The lights magnetically attach to the rear of the car. Be sure you don't mix up left and right! Lane said the Corvair flat tows easily, better than trailering. Seth added "as long as you don't have to backup"! In the years he has been towing his cars (several times all the way back East), only twice has he had to unhook the car to reposition the truck. In Keep Your Corvair Alive, Finch drew up a pretty easy way to flat tow the Corvair. Seth reinforced the bumper in his Corvair so he doesn't even have to take this off.

Joe said he was looking for a new car cover for his late model Corvair. Seth said to look into California Car Covers. Peter said to try Mosom (sealskincovers.com). Joe said the ones he has seen do not have side mirror pockets which he would like. He might have to make his own. He also reported that he had a minor vibration in the rear. Comes and goes at certain speeds. He has replaced the U-joints and had the tires balanced. But it is still there. No one had any ideas.

Joe asked about changing seats. Seth said the Corvair mounting hole pattern was almost square but not level.

The inner-rear on the drivers side was lower than the others. So if you plan on using a flat plate, a spacer will be required. Seth said he used some 2 x 3/16" steel strips and welded a square pattern that bolts right in Joe asked about Recaro seats?



Seth said they are very nice but expensive. Seth has used some Scat Procar Seat Bracket Adapters from Summit Racing



that are pretty universal. Joe indicated he wanted to learn welding. Seth and Peter both said to look into local Occupational Training classes. Counties still offer them. Several years ago Seth took some classes to learn machining and TIG welding. Seth said the classes met about once a week and most of the attendees were younger people hoping to get a job but a few were older that wanted to work on their cars.

This month Christy was calling in from Monterey. He was attending a Jazz Festival. He drove his '67 Corvair there from Nevada City. When asked how

(See *Minutes..* on page 8)

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## Minutes...

he prepares for a longer drive, he said 1) pack a spare fuel pump, 2) take an extra rear wheel bearing assembly, 3) take lots of money, and 4) bring a cell phone! A few years ago, he drove his Rampside to Palm Springs and on the way back he spun a rear axle bearing and limped into a gas station. He got a room for the night and then he rented a U-Haul truck and trailer. Back at the gas station he solicited help from some kids in the area and they pushed the Rampside up on to the trailer. It was facing the wrong way but that was what was available at the time. Anyway, he made it all of the way home. Seth said that if you rent a U-Haul trailer, say you are hauling a "Chevy Monza, not sure what year". They are liable not to rent you one if you say "Corvair". Christy asked if there was any update on the Clark's fuel pumps? Josh said he has not heard the current status. The first batch of pumps were not satisfactory. Christy said that even if you are running an electric fuel pump, it's good to have a manual as a spare. Seth said "maybe". If you bypass the

manual pump (with a cover plate) then you can just replace it if necessary. But if you are running an electric pump in series with a mechanical pump, then a failed diaphragm will result in filling the oil pan with gas. "I have done that", Christy said!

Jeffrey said when he had his seat covers replaced, he took the car to a local shop. The shop thought that the Clark's seat covers were too small, but Jeffrey checked, and they were supposedly correct. The shop had to warm up the covers and also cut them in a couple of places for them to fit.

Pete said he is taking his Corvair in for an alignment and asked if there were any special tips. Seth said to use -1/2 deg camber and a little toe-in for the front. For the rear, use 0 or a little bit of toe-in (1/8"). Camber on the rear can be more, maybe 1 deg (minus?). Seth said that when setting the alignment on the rear wheels, the trailing arms that connect to the transmission should be loose. After the alignment is

set, they can be tightened. Pete said that California Corvairs in Chino has been very responsive. He gets parts in a couple of days. Asked how his engine was running, Pete said he notices a "surging" when running at low speeds on his 140. Seth said to try disconnecting the vacuum advance (just plug the tube with a golf tee) to see if this goes away. If it does, then try to find out why the advance is changing (vacuum leak?). If not look someplace else.

