

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!



VOLUME 382

JULY 2025

Look for us on the Web!  
<https://www.SFBACorsa.com>

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**"Bloopers" at The Napa  
Vault**

**Next SFBA Zoom Meeting Thursday, July 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 7 SFBA members and no guests this evening. A bit light. Josh was not feeling well and had to bug out early. I was left in charge of admitting new members and I hope I didn't forget someone which is easy to do now. Zoom use to provide a list of names of those waiting to get in, now I only see something like a "people waiting" message which I might miss especially if I am trying to hear what others are saying.

I received the following note from Josh." *Hi Guys, I wanted to share with you that the new SFBA website is up. There are still a couple of things to work out, so the "members cars" and "history" aren't working yet.*

*Wordpress is rooted in blogging, so what I think I want to do is share announcements through the site as blog posts. People will get these as emails but can still refer to the site to see the post history. They will be able to comment there also, if they choose. We'll give that a try.*

*The first blog post is for this month's newsletter. Clark, go ahead and continue to send them out via email as you have been doing. The website blog will just be a redundancy for those who already get it from you. If we have others who just subscribe to the site, they'll get the one notification. If someone wants something from the archive, they can just email it to me and you or I will have it.*

*Anyway, here's the new site. Again, work in progress but I didn't want to be down for any longer than we already have been. <http://sfbacorsa.com>"*

At the Convention, Lane showed me some pictures of his cylinder heads with the dropped valve seat! The options are to repair or replace. Replacement 140 heads are not cheap these days. See some pictures on page 7 (if you dare).

**On The Cover:** April 12th the Napa Vault put on their Spring Showcase Event which brought together stunning cars and a wide range of car collectors, enthusiasts and dealers — all made possible through their collaboration with RPM Insurance Group offering Hagerty and our other partners. Bruce had his cars there and sent in this picture of "Blooper".

## Current SFBA Corsa Officers

**President** Ray Welter, 5240 Belvedere St, Oakland CA 94601 - Ray.Welter@gmail.com

**Vice-President** Harry Kypreos, 7840 Creekside Dr, Dublin, CA 94568 hkypreos@sbcglobal.net

**Secretary** Clark Calkins, 1907 Alvarado Ave., Walnut Creek, CA 94597 - (925)478-8909 CaCalkins@astound.net

**Treasurer** Harry Kypreos, (address above)

### Committees

**Membership** Joshua Deitcher, 375 Harris Ave, Rodeo CA 94572 (510)388-4986 SFBACorsa@gmail.com

**Library** Dave Newell, 1481 Hamrick Lane, Hayward, CA 94544 - (510)782-4265 chevrobilia@yahoo.com

**Newsletter** Clark Calkins (address above)

**Internet/Web** email : CaCalkins@astound.net  
<https://www.sfbacorsa.com>  
<https://www.instagram.com/sfbacorsa/>  
<https://www.facebook.com/groups/bayareacorvairs/>  
<https://facebook.com/CORSA-San-Francisco-Bay-Area-Chapter-579950135376455/>

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

Don sent in some pictures of Phil's Corvair after the headliner was replaced. Don's neighbor Johnny helped (a lot!) in getting this in-

(see [Letter](#) on page 10)

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).

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# Minutes of the Last Meeting

June 5, 2025

Josh got the regular meeting started around 7:00 PM. When the room was opened, Josh, and I were quickly joined by Christy, Peter, Seth, Carl, Don. Josh was not feeling well and had to bug out early so Seth and I tried to get the meeting going. I hope I didn't forget to let anyone join the meeting.

**Treasury Report:** Harry was not able to join us tonight, but the bank balance, as reported in the last newsletter, was \$3,590.53.

**Membership:** Josh did not report on any new members this month.

**Old Business:** Nothing mentioned.

**New Business:** Next up on the agenda is another Work Day to continue with Phil's Corvair. Also on the agenda is our annual picnic is coming up.

