

**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 320

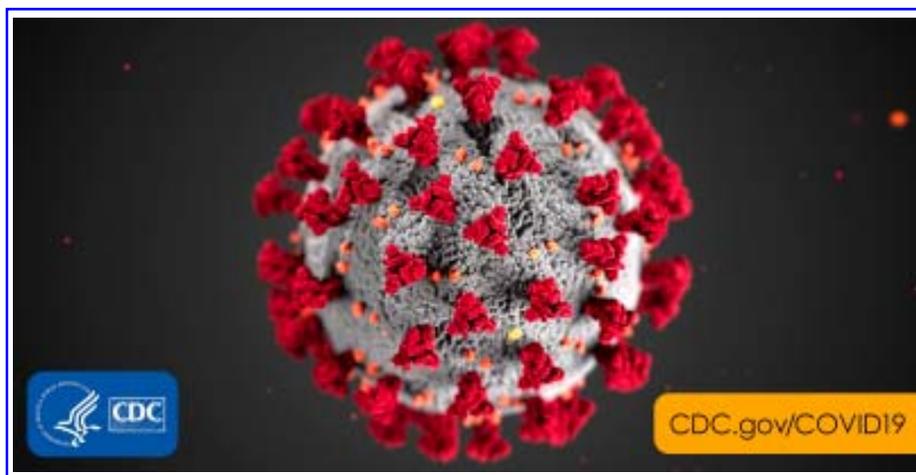
APRIL 2020

Look for us on the Web!

<http://Clubs.Hemmings.com/CorsaNews>

IN THIS ISSUE

- 2.. *Letter From the Editor*
- 3.. *Minutes of the Last Meeting*
- 4.. *Coming Events*
- 4.. *SFBA Corsa Meeting Schedule 2020*
- 5.. *Tech Session #2*
- 7. *HAGERTY - Look out world, 1865-69 Chevy Corvairs are rising fast.*
- 11.. *Treasurers Report*
- 11.. *Corvair Classifieds*



***Coronavirus Takes Its
Toll on Corvair Events!***

***April SFBA Meeting Has Been
Canceled!***

Letter From the Editor

I hope you were able to attend our last meeting. We had a good turnout (7 people) and met in the back room again as usual. Lane drove his '67 (as he usually does) and this was the only Corvair in the parking lot again this month. Come guys, it's Daylight Savings time already. Drive your Corvair!!! (I should talk I know!)

Our second Tech Session of 2020 was a week ago at Don's place in Antioch. We only had three members show up. Not very many but this was enough to get the job done. See write-up on page 5. Josh canceled the Bay Vairea Get Together at the Riverview Lodge because of the rainy weather (and maybe the virus going around). He posted this on Facebook. I didn't get the message (too old-school I guess) but someone told me when I got to Don's house. After the Tech Session I stopped by just to see if any Corvairs did show up. I didn't find any but it was after 2:00 PM so maybe I missed them. Hope not. Anyway this was a wonderful Tech Session and I wish to thank Don for hosting it!

At the time I am writing this, the Coronavirus is in full swing and the whole state is under "shelter-in-place" directives. This has brought many changes to the Corvair community. First and foremost our April meeting has been canceled and it remains to be seen if I can get the newsletter printed as Kinko's may be closed. This may end up as an electronic only issue. The Sacramento group reported that the Spring Fling has been canceled but they may rescheduled it for a later date. Greg Vargas mentioned to Josh that the National Convention in San Diego is in doubt, so check before making non-refundable commitments.

We are still in need of a permanent Club President to provide order for the meetings and guide the Club's activities going forward. In the mean time Harry and I will do our best to keep the meetings organized and for the most part on topic.

Our next scheduled meeting will be on Thursday, May 7th

On The Cover: I usually place a Corvair photo on the cover, but this month I didn't have a picture that hasn't been seen many times before. And because the novel Coronavirus was having such an impact on the Corvair community I thought this would be appropriate. If not I am sure I will about it!

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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|-----------------------|--|
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at Black Bear Diner in Danville (but check the newsletter or the Corsa Web site to be sure). The meeting will start around 7:00 PM. I will get there early to try and reserve a quite spot in the back as usual. Hope to see you there!

