

**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!



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

IN THIS ISSUE

- 2 Letter From the Editor*
- 3 Minutes of the Last Meeting*
- 4 Coming Events*
- 4 SFBA Corsa Meeting Schedule 2023*
- 5 Blackhawk Museum Map & Directions*
- 6 Bruce's Yenke YS014 Update*
- 7 Great Western Fan Belt Toss 2023*
- 8 The Last 1969 Chevy Corvair Monza Is Up For Auction*
- 11 Treasurers Report*
- 11 Corvair Classifieds*



**2023 Holiday Luncheon
at Blackhawk Plaza**

**Next SFBA Zoom Meeting Thursday, Dec 7th
@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. Well actually Vince Petrie is sort of a guest. He is an SFBA member, but his primary club is Central Coast Corsa.

Vince joined us this evening to bring us up to date on the 2025 Convention that will be held in our own back yard - Santa Maria. There was a meeting at the Fan Belt Toss regarding the Convention. Lane, who attended the meeting, came away with a list of positions that needed to be filled and of course they are looking for volunteers. He will send me a copy so I can put something in the Spyder Web.

Our Annual Holiday Dinner (or Luncheon as it has been in the past) has been scheduled for Saturday, Dec 9th at The Grill At Blackhawk. The time is 11:30 AM and the reservation is under "Clark". There is a sample menu in the last Spyder Web. Following lunch, we will have a docent guided tour of the Blackhawk Museum (I assume just the Classic Car section; the museum has many other sections for American and Foreign history; etc.). There is lots to see. The cost is expected to be \$10 each (this a group rate as we have committed to at least 10 which we surely will have).

On page 7 I have included some pictures of the Fan Belt Toss. These were sent in by Greg Vargas. Neither Josh or I went this year as this was held on the same weekend as Sterling Restoration's Open House in Fairfield.

On page 6 you will find an update on Bruce's Yenke Stinger. He has the engine installed and it looks awesome!

Josh sent in a article he received regarding the last 1969 Corvair and how it was now for sale. I reproduced it the

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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>

best I could on page 8. The car was for sale at Bring-A-Trailer Auctions. This car spent a lot of its life in Berkeley. It's a beautiful car and I heard it finally went for \$42000.

(see *Letter* on page 9)

On The Cover: . Our 2023 Holiday Dinner will be held this year at The Grill At Blackhawk. Following the dinner (or actually luncheon) we have a scheduled tour of the Blackhawk Museum. And we have been invited to park our Corvairs in the round area just in front of the Museum entrance. We did this 10 or 15 years ago and it came out great.

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

Nov 2, 2023

Josh got the regular meeting started around 6:55 PM following a short Board meeting. When the room was opened, Josh and I were quickly joined by Carl, Vince Petrie, Seth, Don, Craig, Chris, Christy, Lane, Ray, and Joe. I hope I included everyone.

Treasury Report: The bank balance as reported in the last newsletter is \$4104.49.

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

Old Business: Nothing mentioned.

New Business: This year's Holiday Dinner (or Luncheon) was set for The Grill At Blackhawk. Clark will make reservations for 11:30 AM which will allow us plenty of time before a scheduled docent led tour of the museum at 2:00 PM. In addition, the museum has invited us to park our Corvairs around the museum entrance. We did this about 15 years ago.

Events: Lane said the Fan Belt Toss was well attended with lots of cars and people. He trailered his car this time. He found it easier than flat towing. The local temperature was very hot! It was 108 on Friday and cooled off a bit to 103 on Saturday. You moved from shady spot to shady spot. There were lots of cars and the food was good. Seth said he was initially supposed to setup his vendor's spot right next to

