

**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 353**

**FEBRUARY 2023**

**Look for us on the Web!**

**<https://www.SFBACorsa.org>**

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**Jeffery's '65 Monza  
Project Car**

**Next SFBA Zoom Meeting Thursday, Feb 2<sup>nd</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 nine people attend. A bit lighter than usual, maybe we are not getting the word out in time? But this month, the reminder Josh and I sent out included a link to the meeting at Christy's suggestion.

The last couple of meetings haven't been as long as usual. A bit over an hour but still enjoyable. This time as people were bugging out towards the end, all of a sudden it looked like I was the only attendee left. "Hello, is anybody there?" Apparently Josh had transferred the meeting host controls to me when he had to leave but I wasn't aware of this. After a few minutes all I could do was stop the meeting and hope I didn't cut people off!

Josh received the following note from CORSA regarding the proposed 2024 National Convention in San Diego.

**' CORSA Western Division Director**

***Hello to all of our CORSA Chapters in Western Division.***

***I am writing to let you know our effort to host the CORSA Convention in San Diego in 2024 has been unsuccessful. The San Diego club has worked hard to revise the convention plans that were in place for 2020 and had to be canceled because of Covid.***

***Unfortunately, the arrangements cannot be carried over. Prices have increased considerably and venues that meet our needs are not available. They looked at several options in the area and each time faced hotel and venue rates that would prohibit many from attending.***

***To ensure we have a convention, we are exploring other options including an opportunity from the city***

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CA 94601 - Ray.Welter@gmail.com

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

***of Dayton, OH. We have begun communications with chapters in Ohio to see if we can make this work.***

(see **Letter**. on page 8)

**On The Cover:** Jeffery Ross has been looking for a Corvair project car for some time. He checked out several Corvairs but settled on this one from a Silicon Valley Corsa member. It is partially restored but needs a complete interior. The cover photo shows how the car looked when he first saw it. A bit disty but it cleaned up well. See his store 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 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

Jan 5, 2022

**T**he regular meeting started around 7:00 PM. When the room was opened, we were quickly joined by Ray, Carl, Jeffery, Paul, Christy, and Chris. I believe I caught everyone. Because of so much going on this time of year a few said they would have to bug out early.

**Treasury Report:** Harry reported the bank balance stood at \$4761.95 after expenses and deposits.

**Membership:** Josh reported no new members this month, but several sent in their 2023 dues. These will be sent to Harry shortly.

**Old Business:** Nothing reported.

**New Business:** Nothing mentioned.

**Events:** Our next Meet-Up will be January 29th at Perko's Drive Thru in Lafayette.

**Tech:** Scott is still reporting on low manifold pressure on his '63 turbo. Many people indicated that he should be seeing a significant pressure especially at higher rpms. He acquired a smoker to check for leaks and was unable to find anything significant. There was a leak after the muffler but nothing he could see before this. Scott said the short connector hose between the intake manifold and the turbo was cracked but he didn't think this was an issue. On another note, he put a CO sensor in the car and this does indicate CO when the heater is turned on. So exhaust is definitely leaking into the heater ducts somewhere. He indicated he could see a large gap between the

lower shrouds and the exhaust pipes, but this should only let hot air escape? He plans to fix the leaky areas he has found just to see if this helps. Herb said that it was hard to diagnose dynamic issues using smoke (like turbo boost) on a static platform (sitting in the garage). Paul suggested stuffing the exhaust pipe with a sock and the engine should die rather quickly unless exhaust is getting out somewhere. Clark mentioned that at the last meeting Christy said someone at the Fan Belt Toss was doing horsepower tests for a nominal fee. Maybe he could find a local shop and just see if he is getting close to 80 or 150 HP. That will tell him if the turbo is working or not. Getting back to the exhaust entering the cab, it was suggested he check the exhaust log donut seals as well as the cross-over pipe seals. Christy mentioned that if you remove the exhaust components, reinstall them using brass nuts and anti-seize. These areas get very hot and steel nuts will corrode and become difficult to remove maybe breaking a stud you will have to replace.

