

**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!



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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
- 3.. Treasurers Report
- 4.. Coming Events
- 4.. SFBA Corsa Meeting
Schedule 2019
- 5.. Quarry Lakes Park Maps
- 6.. Vairfest 2019 - Arroyo
Grande, CA
- 10 1973 National Convention in
Anaheim
- 11.. Corvair Classifieds



Corvairs at Black Bear!

SFBA/Valley Picnic

***Saturday, August 3rd 12:00 Noon
- Quarry Lakes Park in Fremont***

Letter From the Editor

I hope you were able to attend our last meeting. We had eight members show up. There were no guests this time. But it was nice to see a couple of Corvairs in the lot as shown on the cover.



At the last meeting there was a lot of conversation centered around racing. Especially Corvair racing. This was reminiscent of the days when Seth would regularly attend the meetings and provide updates on local SCCA events. Corvairs would generally do well in Autocross if setup properly. This time Buck spear-headed the conversation and provided historic as well as current info. I will see if I can get him to provide a schedule of local events that those interested may attend.

On page 10 you will see a couple of pictures sent in by Tony. These show he and Dave Newell when they were attending the National Convention down in Anaheim back in 1973 (that's 66 years already...). For this convention SFBA donated a member restored '63 convertible for the raffle. Dave is seen taking pictures of the car.

In place of our next meeting we will be having our Annual SFBA/Valley Picnic at Quarry Lakes Park in Fremont.

Current SFBA Corsa Officers

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Treasurer	Harry Kypreos , (address above)
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Membership	Joshua Deitcher (address above)
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	https://facebook.com/CORSA-San-Francisco-Bay-Area-Chapter-579950135376455/

This is a very nice park with a nice picnic area in close proximity to parking to show case our cars. We always have a great time. Lots of food, camaraderie, and Corvairs! The Clubs will kick in the meat

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

On The Cover: Last month we had two nice Corvair convertibles show up for the meeting. It was good to see show up. With the weather getting warmer, I hope to see more before the Summer is through!

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

July 11, 2019

The meeting was called to order at 8:30 by President Josh Deitcher. The Car Talk was so interesting that we almost forgot to start the meeting! We had eight members and no guests this evening.

Treasury Report: Harry couldn't make it this evening, but Clark reported that the bank balance stood at \$3656.52. This does not include the July newsletter or other expenses.

Membership: reported no new members. He did receive inquiries via the web site from three people in the North Bay area regarding our Club.

Old Business: Josh has the Club's web site running and it's receiving lots of interest. He has done a very good job, you have to check it out. The address is "://sfbacorsa.org". The Facebook page is at "https://www.facebook.com/bayareacorvair/" and the Instagram account is at "https://www.instagram.com/sfbacorsa/". There is also a Facebook group page at "https://www.facebook.com/groups/bayareacorvairs/".

New Business: Next month we will have our annual Picnic in place of our regular meeting. Don't miss it! Several people noticed an article in the local paper of a '62 Monza Convertible being restored by Bill Normal of Alamo. A good article in David Krumboltz's "Me and my car" column (reproduced on page 8). Lane mentioned that he picked up a lot of Corvair parts from someone in Carson City. He got a 140 engine, a 110 engine (complete), some 140 and 110 heads, case halves, and more! On the way up he had truck troubles. The AC pulley froze and shredded the belt just outside of Truckee. Luckily he had cell service but still had to wait 3 or 4 hours for a tow. And AAA would not

tow him all of the way to Carson City, only Truckee and they won't cross state lines. Who knew?

SFBA/Valley Picnic: This will be on Saturday, August 3rd at Quarry Lakes Park in Fremont. Map and direction are on page 5 Clark will get there early to try and reserve a convenient location Look for us on the North edge of the park (almost directly in front of the entrance kiosk). The park charges \$5 per car and a bit more if you bring a dog. The Club will provide burgers, hot dogs and Silicon Valley Corsa will provide tri-tip. Just bring a side dish to share if you can. There is always plenty of food! By all means drive your Corvair. In years past we have 20 or so people and a half dozen cars. Let's have a good turn out!