Minutes of the Last Meeting

March 5, 2020

The meeting was called to order at 8:05 by Secretary Clark Calkins with Harry's help. We had seven members and no guests this evening.

Treasury Report: Harry reported that the bank balance was about \$3729. Of note: Harry reported that our checking account is with Bank Of The West and they have changed their policies and will now charge us \$25/month if our balance falls below \$5000. We currently have had a special arrangement (thanks to Paul) which costs us nothing. Harry will see what they are willing to do and look into moving the account if necessary.

Membership: No Josh tonight and he has not reported any new members besides the three that joined last month. All via the web site which seems to be paying dividends!

Old Business: As reported last month our first Tech Session in February at Don's garage in Antioch. We had five members show up to help Don remove the engine and trans from his '69 Convertible. Don already had the car on his lift (this is the way to go!), we just had to verify that everything was disconnected (fuel, electrical, throttle, etc.) and then remove the few front and rear bolts. Don lowered the car just enough for the drive train to rest on a hydraulic lift table (like a transmission jack stand). Then the bolts were removed and the body lifted allowing the engine and trans to be lowered and removed. This was pretty easy. Then we removed the rear suspension components which Don was going to replace. This allowed easy access to the heater blower motor and ducting all of which Don wanted to work on.

New Business: Phil mentioned that he intended to leave his Corvair to the Club in his Will. He has a very nice '66 Corsa

140 Convertible with a center-mount Holly 4-barrel. A very nice setup. This is very generous and hopefully very far off! The car was his 21st birthday present. His mom said you can have any car as long as it's a Corvair or Chevy II.

It was reported that Clark's was starting to charge CA sales tax (as required) but not yet for NV residents. So if you are buying lots of parts and know someone in Nevada... Clark's sent in the \$74 dollars to renew their newsletter ad. They are always prompt with this!

Tony read in a Hemmings post that late model Covairs were getting more valuable. He gave Clark a copy of the article for the newsletter.

Tech Session: Our next Tech Session is scheduled for Saturday, March 14th at Don's place in Antioch. This time we will be re-installing the engine and trans we removed in February. Then we have to connect up the components (fuel line, throttle, trans linkage, etc.), connect the heater hoses and install the new engine seal. Hopefully we will get everything done and can get it back on the road. This same Saturday Josh has arranged for a Bay Vairea Get Together at the Riverview Lodge restaurant in Antioch (just a short distance from Don's house). There will be coffee and donuts for the Tech Session but for lunch we will adjourn to the Riverview instead of our usual BBQ. Should be an enjoyable day, don't miss it!

Events: Lane went to a Cars 'n Coffee in San Leandro. 159+ cars from new McLaren's to old Pierce Arrows. But his was the only Corvair this time (in the past Kevin has brought his Coupe or Rampside).

The Spring Fling has been relocated to the Lowes parking lot in Citrus Heights. This is actually a bit closer to us than the Roseville location of past years. Ex-

pect many very nice Corvairs to show up!

Christy Barden will be having his usual Barn Party in Grass Valley. There will be several Corvairs plus many other classic cars. Christy will send in a flyer for the newsletter shortly. Stay tuned. The 2020 Convention is coming up quickly, make your reservations soon!

Tech: Lane has installed his new gas tank in his '67 Convertible. He also added an electric fuel pump which works great.

Don needed to clean a bunch of parts so he setup an enclosed area where he could sand blast the parts and not make a huge mess. Chose sand over soda blasting because he thought cleanup would be easier. Don said when he replaced the U-joints with Clark's parts he had to grind the clips a bit to get them to work. No one else reported similar issues.

Harry mentioned that he purchased period correct plates for his '62 on ebay for \$100. These had the correct stickers so DMV had no trouble.

Dwight is rebuilding the steering box on his '64 coupe. '64 is a special year with a longer steering shaft. He may just buy a rebuilt one from Clark's at \$300. Not too bad as the rebuild kit alone is \$90.

Swap & Sell: As reported last month Marc is interested in selling his car (a '65 Corsa 180 Convertible – a rare car) but he is looking for someone who will restore it. Marc learned to drive in this car but has come to the realization that he doesn't have the energy to restore it properly. Don might be interested but he is not sure he can pay enough considering the cost of restorations these days.