Christy asked how others stored their extra nuts and bolts. He uses some plastic bins which are labeled "long bolts", "short bolts", "washers", etc. Herb said he went down to Home Depot and bought several one-gallon empty paint cans. In his garage he has several lockers with shelves (tall and narrow like gym lockers) and these gallon cans fit in there perfectly and stack. They are labeled on the tops and sides. Others said they were not that well organized. Christy then asked about how to bleed the brakes on late model Corvairs with dual master cylinders. Don said it's the same as any other car. He does the fronts first and then the rear. It just works. Don uses a vacuum bleeder from Harbor Freight Tools and it works fine but be sure to

keep fluid in the reservoir. Paul also uses a HF bleeder and thinks it works fine.



Herb said he puts his cars on a lift and users a long (6') Tygon tube that connects to the bleeder value and empties into a jar. Gravity does the work, no vacuum needed. He uses a small amount of water pump grease (asked what that was, he said "if you own a model T you know what water pump grease is") to seal the bleeder fitting to prevent air from getting back in. Any heavy grease will do. He says take your time and only open the valves a little bit.

Josh is selling his '65 Corvair to David Gray. It does not have an engine or trans installed. To get it ready to roll on to a trailer, he installed a spreader bar and used tie-downs to hold everything in place. He has not tried moving it as yet. Don said he made a support bar just for this purpose. Josh said that if his didn't work he may have to borrow Don's. Josh has decided to keep the generator for the 140 he is installing in his '64 Corvair. He thought about switching to an alternator, but the generator should work fine and he won't have to muck with the wiring.

Jeffery will be getting his new project car in a few days. It's a '65 Monza

(See *Minutes..* on page 10)

# *Coming Events in 2023...*

## **2023**

<b>January 29<sup>th</sup></b>	<b>Meet Up at Perk's in Lafayette. 10:00 AM</b>
<b>February 2<sup>nd</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>March 2<sup>nd</sup></b>	<b>Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"</b>
<b>April 28-30th</b>	<b>ACCC SACRAMENTO AUTORAMA, Cal Expo, Sacramento, CA. Entry deadline is 2/1/2023. See "<a href="https://hotrodshows.com/sacramento-autorama/">https://hotrodshows.com/sacramento-autorama/</a>" for details.</b>
<b>June 16<sup>th</sup> - 24<sup>th</sup></b>	<b>CORSA National Convention, Wisconsin Dells, WI</b>
<b>June 23<sup>rd</sup> - 25<sup>th</sup></b>	<b>Vairfest, Arroyo Grande, CA</b>

# *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"



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# Jeffery Ross' '65 Monza Project Car

Hi Clark,

I'm more interested in getting this car road-worthy than taking pics, but I hope these will be fun for the club.

## A bit of background info on the car:

The car was a project of a member from Silicon Valley Corsa. That member bought Tito Garrett's late-model convertible (a running car) (Tito sold his car to raise funds for a master's degree) so he decided to sell his project car.

Mel Raven (from Mel's Vairmart) tipped me on the possible sale as he had rebuilt the motor and tranny.

Mel had previously offered me use of a hydraulic lift for a project car, so here was the perfect opportunity.

I had seen a few cars as possible projects in the past months: I flew to Pasco, Washington state, drove to Sacramento twice, saw a car in the East-bay but declined on each occasion.

I went to see the car on January 1, 2023 and did the handshake. The car was towed to Mel's on Tuesday 17 January.

I have started work (under Mel's guiding eye) and love every minute of it!

I hope this gives some help.