Bay Vairea Get Together: Josh is looking to setting up another fun gathering. This time in the North Bay. He will be looking for a place to meet and hang out for a while looking over the cars and maybe tasting some wine.

Events: The Vairfest was held in late June down in Arroyo Grande (just below Pismo Beach). There were two

members from SFBA (Clark and Lane) and four from Valley (Ken, Hal, Seth, Vance) made the trek. This year there were more cars than last year. 35 total. There was one row of early models, two rows of late models, a row of forward controls and an Ultravan. Lots of very nicely restored Corvairs! A couple of beautiful Rampsides. One with wood inlayed on the truck bed. It looked so nice I am sure you would never actually haul anything in it! Nate brought his blown, V-8, powered Rampside again this year. He did an outstanding job. Truly a labor of love. There was a green late model Corvair (Greg Vargas from so cal?) with electric windows, sun roof and electric door handles and many other enhancements. Great job. Lane said that Friday night there was a spaghetti feed and movie which was lots of fun. The main car show was Saturday with prizes given out in the afternoon. Congratulations to all of the winners! Saturday night there was a play put on by a local group which people enjoyed. On Sunday morning some people gathered for breakfast before heading off to their homes. Heritage Park in Arroyo Grande is a very nice venue for

(see *Minutes...* on page 9)

Treasurers Report - Harry Kypreos

July 2019 SFBA Corsa Treasurer's Report					
Date	Activity	Check #	Credit	Debit	Balance
7/1/2019	July Beginning Balance				\$3,656.52
7/31/2019	Ending Balance				\$3,656.52
July Totals			\$0.00	\$0.00	

Coming Events...

July 23-27 th	2019 Corsa International Convention, St. Charles, Ill
Aug 3 rd	SFBA/Valley Club Picnic at Quarry Lakes Park, Fremont, CA
Sept 5 th	Regular SFBA meeting, Black Bear Diner, 807 Camino Ramon, Danville, CA
Sept 7 th	Corvair Cruise-In: "Ageless to Anarchy", Automobile Driving Museum, 10:00 to 3:00, 610 Lairport St, El Segundo, CA 90245
Oct 3 rd	Regular SFBA meeting, Black Bear Diner, 807 Camino Ramon, Danville, CA. Note no meeting if we will be having a Tech Session...
Oct 5 th	Tech Session (tentative - may replace regular meeting). Location and theme to be announced.
Oct 25-27 th	2019 Great Western Fan Belt Toss and Swap Meet at Sunrise Park in Palm Springs. Hosted by Corsa West

SFBA CORSA Meeting Schedule 2019

Thursday Jan 3, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday Feb 7, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday Mar 7, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday Apr 4, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday May 2, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday Jun 6, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday Jul 11, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA

