

**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 60 years ago!



VOLUME 361

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

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**The Yenko 240 Hp
Motor is Back!**

**Next SFBA Zoom Meeting Thursday, Oct 5th
@7:00PM (#243 888 8339)**

Letter From the Editor

I hope you were able to attend our last meeting. By my count we had six SFBA members and no guest. The meeting got off to a shaky start. Josh (and Ray) were not able to make the meeting. Josh assigned me the host position so I could start it. However when I tried I received "your computer is not recognized, we are sending a confirmation to...". Josh did provide the gmail account so I went there to get the confirmation message. But I again ran into the "your computer is not recognized..." message, this time it sent a text to Josh's phone which, of course, I have no access to. But Josh did get the message and he broke away from work for a few minutes and got the meeting started. There was some confusion on my part on how to let the callers in the meeting. By the time this got straightened out it was 7:20 and there were only 5 people besides myself attending. If you were one of those that waited and waited for the meeting to start and finally gave up, I apologize. I have to practice so this doesn't happen again.

The Vairs at the Vault 2 event was a great success! We had three speakers this day. First was Carl Jones who talked about the Corvair Preservation Foundation, what they have done and what they will be doing. In the end SFBA, through donations, kicked in \$160 to help in their efforts. Following this presentation Seth spoke about Northern California Corvair Autocross racing and then Tony spoke of the origins of SFBA. Following this we broke for lunch. Like last year there were pizzas, sandwiches, and drinks. The pizzas were from Filippi's Pizza Groto in Napa and were delicious! A donation jar gathered \$240 to help offset the food costs. SFBA will pick up the rest. The original intent, besides the speakers, was to have a 50/50 raffle and auction but time ran out on us. Josh collected the contributed auction items and is considering replacement ideas.

On The Cover: Vairs at the Vault 2 was a great success! There were 30 to 40 Corvairs and about 50 people. The weather was nice and lots of shade was provided. Bruce had the Yenke Stinger motor out for some work and it just arrived back towards the end of the event. This is the way it would have looked when new. Blue Carbs and White exhaust pipes. Beautiful!

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

Of special note Dave Dowswell came to the Napa Vault event. Dave was an active SFBA member when I first joined in the 1990s.

(see *Letter* on page 9)

Minutes of the Last Meeting

Sept 7, 2023

Josh & Ray couldn't make it tonight so Clark assumed the meeting host. After some initial confusion the regular meeting started around 7:20 PM following a short Board meeting. When the room was opened, Harry and I were quickly joined by Herb, Seth, Don, and Paul. I assume the delayed start caused others to give up earlier. The meeting broke up rather early probably because of the shaky start we got.

Treasury Report: The bank balance as reported in the last newsletter is \$4657.71. This is pretty much up to date.

Membership: Josh was not present but has not reported any new members this month.

Old Business: Nothing mentioned.

New Business: Nothing mentioned.

Events: The SFBA Valley Picnic was well attended with 20 people (1/2 from Valley & 1/2 from SFBA) and 7 Corvairs. The weather was perfect, clear and not too hot. Full details and pictures in the September Spyder Web.

Clark stopped by the Alamo Plaza Car Show. Lots of nice cars, Several Chevy IIs and Falcons, and one Corvair, Chris' '65 Convertible.



Seth suggested we set a reminder for next year so we can include it in the newsletter. Clark will see if he can a flyer.

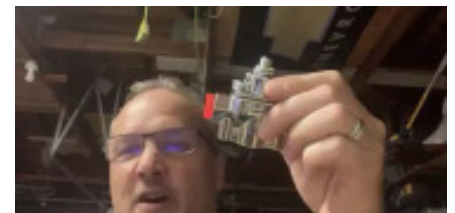
The Orinda Car Show was Sept 9 (same as the Napa Vault). Steven Schnier usually has his '64 Spyder in this. No report on how this went this year.

The second Napa Vault event was very well attended. There were lots of people and lots of Corvairs. It was warm and not too hot. Great event! There were two speakers Carl Jones from CPF and Seth. It was a little hard to hear the speakers for some. Josh may check into a PA system for next year.