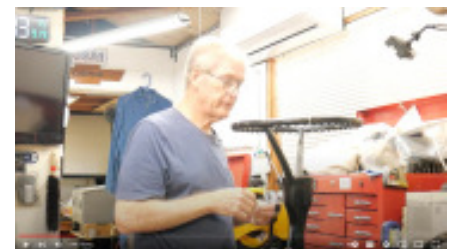
the exhaust side of the Dyno Test station. He said "no thank you" and moved to an end location which was much quieter, but there was also much less foot traffic. He said he made just enough to pay for the gas from the hotel to the field and back. Oh well. Christy asked who the guest speaker was? Seth said there wasn't any but there was a video tour of Clark's Corvair Parts. An updated video, very interesting. Next year the Fan Belt Toss is scheduled for a week later to hopefully avoid the heat. Seth said the top horsepower for a non-turbo Corvair was 135hp. And this is at the rear wheels. Lane said a turbo ran 170 HP and a mid-engine V-6 ran 200+ HP. Jeffrey said he walked the 1 ½ miles from the airport to the hotel and he made it! Christy asked if there were any Nash Fans. Seth said "yes, there were many".

Carl asked if the host hotel for the 2024 Convention in Dayton, Ohio had announced rooms and pricing. Lane said, not yet. Maybe next month. Carl may go ahead and book a room now just to be sure he has one. He can always cancel it and re-book under the Corvair rate if he chooses.

Vince Petrie from Central Coast Corsa, who joined us tonight. He said they are laying out the final plans for the 2025 Convention in Santa Maria. They will have all of the usual Convention events. They are making a list of the events, committees, and positions they will need and they will be looking for volunteers to step up. Lane said at the Fan Belt Toss he attended a meeting regarding the 2025 Convention and had a list of what's needed for the events. There

will be Registration, Concourse, Car Show, Auto Cross, Rally, and Econo-run. Lane will send Clark the list so it can be included in a future Spyder Web.

Tech: Joe asked about adding shoulder belts to his '65 Corvair coupe. Seth said that sometime in '65 Chevy started adding a mounting plate for shoulder belts. To find it, feel just in front of the rear window under the head-liner to see if there is a flat panel with a hole in it. If not, you can add the mounting plate (lot of work) or use seats with a built-in shoulder harness. Seth said he heard there was a body tag mark to indicate the plate was installed. There are several after-market kits that make use of this plate and give you a 3-point harness. Chrysler Sebring seats have been used and they have a built-in harness. In this case you have to be sure the seats are mounted securely as the mounts take all of the force. Seth said that Kent Sullivan (www.CorvairKid.com) did a series of articles on installing the Sebring seats. Joe said he saw Seth's video on fixing Corvair steering columns. Late models with and without telescoping columns. Search YouTube for "Seth Emerson Corvair". They are well done with multiple camera angles to show all of the details.



(See *Minutes..* on page 9)

Coming Events in 2023...

Dec 7th	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Dec 9th	SFBA Corsa Holiday Dinner. At The Grill At Blackhawk, 11:30 AM. Museum Tour to follow at 2:00 PM.
Jan 4th, 2024	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Feb 1st	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"

SFBA CORSA Meeting Schedule 2023

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

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

Blackhawk Museum Map & Directions

Coming from the North:

Take Hwy 680 South and get off at Sycamore Valley Rd. Go East for a mile or so and it merges into Camino Tassajara. In about 2 1/2 miles turn left on Blackhawk Rd. Turn right into the Blackhawk Plaza in about 100 ft.

Crow Canyon Rd and go East for maybe 3 1/2 miles. Cross Camino Tassajara and it becomes Blackhawk Rd. Turn right into the Blackhawk Plaza in about 100 ft.