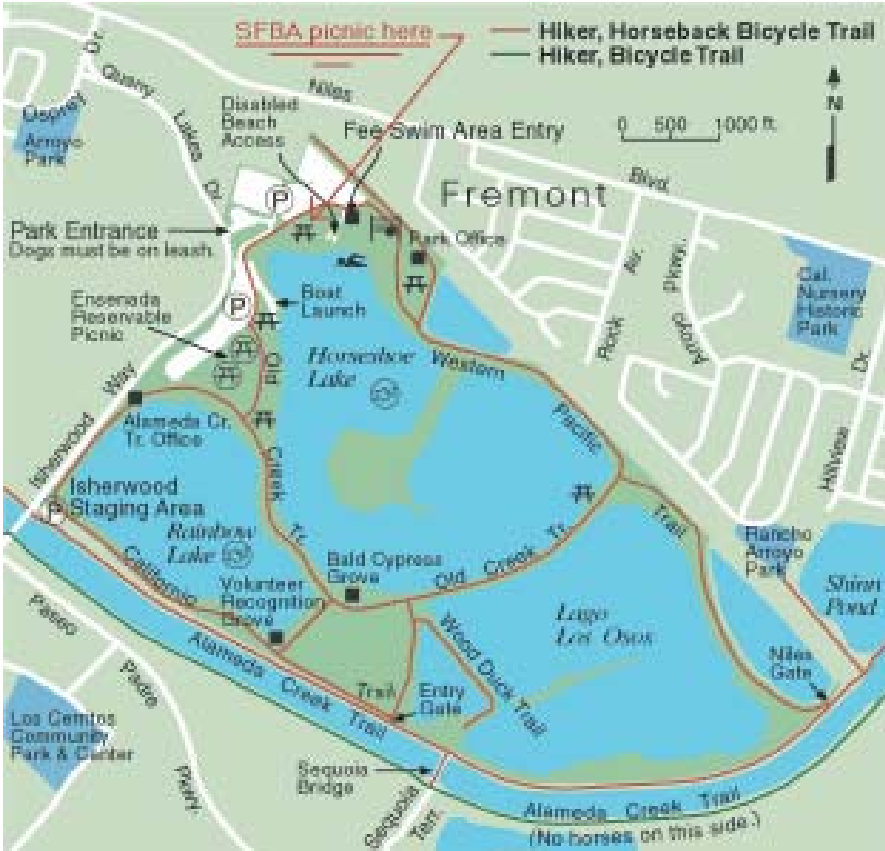
Saturday Aug 3, 12:00PM SFBA/Valley Club Picnic at Quarry Lakes Park, Fremont, CA

Thursday Sept 5, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Thursday Oct 3, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA, or
Saturday Oct 5, 10:00 AM	Tech Session (tentative)
Thursday Nov 7, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Saturday Dec 7, 6:00 PM	SFBA Holiday Dinner (location to be announced)

Quarry Lakes Park Maps



Our next meeting will be our Annual SFBA/ Valley Picnic at Quarry Lakes Park in Fremont. If you haven't been there before this is a very nice park with plenty of green grass and lakes for fishing, swimming, etc. The city does charge a bit to drive into the park (about \$5 a car; a bit more for dogs) and swimming is also a little extra. If you choose, you can park outside the park and walk in. We won't be far from the entrance kiosk. There is plenty to do there for both kids and adults. Lots of hiking trails around the lakes. I will get there a bit early and try to reserve a suitable spot on the North side (see maps below). The BBQ should be ready to go by noon. The Club will provide the basics (burgers, dogs) so just bring a side dish to share (a salad of some sort, munchies, a dessert, sodas, or whatever) and your appetite. Help in managing the BBQs is always appreciated. This is usually a sunny park so sun screen and hats may be in order (we will try for a shady spot but no guarantees).



Getting There:

From I-80 in Fremont, take the Decoto Road (Hwy 84) exit East. Turn right on Paseo Padre Parkway, then left on Isherwood Way. Proceed to the park entrance on the right.

From Mission Blvd (Hwy 238) in Fremont, turn South on Nursery Ave. (away from the hills) and right (West) on Niles Blvd. Turn left on Osprey Drive and left on Quarry Lakes Drive. Proceed to the park entrance on the left.

For more information check out their web site (http://www.ebparks.org/parks/quarry_lakes).

Vairfest 2019 - Arroyo Grande, CA





AUTO AFICIONADOS

'62 Corvair convertible returns to the road

Probably one of the most controversial cars built in the United States in the last 60 years or so was the Chevrolet Corvair. Up until 1960, the Big Three — GM, Ford and Chrysler — were just building big



David Krumboltz
Me and my car

cars. Some European imports were getting the attention of the American consumer, and finally the executives of the Big Three took notice.

American Motors, a relatively new corporation formed by combining Nash and Hudson, began building small, fuel-efficient cars in the 1950s. Under the leadership of George Romney (Sen. Mitt Romney's father), the new compact model called the Rambler became the third-best-selling car in the country. Studebaker brought out the Lark, which was a compact car that initially sold well.