Greetings,  
Jeffrey

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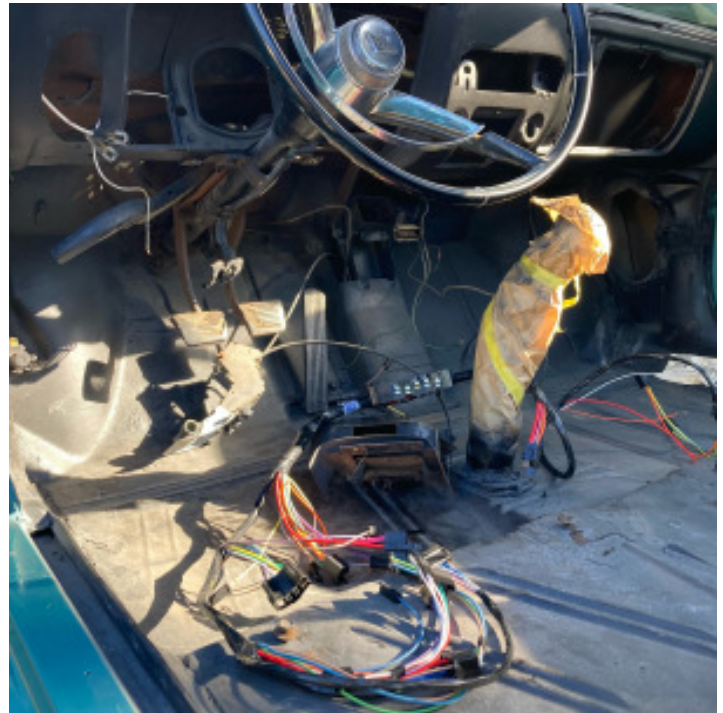
At Mel's Vair Mart. (home)



In good company.

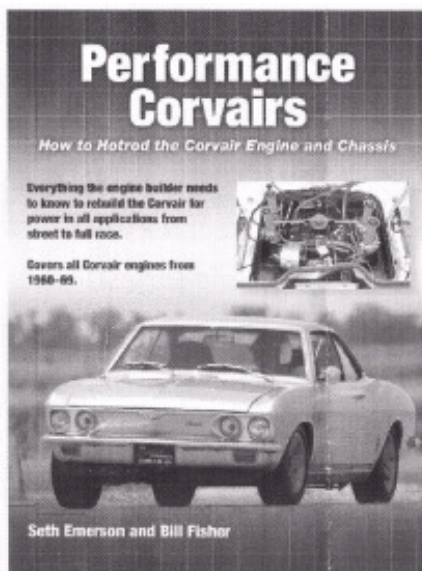
(see *'65 Project Car* on page 6)

## '65 Project Car



A trunk full of parts from Clark's that the previous owner included in the sale!

Replacing the dash-wire harness. I'm sure I got this right under Mel's guidance.



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San Jose, CA 95117



# Steven Schnier's '64 Spyder Written Up in Contra Costa Times (01/22/2023)

SUNDAY, JANUARY 22, 2023

000 BAY AREA NEWS GROUP B3

## AUTOMOTIVE ANTIQUITIES

### Orinda owner's '64 Corvair Spyder reminder of first vehicle



David Krumboltz  
Me and my car

There were two generations of the Chevrolet Corvair, the first from 1960 to 1964 and the second from 1965 to 1969. Ed Cole, a 44-year career executive with General Motors Corp. (including as the company's president and CEO from 1967 until retiring in 1974) has been credited for Corvair models. He is considered one of the most innovative leaders in the automotive industry's history.

In the early 1960s, Volkswagen sales were increasing at a rapid rate, which motivated new thinking at General Motors. In 1949, their first year in this country, VW sold only two cars in America, but by 1970 VW's U.S. sales topped 570,000. Cole saw the increase and noted that the Big Three (GM, Ford and Chrysler) didn't offer small, economical cars until 1959-1960. And those cars were really just scaled-down versions of traditional big American cars.