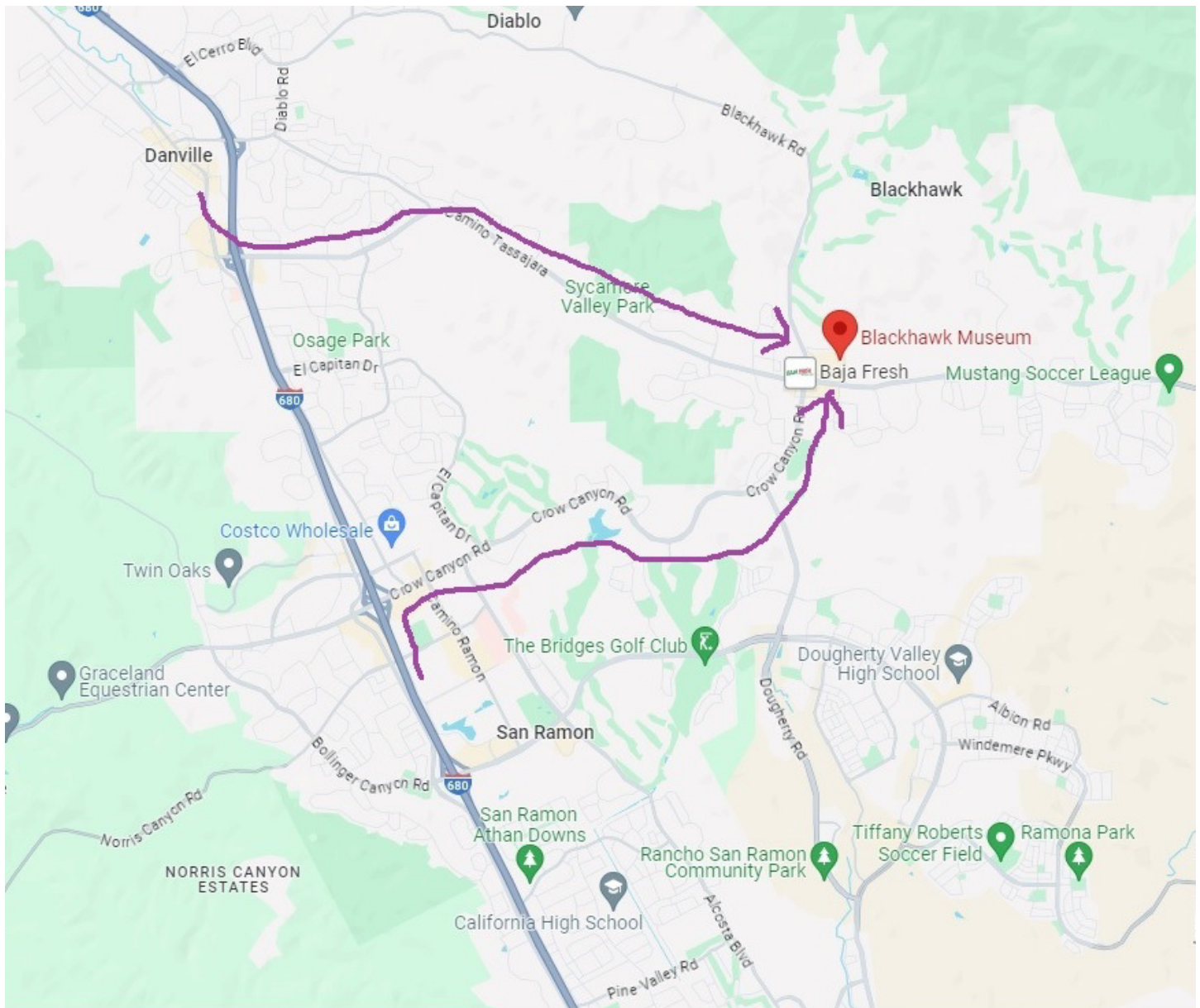
mediate left on Blackhawk Plaza Circle. Turn right at the stop sign and this leads to the circular area in front of the museum.

Coming from the South:

Take Hwy 680 North and get off on

To park your Corvair up in front of the museum:

Turn in to the Plaza and make an im-



Bruce's Yenko YS014 Update

Happy Thanksgiving!

I wanted to update you on the Yenko. As you know Paolo Galli finished the motor during Vairs at the Vault. I've been waiting on some parts to assemble things.

Put the motor in last week. The headers were ceramic coated white as they were found. You'll see blue carbs and white velocity stacks that were on the car when found.