To get into the compact car business, Ford and Chrysler generally downsized the kinds of cars they were already building, but GM, under the direction of Chevrolet General Manager Ed Cole, took a new path. This new car would be called Corvair, a name that blended the Corvette and Bel Air model names. It had an aluminum, 140-cubic-inch, flat-six, 80-horsepower, air-cooled rear engine similar to Volkswagen and Porsche.

The styling of the Corvair was unique and untraditional for American cars. The base model sold for less than \$2,000 (about \$17,300 in today's dollars) and sold well.



PHOTO BY DAVID KRUMBOLTZ

Bill Norman, of Alamo, appears recently with his 1962 Chevrolet Corvair Monza convertible.

From 1960 through 1969, there were 1,710,018 Corvairs sold, and it was the Motor Trend car of the year for 1960. The rear engine gave the car a lower silhouette, flat interior floors and no need for power-assisted steering. It had superior braking balance, ride quality and traction.

It also had the all-independent suspension system, but to save \$4 a car, GM didn't include antiroll bars, a poor decision. The result was that the car tended to oversteer (tail-wag) if the correct tire pressures of 15 psi front and 26 psi rear weren't observed, but the oversteering situation was considered minimal and not dangerous. The problem was that most of the owners didn't pay attention to the correct tire pressure.

There were some other disappointments. The cost of production was higher than planned, and the engine was about 78 pounds heavier than predicted.

But the biggest negative was a young lawyer named Ralph Nader. He wrote a book in 1965 called "Unsafe at Any Speed" in which he stated that the

Corvair was the most dangerous automobile on the road in the 1960s. In 1972, there was a study done for the National Highway Traffic Safety Administration that found the Corvair possessed no greater potential for loss of control in extreme conditions than competitors. But the damage was done, and it was too late.

Bill Norman, an Alamo resident, has an 89,000-mile, red 1962 Chevrolet Corvair Monza convertible with the two-speed Power-Glide automatic transmission. It was Norman's dad's purchase.

"He saw it for sale in front of the Wells Fargo Bank in Alamo, and he brought it home. It wasn't even painted, and Dad sensed there was something major wrong with it, so we parked it."

That was in 2006, and it was not moved until about a month ago.

"I started it a few weeks back and heard lifter noise. I took it to a friend's house and he told me I better take care of that lifter before something else goes wrong."

Norman is an electrician, but he is also mechanically inclined.

"So, I watched a You-

Tube video that showed how to take everything apart. I looked at it three or four times, then I started working on it and pulled the two lifters out."

It only took him a couple of hours.

"I bought two new ones, put them in, and now it runs like a vacuum cleaner."

Regarding his YouTube study he said, "A little information is better than no information."

It is not a show car, nor is it Norman's intention to make it one. His plan is just to maintain it and enjoy driving it locally.

"We had it painted. We took all the chrome off and took it to a local paint shop, and then we put all the chrome back on. It has some blemishes, but it's good enough."

It is a convertible, so I inquired about the top's condition.

"Oh, the top hasn't been up for as long as we've had it," Norman said. "I'm just going to keep it down."

Norman believes the Corvair is beginning to be recognized as a nice collector car. His research indicates the value of his Corvair to be in the \$10,000 neighborhood but has no intention of selling it. He plans on driving his Corvair in this year's Piedmont Fourth of July parade, and maybe, just maybe, he will have a dignitary to carry in the back seat, but probably not one you've seen on CNN.

Have an interesting vehicle? Contact David Krumboltz at MOBopoly@yahoo.com. To view more photos of this and other issues' vehicles or to read more of Dave's columns, go to mercurynews.com/author/david-krumboltz.

Minutes...

the show with lots of shade trees, a stage for the raffle prizes and people's choice ballots, and restrooms. The downtown area is a short walk across a pedestrian bridge with antique stores and lots of restaurants. There is a Doc Bernstein's Ice Cream Lab which you simple must try!