**2025 Convention:** Clark and Seth reported on the 2025 Convention in San Luis Obispo. There was a very large turnout, especially for the West Coast. There were 390+ people registered, 100 Corvairs entered the Car Show, 42 in the Concours, and maybe 35 in the Autocross. It was especially good to see so many from Southern California make the long drive to the Central Coast. Carl indicated that the host hotel, the Embassy Suites, was the best he has attended. The very large Atrium area made it easy to meet and talk with others. The free drinks at Happy Hour didn't hurt either. Christy said his hotel room was large with a separate bedroom and the price was terrific. We have not seen the final numbers, but I expect that CORSA and Central Coast Corsa were pleasantly surprised at the results.

Carl said this was his 9th Convention and thought it was very good. Maybe one of the best. He was disappointed that the Power Steering presentation was canceled at the last minute, but these things happen. Clark said this was his first Convention and enjoyed it very much. He was surprised at how fast the week went by. He attended the two Tech Sessions, the Concours, and the Autocross. Most felt the Banquet was well organized with plenty of time to eat and socialize. The Awards presentation, conducted by Larry Claypool was well done. There were many awards given out and Larry kept it moving so as to not take too long.

Christy said Drommerhausen's presentation on transmission rebuilding was excellent. Clark commented on how many snap rings were used and how to keep track of which ones go where? Clark did say that the Starter, Generator and Alternator presentation needed more time. Maybe that was too much to cover in the hour and the half allotted.

When asked about the parking arrangements, Christy said it was very nice when arriving at a new location, to have people directing you. Otherwise, you have to park (somewhere) and go ask. Then move to the correct spot. Once cars were directed to the proper parking area, Greg Vargas made sure they parked neatly. There were a lot of cars showing up and space was limited. Clark again thanked the volunteers (Don, Lane, Josh, Carl and Arlette, and Buck) for all of their help. Carl said that both he and Arlette really enjoyed helping out and it didn't get in the way of the other programs they wanted to see. Greg told Clark that he will be

sending out some Thank You gifts. Just a small token of appreciation from Central Coast Corsa. Clark will be distributing these shortly.

Seth said the autocross course was very good. Fast and well laid out. The Corvette Club, who set up the event for us, did an outstanding job. The airport is being remodeled, and this course is going away. The Corvette Club is actively looking for a replacement site.

Carl admired the gentlemen that drove all the way from Florida in an early model Corvair. Not only did he win the Farthest Away award, but his car also won in the Concours!

Seth mentioned that everyone who received a Convention Review form from CORSA, should fill it out and return it. This is how CORSA knows what went well and what to avoid next time.

**Events:** Clark said that the annual SFBA/Valley Picnic was scheduled for Saturday, August 9th at Quarry Lakes Park in Fremont. This is the same location as in the last several years.

The last we have heard, Gabe is still planning on having another Open House, but the date has not been set.

The next Fan Belt Toss is scheduled for Oct 24-26th. This year it is at a new location, the Double Tree Hotel in Cathedral City (next door to Palm Springs). This should be a very nice venue.

Peter mentioned trying to set up a Cars and Cabernet in July sometime. Penin-

(See *Minutes..* on page  
page 3

## *Coming Events in 2025...*

<b>Jul 3<sup>rd</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>Aug 7<sup>th</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>Aug 9<sup>th</sup></b>	<b>SFBA/Valley Picnic. 12:00 noon until ?? Quarry Lakes Park in Fremont. Date is tentative.</b>
<b>Sep 4<sup>th</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>Oct 2<sup>nd</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>Oct 24-26<sup>th</sup></b>	<b>Great Western Fan Belt Toss and Swap Meet, host hotel is the Double Tree by Hilton Golf Resort Palm Springs, in Cathedral City, CA</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"
<b>Thursday Jul 3, 7:00 PM</b>	<b>SFBA Regular Zoom meeting, ID = "243 888 8339"</b>
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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# The Corvair Center Forum

## Editorial Blog by Josh Deitcher

It has often been said that everything old is new again. Perhaps we are now seeing this digital evolution as the modern internet has passed the 30 year marker and social media is into its 20's.