We found and documented many interesting features to the clutch set up and engine build that were unique to a Stage III Yenko. This is a very rare car! I had the original master and wheel cylinders rebuilt at Whitepost in VA. The original alternator is up at a shop in WI. Headers were coated up in OR. We had all of the original hardware plated too.

Tires are on order. I have a full set of vintage Bluestreak Racing Tires cour-

tesy of the late James Schardt. They were his tires and he sent them to me for this car.

We hope to start it soon- we are working on fuel delivery and the long oil cooler lines.



Great Western Fan Belt Toss 2023

pictures by Greg Vargas



This is Lane's Corsa engine I believe.



What a nice Dyno setup. I am not sure what engine this has.



A nice comfortable looking Ultravan.



Yes, Virginia, there really *is* a Fan Belt Toss!

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The Last 1969 Chevy Corvair Monza Convertible Ever Built Is Up For Auction

by Brett Hatfield



The Chevy Corvair, a blending of the Corvette and Bel Air monikers, was built for the 1960 to 1969 model years. The Corvair began as a 1954 GM Motorama concept car built as a fast-back version of the Corvette, but the production version shared little with the concept aside from the name. It was and is the only mass-produced American passenger car with an air-cooled, rear-mounted engine. Motor Trend Magazine gave the 1960 Corvair its Car of the Year Award courtesy of the Corvair's lightweight aluminum engine and unique engineering. The first-generation Corvair, built from 1960 to 1964, was available in two-door coupe, convertible, four-door sedan, four-door wagon, pickup truck, commercial van, and passenger van configurations. The second generation could be had as a two-door coupe, convertible, or four-door sedan. Total production for both generations was around 1.8 million.

The Chevy Corvair was much maligned

in Ralph Nader's 1965 book *Unsafe at Any Speed*. Nader, who didn't possess an engineering degree, much less a driver's license, was critical of the 1960-1963 Corvair's handling and tendency to roll over in sharp turns. Of course, this greatly diminished sales and resale value. A 1970 U.S. government study pitted the early Corvair against five other light domestic cars, and found Corvair's sharp turn characteristics did not "result in abnormal potential for loss of control", and that the car's rollover rate was similar to the other cars tested against it. Ralph Nader disputed the findings, calling the 1970 study "a shoddy, internally contradictory whitewash." A 1972 Texas A&M safety commission report done on behalf of the National Highway Traffic Safety Administration reinforced the previous study's findings, but the damage had already been done. Chevrolet quietly ended Corvair production with the 1969 model year.

Our feature 1969 Chevy Corvair

Monza convertible, car #5997, is said to be the final Corvair convertible built in the last year of production. It is resplendent in Frost Green with a white convertible top over a light green vinyl interior. Powering the Corvair Monza is the 164 cubic inch flat six backed by a two-speed Powerglide automatic transaxle. Four-wheel drum brakes tend to stopping duties. The Corvair is equipped with painted steel wheels with full wheel covers, whitewall tires, heater/windshield defroster, a pushbutton AM radio, and front bucket seats. Included in the sale of this piece of Corvair history are the owner's manual and removed emissions equipment.

This 1969 Chevy Corvair Monza convertible is currently up for bids on auction website Bring A Trailer. The auction will end Monday, November 20th at 3:50pm.

Minutes...

Joe said he can hear a screech when he turns the steering wheel. Seth said it was probably from the canceling cam mechanism or the horn button. Possible it's a dry bearing. In any case it should be easy to fix (all parts are available from Clark's) but you have to take the column apart (watch the video!).

Seth said one Silicon Valley Corsa member lost his Corvair to an engine fire just prior to the Fan Belt Toss. So Seth said he would look for a late model replacement. He took lots of pictures and info back with him. Seth said he went to SEMA in Las Vegas. He flew down in the morning and back that evening. He did not see any Corvairs this time. He met some friends and saw some suppliers. He said Maxxis 185-80-13 were only available from Coker Tire. He said if you need 13" tires, don't wait! Lane asked if this year they were open to the public? Seth said no but they had larger isles than in years past making it easier to navigate.