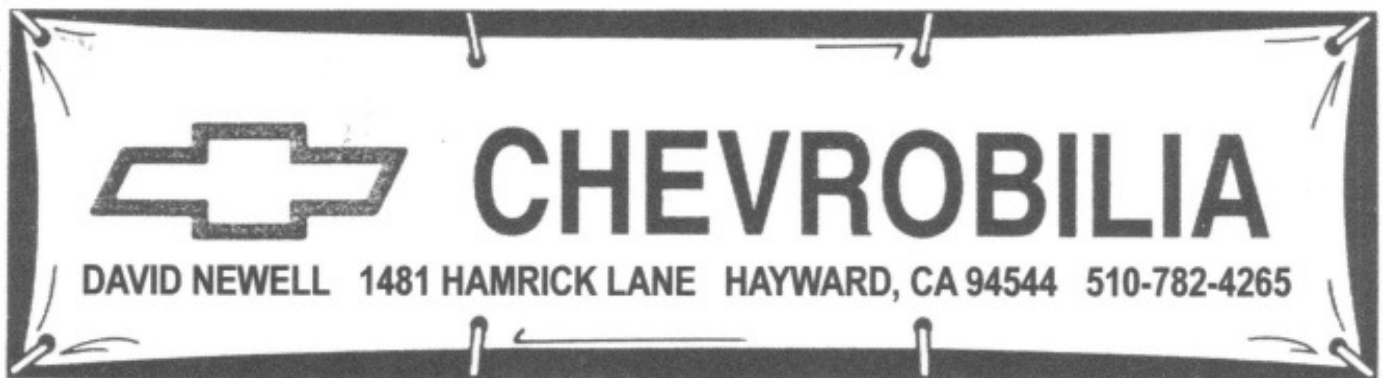
**Swap & Sell:** Josh mentioned that Bruce bought Mike Chamaro's (sp?) convertible.

Meeting adjourned about 8:32 PM.

Respectively submitted,

Clark Calkins, secretary

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# 2025 CORSA International Convention



## 2025 CORSA INTERNATIONAL CONVENTION

MAY 20-23, 2025, SAN LUIS OBISPO, CA

Hosted by Central Coast Corsa

Info: [www.centralcoastcorsa.org](http://www.centralcoastcorsa.org)

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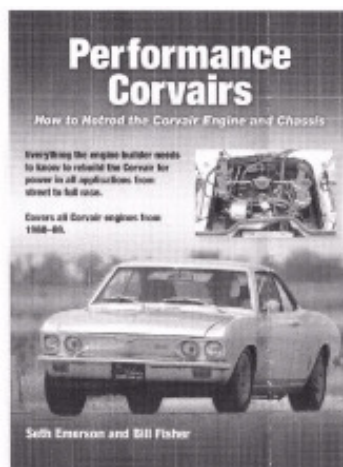


## Letter...

up, just ask.

Remember that if you work on your Corvair (even if it's only to change plugs or adjust the brakes), take pictures and send them in to me. When we see others working on their cars it gives us the incentive to do the same!

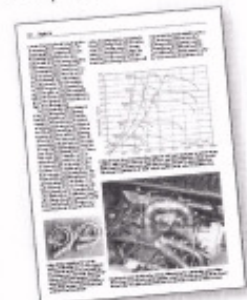
Our next Zoom meeting will be Thursday, April 3<sup>rd</sup> starting at 7:00 PM. Remember our permanent meeting ID# is 243 888 8339. A reminder email will be sent and hopefully it will contain a link to the meeting making it easy to join



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# Corvair Classifieds

## CORVAIRS FOR SALE

'62 Rampside - Runs, drives, lots of parts. \$4k Call Brad Santiresa 707-623-2302, Santa Rosa area. (3/25)

'66 Corsa 140 Runs excellent. Starts first try. New exhaust, electronic ignition, electric fuel pump. 4 carbs rebuilt.



I have a list of everything that has been done. Brakes need work, light rust at bottom of windshield. \$10k firm. SFBA member Jamie Torres jamie@gritsf.com. (3/25)

'66 Monza 140, AT, AC - running with a small list of fixes. Lots of extra parts.



\$6500 obo Benny Melchor benny@unitedsign.net 209-579-3221 Modesto. (3/25)

## 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

## 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

### March 2025

Date	Activity	Check #	Credit	Debit	Balance	Status
03/01/2025	Beginning Balance				\$4,885.48	
02/26/2025	March newsletter			(12.41)	4,873.07	**
03/19/2025	SFBA Renewals		25.00		4,898.07	
03/20/2025	CORSA Chapter Dues	1026		(35.00)	4,863.07	
02/28/2025	Ending Balance		\$25.00	(\$47.41)	\$4,863.07	

\*\* Expense has not been turned in yet. Bank balance shows \$5,129.81






## SFBA CORSA

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web-site: [mikescorvairparts.com](http://mikescorvairparts.com)

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