Reminder, Josh still has lots of Corvair

(see *Minutes...* on page 11)

Coming Events...

Apr 2nd
Canceled!

Regular SFBA meeting, Black Bear Diner, 807 Camino Ramon, Danville, CA. Note no meeting if we will be having a Tech Session.

Apr 25th
Canceled!

Spring Fling, hosted by Classic Cars of River City, Lowes parking lot, 7840 Greenback Ln, Citrus Heights, CA. 9:00 AM to 4:00 PM

July 6-11th

CORSA International Convention in San Diego. Host hotel is Crowne Plaza Mission Valley, 2270 Hotel Cir N, San Diego. See flyer on page 7.

Aug 8th

SFBA/Valley Picnic at Quarry Lakes Park in Fremont. BBQ starts at noon but there early to enjoy the comradery.

Sep 3rd

Regular SFBA meeting, Black Bear Diner, 807 Camino Ramon, Danville, CA. Note no meeting if we will be having a Tech Session.

SFBA CORSA Meeting Schedule 2020

Thursday Jan 9, 7:00 PM SFBA Regular meeting, Black Bear Diner in Danville, CA

Thursday Feb 6, 7:00 PM SFBA Regular meeting, Black Bear Diner in Danville, CA

Thursday Mar 5, 7:00 PM SFBA Regular meeting, Black Bear Diner in Danville, CA

~~Thursday Apr 2, 7:00 PM SFBA Regular meeting, Black Bear Diner in Danville, CA~~

Thursday May 7, 7:00 PM SFBA Regular meeting, Black Bear Diner in Danville, CA

Thursday Jun 4, 7:00 PM SFBA Regular meeting, Black Bear Diner in Danville, CA

Thursday Jul 2, 7:00 PM SFBA Regular meeting, Black Bear Diner in Danville, CA
(May be cancelled if the Convention goes on as scheduled)

Saturday Aug 8, 12:00 PM SFBA/Valley Club Picnic at Quarry Lakes Park, Fremont, CA

Thursday Sep 3, 7:00 PM SFBA Regular meeting, Black Bear Diner in Danville, CA

Saturday Oct 3, 10:00 AM Tech Session (tentative - location to be determined)

Thursday Nov 5, 7:00 PM SFBA Regular meeting, Black Bear Diner in Danville, CA

Saturday Dec 5, 5:00 PM SFBA Holiday Dinner (location to be determined)

Tech Session #2

It was a cool drizzly morning when I got to Don's house about 9:50 and started the coffee brewing. In short order Dwight, and Lane showed up. Over coffee and donuts we went over what we wanted to accomplish this morning while waiting to see if any others would show up. Today we wanted to re-install the engine and drive train that we removed several weeks ago. Don had his car already on the lift so we gathered around admiring the clean underside. Don had replaced the blower motor and heater hoses which we will need to re-connect. The first step was to position the motor and lower the frame. There is very little clearance (maybe ¼") so we took our time and lowered the car slowly. A little jockeying was required but we were able to get the front bolts started. The rear bolts are easier. With the engine tightened up we could raise the car so we can conveniently stand

under it and reconnect the fuel line, throttle, shift linkage, etc. Next came the axles and U-joints. First we connected a U-joint to one end of each axle and then connected that to the drive spindle (which goes through the brake drum). On the other end of each axle we added the other U-joint and the axle yokes. The brackets which hold the lower control arms to the trans wouldn't line up. The coil springs were holding the wheels too far outward (the bracket holes were about 1" off). Lane said he used a come along to pull the wheels together. Fortunately Don had one and it worked great. It still took some massaging but we finally got the control arms properly bolted up. Now we can mount the tires and lower the car. Don picked up a new engine seal from Clark's and we started installing it. This takes a bit of time to get the rubber properly positioned and attached

with the sheet metal brackets. Progress was slow but steady.

Lane mentioned that Josh had canceled the Bay Vairea Get Together because of the bad weather so we took our time in getting the car back together. Originally we expected to finish up by 12:00 or 1:00 and head off to the Riverview for lunch. But today we spent a bit more time trying to finish up some of the details. At around 2:00 I decided I should leave and head over to the Riverview just in case any Corvairs did show up. I would hate to have someone come all this way and have no one else there. But when I got there there were no Corvairs in sight. Hopefully everyone got the message although maybe I was just too late? I guess I will find out at the next meeting.