Jeffrey said his Corvair is making a strange noise. It's an intermittent bang-

ing noise like something is hitting sheet metal. He can't find anything loose. It happens at idle or driving, in gear or not. It seems to be on the passenger's side but it's not the muffler or tail pipe. Christy said maybe it was fan belt related. Seth suggested removing the fan belt to see if the noise goes away. But don't drive it much without the belt installed. Jeffrey may just wait and take it to Mels

Christy said he did receive the instructions for installing the venturi for his Nash Fan. You have to modify the existing upper shroud (remove the lip) and make provisions for the fan belt as well as the throttle linkage. He wasn't sure if he would do this or not. Seth said there were lots of upper shrouds around that he could play with. Get it set up and it's a simple swap.

Craig said he had two Nash Fans on order. He is expecting them early next year. He already has the venturis and will work on setting these

up while waiting for the fans.

Carl said he had his Nash Fan installed. He is not using the venturi unit because his Corvair has air conditioning, and the condenser fits right over the fan leaving no room for anything else. Now he just has to start the engine!

Chris is trying to take the top shroud off his Corvair but it seems to be stuck. Seth said there are a couple of small bolts (5/16" head) on the front side that are hard to see (and they are equally hard to put back!). These bolts do not go into the block, only other sheet metal. Josh thought there may be a bolt under the alternator that is easy to overlook.

Swap & Sell: Nothing specifically mentioned.

Meeting adjourned about 8:29 PM.

Respectively submitted,

Clark Calkins, secretary

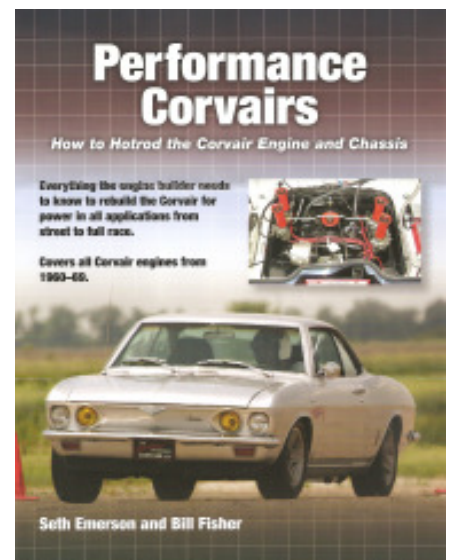
Letter...

I received the following note from Steven Schnier regarding the Orinda car show which I didn't attend as this was the same day as the Vairs At The Vault.

"Dear Clark, Thank you very much for the mention in the October 2023 "Spyder Web" about the recent Orinda Classic Car Show. My 1964 Spyder did, in fact, make an appearance. I have enclosed a photo of my Spyder taken that day. She was the only Corvair that answered the call. There were, however, a few interesting Chevelles and a Vega, as well as a 1963 Impala SS, much like the car I

had in the late 1960s (a 327, not a 409, but with chrome reversed rims and cheaters on the rear wheels). Best wishes."

Our next Zoom meeting will be Thursday, Dec 7 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.



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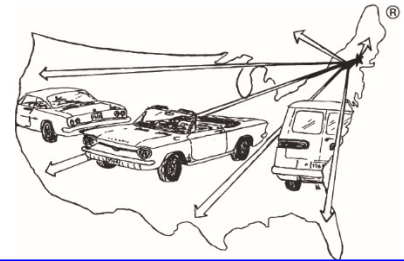
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Classifieds..

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

November 2023

Date	Activity	Check #	Credit	Debit	Balance	Status
11/01/2023	Beginning Balance				\$4,577.31	(*)
10/26/2023	Newsletter (Nov)			(49.25)	4,538.54	(**)
11/30/2023	Ending Balance			(\$44.01)	\$4,538.54	

(*) Balance adjusted to agree with the latest bank statement and newsletter expenses for September through October.

(**) Newsletter expense has not been turned in.

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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