Tech: Herb said he had talked with Dave Dowswell (Dave is a long time SFBA member that has been inactive for the past 15 or 20 years). Dave is now retired and has started to work on his '66 Corsa Turbo convertible which has been sitting on blocks for 15 years. Dave bought a replacement fuel pump from somewhere but it was for early engines (the shaft is a bit too long). He was wondering if Herb had a spare he could part with. Unfortunately, he did not. He has a spare of course but he doesn't drive anywhere without it! It was reported that Clark's was not expecting to have new fuel pumps until October or November. Paul (and others) said that the shaft could be shortened and the fuel pump should work fine. Seth said the specs on the A/C Delco pumps indicate you can use a Pump Rod from a '60/'61. Paul said Californis Corvairs probably has them. Can't cost much and you

would have it in a few days. It seems easiest just to grind down the shaft to remove 3/16". That's the only difference. Herb said that Dave also had a hole in the exhaust just before the turbo that needed to be fixed. When he gets the engine running he intends to call David Gray in Fairfield to see if he could work on it. Herb said he had a truck and could rent a trailer and tow the car over there. Seth said "tell the rental agency you are moving a '75 Monza" (or maybe an old Monza not sure of the year so you are not "lying"). Why? If you tell them you are hauling a Corvair they will not rent you a trailer. Something to do with the weight distribution. But Seth said if you put the Corvair at the front of the trailer it will be fine. Herb said on his other cars (Model A, Model T, '36 Chevy, '48 Chrysler) he has installed electric fuel pumps. He uses the electric pumps primarily to prime the fuel lines after the cars had been sitting for a few weeks. These are 6 volt systems and you would drain the battery before any fuel even got to the carburetors!

Paul mentioned that the electric fuel pump he installed on his '63 Spyder worked great. It puts out 3.8 psi which is higher than he would like so he is planning on installing a regulator



(See *Minutes..* on page 9)

Coming Events in 2023...

Sept 22-23rd	27th Ironstone Concours d'elegance, Murphys, CA
Oct 5th	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Oct 20-22nd	Great Western Fan Belt Toss & Swap Meet, 401 S. Pavilian Rd, Palm Springs, CA 92262
Nov 2nd	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Dec 2nd (or 9th)	SFBA Corsa Holiday Dinner. Location and date to be determined.

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"

Napa Vault #2 Pictures



Now that's a car guy!





Here's Carl talking about the CPF plans.



And Seth talking about Nor Cal Autocross



And Tony talking about how SFBA started.



Here is Hank helping get the lunch table setup.

Name _____
 Address _____
 City, State, ZIP _____
 Phone _____
 Email _____

PLEDGE INFORMATION

I pledge a total of \$ _____ to support the Corvair Museum Capital Campaign. I plan to make a contribution in the form of:

- ☐ Check
- ☐ Visa
- ☐ Mastercard

Credit Card # _____

Exp. Date _____ Sec. Code _____

I would like to make a multi-year commitment over _____ years, in the amount of \$ _____ per year.

For more information, please contact **Paul Bergstrom** at the CORSA Office (630) 403-5010; corsacluboffice@gmail.com

Clip this column, fold and mail to:

Corvair Society of America
 P.O. Box 68
 Long Lake, MN 55356 USA

Artist Rendering of Proposed Museum



Who Are We?

We are a dedicated group of enthusiasts committed to the preservation of all things Corvair. Our current collection includes rare and historically significant cars, trucks, vans, and even a Corvair Tow Truck. In addition, we have been able to acquire several rare artists' renderings and engineering drawings that help tell the Corvair story from its humble beginnings in 1960 through the very end of production in 1969.