Josh and Tony went to a "Cars 'n Coffee" in Navato. 250+ cars! One Corvair, Bruce Mooers' '67 Evening Orchid convertible.

The International Convention will be held at the end of this month in St. Charles, IL. I am sure Seth will be going and maybe Buck. And don't forget that next year's Convention will be in San Diego. It's not too soon to start planning.

There is a car show in El Segundo on September 7th. Lane, and maybe Josh, are planning on attending. This is right near the LA Airport in front of the Automobile Driving Museum.

A Concours d'LeMon is coming up in Monterey Aug 17th (they are also at Sears Point some time). Buck says these are a "hoot". Some cars are too good to get in to and others you wouldn't want to get into. Just a couple of blocks from the Embassy Suites. Lots of parking in the area too.

Phil said he would be going to the free car show on Ocean Ave in Carmel. Rossmore has chartered a bus.

Buck said there will be the "Little Car Show" in Pacific Grove on Aug 14th. Cars must be at least 25 years old and less than 1600cc. They also have a "special interest" category where they are accepting Corvairs. When the show is over they will all drive along the beach by Asilomar. Quite a show!

Tech Session: The idea of holding another Tech Session in October was kicked around. Buck volunteered to host it at his house in Concord. He will be working on Fred's car and will have the engine and drive train out. Maybe working on the clutch would be a good topic. Stay tuned, we will be talking more about this.

Swap & Sell: Josh said he still has the Corvair parts available (see the list posted a few months back). All free to SFBA members and very reasonable to others. So if you need anything, check with him first!

Clark also has a couple of late model bumpers that are good enough for a "driver". These are from Fred and Marlene and any proceeds would go to the Club.

Tech: Clark passed around one of Bob Helt's carburetor books he picked up from Seth at the Vairfest. This one dealt with the Carter YH carburetor used on turbos (there is also one on Rochester carburetors plus other Corvair related books). These are well written and clearly explain how the carburetors work and how rebuild and adjust them.

Adam was checking the steering on his '67 convertible and found that one of the bolts holding the steering box in place was only held in by blue silicone rubber sealant!

Josh was having a fuel pump leak issue. He replaced the pump with a new unit and it also leaked! Not uncommon as the rubber diaphragms can get old and crack while sitting on the shelf. Buck says to always check the rubber before buying if you can. Josh ended up installing an electric fuel pump and by-passing the manual unit. The pump was installed near the tank. He got fed up after investing \$1k in replacement pumps! Adam asked if anyone had installed both an electric pump and a manual pump? Yes, many people have. Adam was thinking of using the electric pump only when necessary (via a switch) and install fittings that would allow the manual pump to be by-passed easily. Interesting idea.

Don asked about Nitrile gloves. Are there any good ones? The Harbor Freight gloves don't last (they tear easily). Josh mentioned that Lowes or Home Depot sells Diamond gloves which are stronger and yet still provide

the "feel" necessary to work.

Adam asked if motor mounts can fail and would it be worthwhile installing a safety mechanism of some sort. Yes they can and do fail. Clark recalled how the rear motor mount on his '64 broke years ago. The bolt failed not the rubber. The motor almost falls to the ground. Only the axels held it up! Buck suggested you could install a 3/8" bolt to hold everything together. Just drill a hole through the rubber and support plates. Then if the rubber fails at least the motor won't fall much. Don't know if that was for the front or rear mounts or early or late models.

Josh got a QuickJack for his garage. Raises the car 18" to 20". Now he can slide under his car with a creeper and have enough room to work. It's easy to setup and it lifts fast and secure. Stores easily (he has a single car garage and this hangs on the wall taking up only 3"). The pump stores on a shelf. See "www.quickjack.com".

Racing: There was lots of talk about racing, Corvair and other cars. Buck talked about the car he is working on. It won't be ready for the track until next year as he has too much going on presently. Adam asked about a schedule of events in our area and Buck said he would provide Clark with a list for the newsletter. Josh said there is a Vintage Racing event at Sears Point in September or October. He has been going to last few years and said they were lots of fun. Cheap too. They also have this in Monterey Buck said although it's more expensive.