The engine has finally been positioned. It took a bit of jockeying to get the engine to fit between the front and rear mounts. The next step will be to get the holes lined up.



The cart that Don had (Harbor Freight) made an easy job of positioning the power train.

(continued on the next page)

Tech Session #2 Photos



Here Don is tightening the nuts on the rear motor mount.



You can clearly see the four bolts that secure the front on the motor to the cross member. The bolt holes are just slightly oversized so some jockeying is required to get the holes lined up so the bolts can be started..



Now that the engine secured, we can turn our attention to the heater hoses. The internal spiral spring wire makes these difficult to connect. Don had some dry Teflon spray lub that he used and this made it easier to connect up the hoses. Once they were connected the hose clamps make sure they won't come apart.



Here we see Don tightening the bolts that hold the U-joints. Lane is using a crowbar to prevent the axle from turning. It is certainly easier if you have help!

(see [More Photos...](#) on page 10)

HAGERTY- Look out world, 1965-69 Chevy Corvairs are rising fast - Jeff Peek



©Hagerty 1966 CHEVROLET CORVAIR CORSA CONVERTIBLE

It's hard to tell what Ralph Nader thinks about the second-generation 1965–69 Chevrolet Corvair. (We know what buyers have been thinking lately, but we'll get to that in a bit.) We're guessing that if Chevy had rolled out the '65 Corvair first, Nader wouldn't have devoted an entire chapter to the first-generation rear-engine compact car in his best-selling book, *Unsafe at Any Speed: The Designed-In Dangers of the American Automobile*.

Alas, the second generation naturally follows the first generation, and the first-gen Corvair drew Nader's ire. Contending that the car possessed a rear-suspension design flaw that made it prone to flipping if forced to make a severe, sudden turn, Nader called the Corvair "the one-car accident." Oh, sure, in 1971 the National Highway Safety Transportation Board declared that the Corvair was as safe as any car



©RM Sotheby's / Ryan Merrill 1965 Corvair Monza

of its era (and our own Larry Webster tried his best to flip one in 2017), but the model was long dead by then.

Ironically, the second-gen Corvair had already received a fully independent rear suspension for 1965—prior to the release of *Unsafe at Any Speed* in late '65. Similar to the one in the Chevy Corvette, the Corvair's suspension had been redesigned to reduce the rear roll center to half its previous height, and the suspension was equipped with fully articulated half-axes that provided constant camber on the rear tires.

Bye, bye, handling problems. Bye, bye, "one-car accident." Although the Corvair had a solid 10-year run (1,839,439 were sold), many automotive enthusiasts today consider it tainted by the Nader situation and a bit of a cult car. Although both panned and praised, the Corvair certainly has a stout and loyal following. Proving the point, second-gen models are heating up in the marketplace, and Hagerty associate editor Kyle Smith offers a few reasons why.



© Provided by Hagerty 1966 Corvair Corsa Convert.

"The second generation seems to have a good mix of the quirky aspects and the overall Chevrolet aesthetic of the late 1960s," says Smith, owner of a 1965 Corvair that he endlessly dotes on. "The early model is more polarizing, mostly due to Nader's take on it, but the second-gen Corvair—with its revised rear suspension and stylish looks—is a great car for those people who want to be different from all the Mustang or Camaro owners at the local car show."

Originally designed to compete with the Volkswagen Beetle, the Corvair actually followed the Bug by ditching its radiator and installing an air-cooled, horizontally-opposed flat-six engine in back. The 1965–69 versions carried a 2.7-liter powerplant that produced 90–140 horsepower, mated to a three-speed or four-speed manual transmission or Powerglide automatic.

“It has a reputation as ‘the American Porsche,’ but that’s likely a bit inflated,” Smith says. “The top trim levels certainly pack the power to give a 911 a run for its money, but Chevrolet’s original intention was to build an engaging and economical car for the everyman. The flat-six engine is reliable and sturdy, and any handling complaints from the past can typically be ironed out with correct tire pressures front and rear.”