Personally, my time on Facebook has been ever waning. Between the ads, bots, rage bait, spammers and scammers, I find myself spending less and less time trying to navigate it.

Do my "friends" on there even post anymore? I have no idea as I have stopped following all of them for various reasons. If you are on my friends list, please don't take this personally as I am sure we talk, text, email or meet up at club events or local shows. At this point, Facebook just reminds me when it's your birthday. I do still use it when sharing club notifications as it's still the platform of choice for the masses. As my kid says, the various groups are "pretty mid".

Instagram is wonderful for posting car and event pics, but the ads and bots are starting to get pretty bad and engagement is only one way. A great motivator when you see your friend finally get their Corvair off of blocks and back on the road. Not great if you are looking for help sourcing a part or trying to troubleshoot your Corvair.

Twitter (X)? TikTok? BlueSky? Reddit? Forget it.

So where to?

Believe it or not, the trusty old internet forums are still chugging along and still quite active. In the Corvair world, we have two! The Corvair Forum run by

Scott Howey who owns Flatsix graphics and the Corvair Center Forum which was recently taken over by CORSA. Between these two forums over the last 25 years just about every Corvair question imaginable has been answered.

Putting on my director hat, I am here to champion the Corvair Center Forum. When the org acquired the forum from the San Diego club, it needed a lot of help. Alec Carlson and Greg Vargas did an incredible job getting it cleaned up. For those who aren't in IT, this took a lot of time and A LOT of work. These guys did it for free! Now, with CORSA director Dean Gemberling at the helm, we are taking the next steps to bring users back.

The great thing about the forums is that they are Corvair specific. No pictures of peoples food, cats, political musings, liking or sharing if you agree and especially no bots or scammers. Alec and Dean personally reviews every new user

to prevent bots and scam accounts from ruining the forum. There is zero tolerance for abuse.

The only ads you'll see are from CORSA, Clark's and California Corvairs. By all means, spend your money with them!

Here is a great article that Hagerty put out about a year ago "Did Facebook Kill The Car Forum?".

Could it also be argued that Facebook is killing our car clubs?

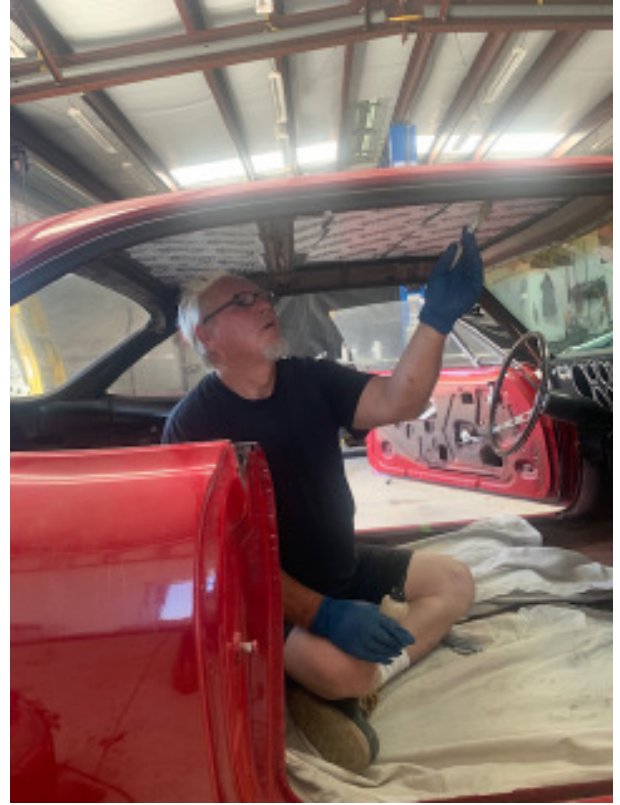
So, when that next Corvair tech question pops up, you want to share an accomplishment with your Corvair or your significant other tells you to get rid of all of those parts or else!, head over to the Corvair Center Forum. No bots, no ads, no scams, just good clean Corvair fun!