In 1956 Cole was named Chevrolet's general manager and was very involved with the design and development of the rear-engine Corvair. Incidentally, the name Corvair combines the names of the Corvette and Bel Air, both very successful models under Cole's leadership.

The Corvair engine was an overhead-valve aluminum, air-cooled 145-cubic-inch flat-six (later enlarged to 164 cubic inches) rated at 80 horsepower. There were six body styles: convertible, coupe, sedan, wagon, van and pickup truck. It was offered with three- or four-speed manual transmissions or the two-speed Powerglide automatic transmission.



Orinda resident Steven Schnier is photographed with his 1964 Chevrolet Corvair Spyder. Schnier went on adventure making the trek to Michigan to get his Corvair. "It included a lengthy Greyhound bus trip to Gorman and a motorcycle ride courtesy of the Hells Angels," he said.

DAVID KRUMBOLTZ  
STAFF

It's a small car, weighing about 2,300 pounds and sitting on a 108-inch wheelbase. Corvair won Motor Trend magazine's Car of the Year award in 1960 and sold more than 1,677,000 models in its first six years.

Then we witnessed the power of the pen. Ralph Nader wrote the book called "Unsafe at Any Speed," which became a nonfiction bestseller in 1966. How influential was his book? Well, for the first six years of the Corvair before Nader's book was published, the average annual sales were 279,576, and for the final four years after the book was published the average annual sales for the Corvair were 31,706.

As you can imagine, lawsuits followed, and in 1972 a government study vindicated the Corvair, stating that it was just as

safe and any other car, but of course by that time the damage was done, with the last Corvair being built in 1969. Nader became a household name, though, went on to promote other consumer causes and ran for president of the United States four times.

This issue's featured car is a first-generation Corvair, a 1964 Spyder coupe belonging to Orinda resident Steven Schnier. Schnier, like many of us, has a great fondness for his first car, and he regrets letting it slip away. In June 1963, the day after his high school graduation, he acquired a new, 150-horsepower Palomar Red Corvair Spyder with black bucket seats and a four-speed manual transmission.

"During our years together, I made some changes," Schnier wrote,

"some for the better and some for the worse and some just because they seemed, to a 17-year-old kid, like good ideas at the time.

"As an example of adolescent foolishness, I let my 1963 Corvair get away, as I sold her and converted the proceeds into a 1963 Chevrolet Impala SS, a Triumph motorcycle (Tiger 90) and a Rickenbacker 12-string semi-hollow-body electric guitar. Many more years later, in the early 1990s, I experienced a (recurrence) of the Corvair bug. I went looking for a Spyder coupe and found a 1964 coupe for sale in Michigan. It's almost identical to the one that had seen me through college in the mid-1960s.

"As with most intimate relationships, my bond with my Corvair was seriously tested at least once. As I traveled south on

Highway 99, with Bakersfield in my rear-view mirror, I began the ascent up the 'Grapevine.' I thought that if I could just make it over the hill, I could coast to the friendly freeways of Southern California. But we fell short, and I limped into a ramshackle gas station in Lebec. It was manned by a pair of fellows who a few years later may well have been cast for roles in (the film) 'Deliverance.'

There was more adventure for Schnier when he went to retrieve his Corvair.

"It included a lengthy Greyhound bus trip to Gorman and a motorcycle ride courtesy of the Hells Angels," he said.

Recently, Schnier met Ralph Nader at a speaking engagement in Berkeley.

"Mr. Nader and I exchanged gentlemanly po-

lite greetings, our encounter facilitated by my purchase of an autographed, hardcover copy of 'Unsafe at Any Speed.'"

There may be some disagreement between the two as to the conclusions of that book. So now, this 1964 Corvair Spyder sits in a garage, but to Schnier it's a rolling scrapbook of his past adventures with his first car, the 1963 model, the car that took him through high school, college and law school and the one he drove on his first date. He's not letting this Corvair slip away.