Smith isn’t alone in his appreciation of the 1965–69 Chevrolet Corvair. After the car’s Hagerty Vehicle Rating hit an all-time low of 15 in July 2018 and was sitting at a sickly 27 in January 2019, it began a steady rise to its current 81.

The Hagerty Value Rating, based on a 0–100 scale, combines insurance quoting activity and the number of new insurance policies, along with sales data, auction activity, and other metrics to rank vehicles compared to the overall collector car market. A vehicle with a score of 50 is keeping pace with the collector market. More popular vehicles score above 50; vehicles with a sub-50-point rating are lagging behind the rest of the market. The HVR is not an indicator of

future collectability, but it says a lot about what’s trending hot and what’s not.

One factor that has elevated the Corvair is the rise of its #3 (Good) condition value by 4.6 percent in the last two *Hagerty Price Guide* updates. “That’s the second-generation Corvair’s strongest *HPG* score since 2014,” says Hagerty information analyst James Hewitt.

The average #3 value of a 1965 Corvair 500 two-door hardtop coupe is \$4600, while a 1966–67 Corvair 500 Sport Coupe is \$4800, a ’68 Sport Coupe is \$6400, and a final-year ’69 Sport Coupe is \$9200.

The most expensive second-generation *production* Corvair is the 1968–69 Monza two-door convertible, which has a #3 average value of \$18,600. The 1966–68 Corvair Yenko Stinger two-door coupe, on the other hand, carries a #3 value of \$36,000.

According to Hagerty data, 30 percent of 1965–69 Chevrolet Corvairs sold in the last 12 months went for more than their insured value, and the average sale price has risen every month since August 2019. That’s not all: “[Second-gen Corvairs] saw their highest 12-month quote increase since 2015,” Hewitt says.

Clearly, 1965–69 Corvairs are quickly moving up in the collector car market. Wonder if Ralph Nader knows.



©Provided by Hagerty 1969 Corvair Monza Convertible Coupe

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presents...



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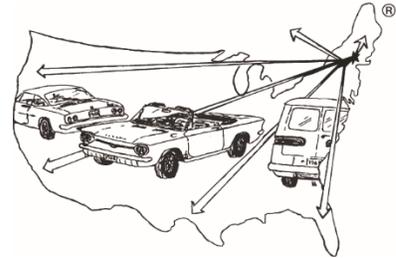
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More Photos...



Here you can see the come along that Don used to pull the wheels in just a bit. Don is checking the alignment of the brackets that hold the bottom control arms to the trans.



Lastly Don is installing the rubber engine seal with Lane and Dwight lending a hand. This is a tedious process. Take your time and the result will be worth it.

Corvair Classifieds

CORVAIRS FOR SALE

'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)

'54 Corsa Cvrt, Marc Brutschy wants to sell his car to someone who will restore it. No price or phone number mentioned, come to a meeting for more info! (03/20)

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

MISC CORVAIR PARTS FOR SALE - OUT OF AREA

Eight Corvairs and 6 shipping containers of NOS and used parts. Must be purchased as a lot. No picking! \$18,500. Located in Willits Contact Josh Deitcher (510) 388-4986 vondeitch@gmail.com for more info. (08/18)

FC parts in Cloverdale. Various parts. Contact Brian Osborne for prices & details. Call or text (707) 479-1595 (08/18)

Treasurers Report - Harry Kypreos

March 2020

SFBA Corsa Treasurer's Report

| Date | Activity | Check # | Credit | Debit | Balance | Status |
|---------------------|-------------------|---------|--------|-------|-------------------|--------|
| 12/1/2019 | Beginning Balance | | | | \$3,974.47 | |
| | Renewals | | 25.00 | | \$3,999.47 | |
| 01/26/2020 | Ending Balance | | | | \$3,999.47 | |
| March Totals | | | 305.00 | 0.00 | \$3,999.47 | |

Minutes...

parts (mainly early model engine and interior) and these are free to SFBA members. See the December 2019 Spyder Web for complete list.

Racing: No racing info was discussed. Buck couldn't make it this evening.

Meeting adjourned about 8:35.

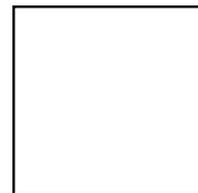
Respectively submitted,

Clark Calkins, secretary

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