# Phil's Corvair Update - Don Burkard



The old headliner has been removed and the surface



Here Johnny is installing some sound deadening material getting ready for the new headliner.



Here the new headliner has been installed. Looks good.  
page 6



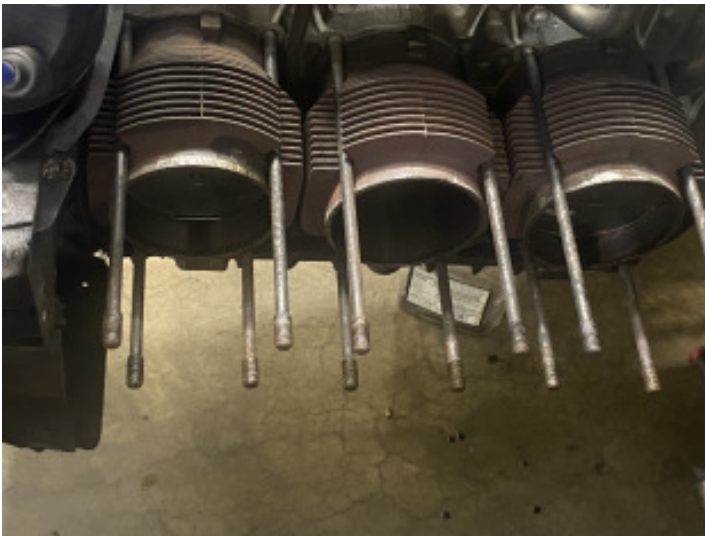
Here is another view, just needs a new doam light!



# Lane's Cylinder Head Issue

Lane suffered what he thought was a dropped valve seat on his '66 Corsa. Using a bore scope attachment to his phone, he confirmed what had happened. He pulled the head although it doesn't look like to dropped the engine. Some say it's easier if you drop the engine but you don't have to. I have had this happen to me and it sounds like a very loud lifter but the noise doesn't go away. If you catch it in time the head should be repairable although you will probably want to replace the piston.

Clark



## Minutes...

sula area. He will let SFBA and Valley know as soon as a date and time are set.

Phil Dalforno's Corvair: Don reported that he and Johnny (mostly Johnny with Don's help) got the new headliner installed. It went in well and came out great. In preparation for this, Don noticed that many of the plastic parts, like the interior dome light, were disintegrating due to age and will have to be replaced. He has already ordered some of the parts from Clark's. He tried to find replacement A-arm pillar pieces but couldn't. Seth said he might have some. He will check. When Don is ordering parts, he tries to get as many at one time as he can. This reduces the shipping costs, which are not trivial these days.

While the interior was empty, Don went ahead and cleaned and painted the floorboards. It's now ready for carpets. He is still looking at the package tray area. He is considering sound dampening material.

When looking at the front seats, Don was unsure if we should try installing the new foam and seat covers ourselves or take them to someplace and have it done. Johnny recommended taking them somewhere if we have not done this before. To do it correctly, the foam needs to be hog ringed to the frame first and then the seat covers are hog ringed, inside out, to the frame also. If you don't hog ring the foam first, the seat will not have much contour. They will be quite flat. At the last meeting, Lane indicated that he has done this before and it wasn't too bad. We need to get his opinion on whether we should attempt this or not. Also, Don said that we bought the wrong head rest covers for Phil's car. The covers we bought are for round head rests and Phil's are oblong. He will see what

he can do.

Clark is working on the door panels. Now that the Convention is over, he has some free time again to complete this. He was working on restoring some of the attachment points which had pulled out. He is trying to repair the torn cardboard. He asked Don for some final measurements so the clips can be positioned correctly. Hopefully this works out.

Don will schedule another Work Party, probably in July. This time we need to install the carpets and recover the rear seats. And tackle other items.

**Tech:** Carl said he was calling in from Toronto, Canada where they are visiting friends. He said that he and Arlette were the last ones to leave the Convention hotel as their flight wasn't until 5:00 PM. It was strange, seemingly having the whole hotel to themselves for a few hours.