Have an interesting vehicle? Contact David Krumboltz at [MOBopol@yahoo.com](mailto:MOBopol@yahoo.com). To view more photos of this and other issues' vehicles or to read more of Dave's columns, visit [mercurynews.com/author/david-krumboltz](http://mercurynews.com/author/david-krumboltz).

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## Letter... (from pg 2)

***Again, we appreciate all the efforts that the San Diego club has put forth. They did a great job for us all.***

***In a few short years, it will be time for a Western convention again, and we hope that we can work with you to find a chapter or chapters willing to work towards having a convention.***

***Thank you, Mike Hall  
CORSA President"***

It's that time of year again. Time for Club Dues! As you know the Club tries to keep everyone's due date at the first of the year. This makes it easy on us to keep track. If you receive aa mailed newsletter, your due date is printed on the label. If you receive the newsletter via email you are probably due the first

of the year or very close to it. There are only a few people with a mid-year due date. If you don't recall your due date, drop Josh or myself a line and we will look it up. A list of those that have renewed is on page 8 Keep in mind this is my list and subject to errors (I am old after all) so let me know if you find any mistakes.

You will notice on page 7 that SFBA Member Steven Schnier had his Corvair story written up in the Contra Costa Times (Jan 22, 2023) in their AUTOMOTIVE ANTIQUITIES section. They routinely feature local car enthusiasts that have restored classic cars. While I have included his story in prior Spyder Web issues, it's nice to see it in real print. Well done, Steven!

Keep the newsletter interesting by sending in pictures and stories of you latest projects. Even if you only adjust the carburetors or rebuild the transmission, take photos and send them in! When we see others working on their Corvairs it gives us more incentive to do the same.

Our next Zoom meeting will be Thursday, Feb 2nd starting at 7:00 PM. Remember our permanent meeting ID# is 243 888 8339. A reminder email will contain a link to make it easy to join.

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## SFBA Corsa Renewals for 2023

I combed through list that Josh and I keep and came up these folks that have renewed for 2023. If you renewed (or already paid for multiple years) and are

not listed here, just let Josh or myself know and we will update our list. By my count we only have two members with mid-year dues dates. There's Terry

Hofer (April) and Carroll Hayden (August). To keep dues dates at the first of the year just prorate them at \$2/month. We would appreciate it!

Barton, Scott  
Beers, Paul  
Burkard, Don  
Calkins, Clark  
Davidson, Lane  
Deitcher, Josh  
Esser, Frank  
Figlietti, Richard  
Frazin, Jim

Gray, David  
Houghton, Don  
Jones, Buck  
Kypreos, Harry  
Langdon, Robert  
Lewis, Mike & Toni  
Massari, Rob  
Miller, Joe  
Myers, Chris

Player, Eric  
Rhodes, Cody  
Schaffer, Bill  
Thomas, Harry  
Tozier, Evan  
Welter, Ray  
Wimmer, Herb (thru 2024)



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**LIST YOUR CORVAIR FOR SALE- NO CHARGE-** sell your Corvair or a spare you just don't have time for! For all of 2023 we will list it on our website at **NO CHARGE-** check the website for details (Corvairs For Sale)

**CLARK CAR SHOW & PARTS SALES-** See our 2023 supplement or website for more details. We expect around 130 cars, and will offer tours of our buildings including the Upholstery Dept. Cal will be giving an old fashion "slide show" showing the building of our complex and history. Parts on sale! **SEPT 16, 2023 -rain or shine**

**2023 SUPPLEMENT-** On our website or as a hard copy -many new repros & updates.

**INTERNATIONAL CORSA CONVENTION-Wisconsin-** We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello. Convention dates June 19- June 24

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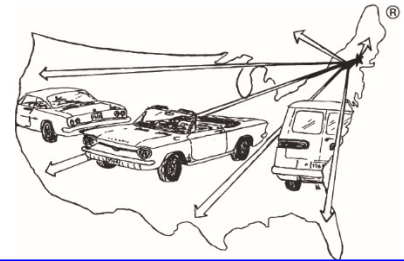
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## Minutes...