Minutes...

to reduce the pressure to between 2 and 3 psi. He asked if should be installed near the pump or the carburetor? If it's near the pump then it is out of sight but if it's by the carburetor there will now be a convenient place to put a fuel pressure gauge. As it's currently running fine others asked why change it? Paul also said he was having transmission troubles. Shifting was not smooth to 2nd, 3rd, 4th. He doesn't know why. The linkage was solid and the engine motor mounts are new and tight. He was going to call Dan Drommerhausen (who rebuilt the trans) to get suggestions. Don asked if Paul had installed a quick shift kit? Paul said no, it's completely stock. Don said he tried to install one on his '65 Corvair

but couldn't get it to shift into reverse. Had to revert to the old shifter. Seth said he installed a '65 3-speed shifter on his 4-speed and it works great. In the 3-speed trans the gears had to move farther so the shifter had a longer lever arm. When installed on a 4-speed trans it results in a much shorter throw. In the book How to Hotrod Corvair Engines it details how to modify the early model 4-speed shifter so it works with a 3-speed shifter base. Seth said he tried with a late model shifter and the ball wouldn't budge.

Seth, when speaking about fuel pumps, said the pump rods are on his list of parts that needed to be

saved from '60 or '61 engines before they get scrapped. Besides these there are the rocker arms and balls. These are a better design than later models. They have "probably" never gone over 3000 rpm and if the owner has kept the oil changed, they are as good as new.

Swap & Sell: Nothing specifically mentioned.

Meeting adjourned about 8:20 PM.

Respectively submitted,

Clark Calkins, secretary

Letter...

Then work and life got in the way for a while but now he has retired and is starting to work on his '66 Corsa Turbo Convertible again which has been sitting for 15+ years. A lot had changed but he still remembered some of the old timers. It was good to see him again!

On a terrifying note after working on the last newsletter for a couple of days, I closed everything down for the night. The next day I tried to open the Pagemaker file I had been working on and it wouldn't open (disc error)! Oh My Gosh and I have no backup copy. All I could think of was the time I had put in that seemed to be lost. Luckily it turned out to be a disk-full issue. When I cleaned up some space everything started to work again. You would think with a 1 TB drive you wouldn't run out of space. However Windows, be-

hind the scenes, keeps many backup copies that takes up almost all of the available space. But from now on I will be sure to keep backup copies of my work to be safe!

Last month I tried to send out a meeting reminder emails just prior to the meeting but my email server (astound.net) didn't like the Zoom meeting link I had included (AKA the Christy Link). It thought this was spam and kept rejecting the messages. Don't you love network security?

In the last issue I didn't catch some glaring mistakes. The font that I use for headings causes my pdf converter to hiccup on non italicized lower case "n". They show up as a dash for some reason. I try to be

sure that I italicize these headings but I forgot last month. My apologies to Chrusty Barden whose name came out "Barde-".

Our next Zoom meeting will be Thursday, Oct 5 starting at 7:00 PM (hopefully!). 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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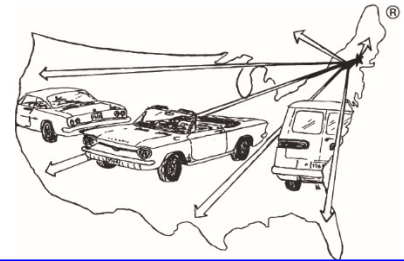
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Classifieds..

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.its been sitting for few years.needs new plugs,flush gas,replace ignition point.

'60 sedan Runs & Drive.needs valve job.need 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

September 2023

Date	Activity	Check #	Credit	Debit	Balance	Status
08/01/2023	Beginning Balance				\$4,657.71	
08/26/2023	Newsletter (Sept)			(51.87)	4,605.84	(**)
09/09/2023	Donations for CPF	160.00			4,765.84	
09/09/2023	Donations for Napa Vault Food	240.00			5,005.84	(**)
09/15/2023	Check to CPF			(160.00)	4,845.84	
09/15/2023	Renewals	89.55			4,935.39	
08/31/2023	Ending Balance		\$469.55	(\$211.87)	\$4,935.39	

(**) Newsletter expense has not been turned in. Napa Vault food cost have not been determined yet.

CORVAIR PARTS FOR SALE

The Sacramento club is selling two turn key engines.

1962/1963 102 hp engine \$1500

1962/1963 80 hp engine \$1000

interested persons should email sfbacorsa@gmail.com

see "Classifieds..." on page 10


SFBA CORSA

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