Carl said he has done a lot of work trying to track down Corvairs in Australia. His best count is about 80. Seth said that is probably the same as the number of Holdens in the US. Seth said there is (or was) an outfit in Utah that was importing Holdens, converting them to left-hand drive, and making sure they met US standards. Seth said he saw a Holden Ute at the New York Auto Show. Looks like an El Camino.



Don said at the Convention he saw a late model Corvair with lovers in the rear deck lid. He thought that looked

cool. He is thinking of trying to do that for his '67 Corvair. He has an extra deck lid. Seth asked, how do you keep the rain out? Good point but Don said he doesn't drive in the rain.

Seth said after running his V6 Corvair in the Autocross, the alternator gave out on the way back to the hotel. The next day he found an old-time auto parts store (the kind with a greasy counter and stuff hanging from the walls) and purchased a new alternator. The original alternator died because the V6 was installed with reverse rotation and the stock alternator cooling fan does not work well when rotated backwards. He was able to locate a different, bi-directional, fan used on marine installations. This should help the alternator survive.

Peter said he is replacing the cardboard used in the package tray area. He bought replacement material from Clark's but how to bend it? Don said on Phil's car, he attached a wooden board along the desired bend line and used it to help bend the cardboard. This worked well. Peter asked how he handled the lip by the rear window. Don did not bend that area (he didn't know exactly how it was supposed to go), but it seems to fit fine as is.

Peter got his new gas tank installed. He used a floor jack to hold the tank up as he connected the hoses. Not too bad, everything seemed to line up (that was easy, did he forget something?). He re-used the old straps.

Peter showed a CORSA emblem he



(See *Minutes..* on page 10)





**Registration is now open!**

Early Registration Ends  
October 1st, 2025

**[Click Here to Register](#)** or go to [www.GWFBT.com](http://www.GWFBT.com)

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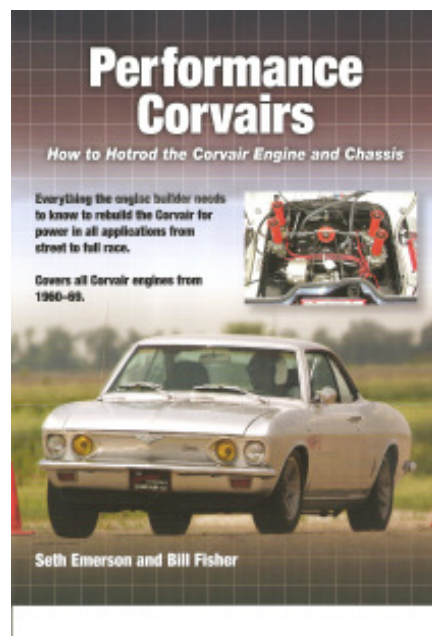


## Letter...

stalled. It sure came out nice. See photos and page 6.

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, July 3<sup>rd</sup> starting at 7:00 PM. Remember our permanent meeting ID# is 243 888 8339. A reminder email will be sent containing a link to the meeting making it easy to join.



## Minutes...

picked up. It was off a German Opal I believe. Now he is looking for a place to use it.

**Swap & Sell:** Nothing mentioned.

Meeting adjourned about 8:02 PM.

Respectively submitted,

Clark Calkins, secretary

# Corvair Classifieds

## CORVAIRS FOR SALE

'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 (corvairstguru@gmail.com)

## CORVAIRS WANTED

**Late Model convertible**, preferably a Turbo. Must be driveable and in showable condition. Contact John Muhlner via email at jbmuhlner@earthlink.net. St. Helena area. (05/25)

## Treasurers Report - Harry Kypreos

June 2025

Date	Activity	Check #	Credit	Debit	Balance	Status
06/01/2025	Beginning Balance				\$3,565.71	
05/26/2025	June newsletter (stamps)			(12.41)	3,555.33	**
05/28/2025	Toner Cartridge			(43.12)	3,510.18	**
06/30/2025	Ending Balance			(\$55.53)	<b>\$3,510.18</b>	

\*\* Expense has not been turned in yet. Bank balance shows \$3,590.53




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