110HP 4-speed. There is no interior, but it's been newly painted with new chrome and many new suspension and brake parts. He will work on it down at Mell's where a lift is available. He has lined up replacement seats and dash. Josh said the 110 had adequate power to keep up with highway traffic and is very reliable. Jeffery is looking forward to driving the '65 around town as his other Corvair (the Raffle car) is too perfect and he is not comfortable driving it too far especially on the freeways. He originally looked at a '67 in Sacramento but decided against it. When he was checking out the cars, he referred to Bob Helt's book Corvair Basics. It has a chapter on what to look for when considering a used Corvair. Very helpful! Jeffery asked where he could get 14"

wire wheel covers. Scott said he got some off eBay. He cleaned them up and they looked great, but he took them off after a while. They were too noisy. Josh said you had to tighten them up every so often. Anyway, Scott still has them if Jeffery is interested.

Don said that Ian, on Custom Garage (a YouTube or TV channel?) worked on a Corvair. He replaced the rear tail-lights with rectangular cutouts and installed Chevelle lights. He also added a front grill and shaved the door handles. An interesting combination that Don thought actually looked pretty good.

**Swap & Sell:** Nothing specifically mentioned this evening.

Meeting adjourned about 8:14 PM.

Respectively submitted,

Clark Calkins, secretary

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# Corvair Classifieds

## CORVAIRS FOR SALE

'65 Corsa 140 coupe. Blue with black stripes. Los Angeles built car #148 Comes with replacement engine block and overhauled 4 speed. Has seat frames. Needs interior. Has telescoping wheel. All glass. Will need tow. Open to offers. Steve Heater (408) 505-1860 (08/22)

## 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](mailto: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](mailto:corvaiguru@gmail.com))

## FREE CORVAIR PARTS

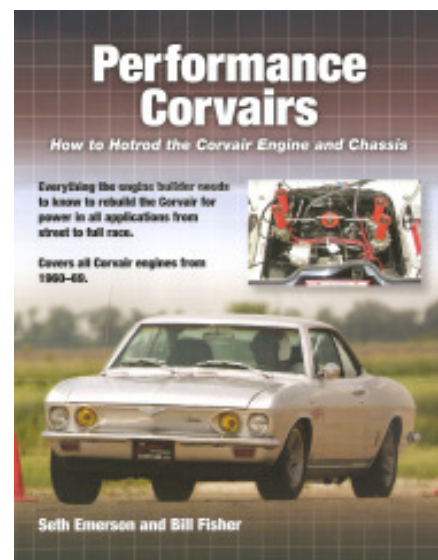
**Cleaning Out The Shop:** '60-61 Turbo/ 4 Speed engine case and heads. T1226YR, no tin, exhaust, turbo, etc. '63-64 engine long block THO3Z, with distributor, auto bell housing, some tin, no exhaust. Might be good for restoration. All likely need rebuild. Engines in Carmel Valley, you pick up. Buck Jones (831)917-5952. (06/22)

## Treasurers Report - Harry Kypreos

January 2023

Date	Activity	Check #	Credit	Debit	Balance	Status
01/01/2023	Begining Balance				\$4,673.39	
01/05/2023	SFBA Dues via PayPal		114.25		\$4,787.64	
01/05/2023	SFBA Dues checks		225.00		\$5,012.64	
01/05/2023	Newsletters (Sep-Nov)			(136.44)	\$4,876.20	
01/22/2023	SFBA Dues checks		150.00		\$5,026.20	
01/23/2023	Newsletters (Dec-Jan)			(100.65)	\$4,925.55	(**)
01/31/2023	Ending Balance		\$489.25	(\$237.09)	\$4,925.55	

(\*\*) These expenses have been turned in yet.






## SFBA CORSA

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To:




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