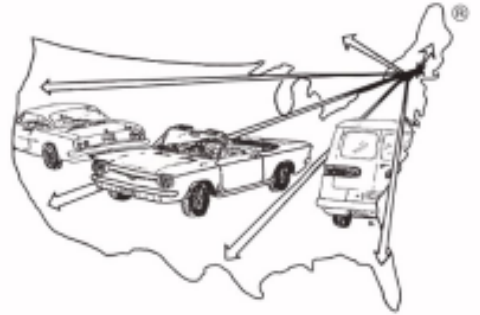
Meeting adjourned about 9:15.

Respectively submitted,

Clark Calkins, secretary

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1973 National Convention in Anaheim



Here Dave is taking pictures of the '63 Corvair Convertible that was restored by SFBA members and donated to the Convention to be the main Raffle Prize. That's some gift! Tony is looking on as well as a few others.



It must be a warm day, here Tony, and maybe Dave, are enjoying a brew or two while they check out all of the Corvairs.

Corvair Classifieds

CORVAIRS FOR SALE

'64 Corvair Spyder Convertible, Car looks and runs great. Lots of upgrades and documents. Email for details. Located in Pleasanton.



Asking \$9.5k, contact Rick Wilcox at shadowcs22@aol.com (06/19)

'66 Corvair Monza Coupe 110 Auto Trans. Runs well. Body solid. Good paint & chrome. Interior is very good.



Asking \$8400. Contact John (916)631-9407. Sacramento area. (03/19)

CORVAIR PARTS FOR SALE

Skip Polacchi has the following parts for sale. Best to call evenings (530)474-4227.

1 Pair Late 180 Heads, custom rebuilt \$850

Late Bumpers, new set front & rear w/ guards. Rechromed. \$375

1 Pair Late Rear Control Arms w/ rebuilt bearings w/ backing plates - \$275

3 Pair Late Heads - All rebuilt, 1 pr 140, 1 pr 110, 1 pr 95. Call for price.

4 Custom Kelsey Hayes K/O wire wheels & hubs to fit a **late** 65-69 w/ tires, \$1850

1 Pair Bill Thomas 4 Carb Heads, all rebuilt w/angle port exhaust \$1250 firm.

1 Complete Ultimate 140-Carbs + linkage, all new w/cleaners, \$800.

1 Rebuilt 95 HP Short Block w/new GM cast S.T.D. barrels, \$650.

1964 Rear Air Grill (NOS) \$125

1964 Rear Air Grill, very good. \$65

1964 NOS Major Turbo Carb Kit, \$55

We have other parts so inquire please.

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)

chairs would be a plus. Last year Lane brought a canopy which helped a lot. I encourage others to also come early and keep me company!

Letter...

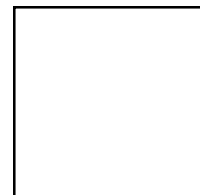
(burgers, dogs, tri-tip), just bring a side dish to share (salad, desert, appetizer, etc.). The city charges \$5 per car (a bit extra for dogs) so pack up friends and family. They have fishing and swimming, drought permitting (the lakes

were open last year). I will try to get there early (maybe 10:00) to grab a couple of tables in a shady spot (it's first come, first served and I definitely won't be the first). There are picnic tables to sit at (concrete) but folding

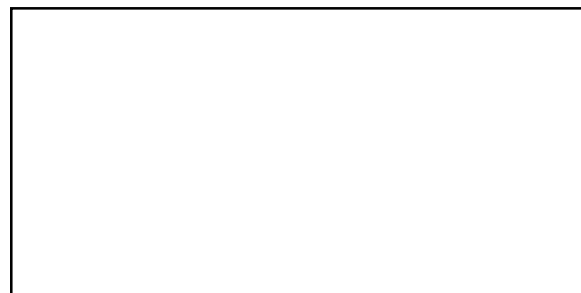
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