

**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!

<https://www.SFBACorsa.org>

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***Don's Spark Plug
Insert Setup Jig***

***Next SFBA Zoom Meeting Thursday,
Nov 5th @7:00PM (#739 9816 7995)***

Letter From the Editor

I hope everyone is doing well. Our last SFBA Corsa Zoom meeting was quite enjoyable with a nearly record attendance. We had twelve members and one guest (Christy Barden) this evening. Josh records the meeting (a Zoom feature) which makes working up the minutes a whole lot easier. And if you missed the meeting, I can send or post the .mp4 file (1+ GB) so you can play in back at your leisure. Just let me know.

First off I want to apologize for printing the wrong Zoom meeting ID last month. I missed type one digit of the number. When I tried to log in I couldn't. Checking with past newsletters and found the mistake. I typed a "5" instead of a "6". When I found the mistake, I sent out a last minute email to everyone on my list but I know a few people didn't get this in time so couldn't join in. So sorry! It was my fault for not catching this mistake. I will double (triple) check next time!!

At the last meeting Christy mentioned that the Sacramento club (Classic Corvairs of River City) was going to start holding meetings at someone's house as the Zoom meetings were not working out that well. He said he really likes our Zoom meetings as knowledgeable people like Seth are more willing to share information. Of course CCRC folks are welcome to join our meetings anytime they wish. More people will only make it more enjoyable for all!

Please notice that our annual Holiday Dinner has been cancelled for this year. I checked with Frankie, Johnnie, & Luigi and they are currently only open for take-out only. Even if they open for indoor dining by December, it's doubtful they will host groups such as ours as social distancing would be impractical. This will be the first time in many years we have not had a Holiday Dinner. So this year in December we will be having our usual Zoom meeting on Dec 3rd.

This month Bruce Mooers has sent in some more pic-

On The Cover: Don Burkard made up a special jib to hold a Corvair head in such a position as the spark plug holes are exactly verticle so he can install an insert properly. See his story and pictures on page 8.

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).

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tures of his restoration project, Marc's '65 Corsa Convertible. See details on pages 5-7. Also Don shows us how he replaced an errant

See **Letter...** on page 9

Minutes of the Last Meeting

Oct 1, 2020

The Board meeting started at 6:45. We had Harry, Josh, and Clark present. We discussed bank account status, event planning (and cancellations), and membership. With the "dry" items out of the way, the Zoom meeting was opened up to everyone at 7:00. We were quickly joined by Seth, Joe Bald, DJ Swan, Don, Lane, Paul, Dwight, Phil, Ray, newer member Chris Myers, and guest Christy Barden. In all we had 13 SFBA members and one guest. What a great turn-out!

Treasury Report: Harry reported that the bank balance stood at \$4043.45.

Membership: Josh reported that Chris Myers from Danville joined this month. Chris was referred by Mike & Toni Lewis and has a '66 Monza Convertible. Also Alan Duquette from Rohnert Park joined. Welcome! Alan inherited an early coupe from his wife's father. He is currently looking for a mechanic. The engine turns over but apparently does not start. We have several members in the area who might be able to help out or point him in the right direction. Let Josh know if you can help. It was reported that SFBA membership has increased 30% this year. Mostly due to Josh's efforts (new web site, well hosted Zoom meetings, and more).

Old Business: Nothing brought up.

New Business: Our Holiday Dinner is up in the air. Clark will check with Frankie, Johnnie, & Luigi to see if one can be scheduled. It seems doubtful at the moment.

Events: It was reported that Cars and Coffee events were starting up again in various counties. Mostly informal.

Tech: Seth is working on his '67 140hp convertible. A compression check indicated 150 psi in all cylinders. So nothing major (i.e. expensive) to do here. He did drop the engine and trans to check the

clutch, flywheel, engine seals, etc. He noticed that one head bolt stuck up more than the others but held the proper torque so he will leave it alone for the moment. Now he is concentrating on fixing various oil leaks. He plans on making this a "driver" car as opposed to a race or show car.

Don is working on his '65, has one stud in need of an insert. Also, as reported last month, he has to work on a spark plug hole with a crooked heli-coil insert (will use a Big Sert). He has made an angle bracket to hold the cylinder vertical so he can correctly insert the Big Sert.

DJ Swan said that his Corvair loses power temporarily after going only a few blocks and wonders what is going on? Seth suggested it could be a choke issue. Maybe it is sticking and not opening when it should. Also it was suggested he check the accelerator pumps. DJ also asked about the importance of the seals in the engine compartment. He read somewhere that these were critical and wondered if he should replace his 50+ year one seals (which are 1/2 gone already). These seem to be used primarily to keep out road dust and exhaust fumes which would get sucked into engine and could get in the car via the heater ducts. So it's not a bad idea to replace them although it's not an easy job on earlyies.

Dwight said his car would be running fine and suddenly die. It restarts fine. After checking various electrical items he found that replacing the condenser seemed to fix the issue.

Joe Bald mentioned that after his Corvair sits for maybe a week it is hard to start (cranks a long time). He was wondering if the fuel would evaporate from the carbs (it sits in his hot garage) in this time. To fix this problem he was thinking of installing an electric fuel pump and asked how difficult this was to do. Several people had done this. Christy said he uses one in series with the mechanical pump just to

prime the carburetors prior to starting. This only works if the electrical pump allows fuel to flow when not turned on. Positive displacement type pumps would not work for this. To permanently replace the mechanical pump, most mounted the electrical pump close to the tank as they are better at pushing the fuel than sucking it. You will need a power switch (typically just the ignition power) and also a cut-off switch that stops the pump in an emergency (like an accident). There are inertial switches and also one that senses the tachometer so if the engine stops (for whatever reason) the pump stops.

Joe said that when he makes a hard left turn, the engine may cut out. Seth said that Helt's book "How to Identify and Rebuild Corvair Rochester Carburetors" covers this problem. There are carburetor mods that can be done to lessen this effect. Josh showed one such carburetor with extra-long vent tubes he picked some time back.

Paul is working on his '63 Spyder. He pulled the engine, it has one bad cylinder. A compression test showed #3 to have only 30 psi. Looks like an exhaust valve problem. The engine currently has 80 hp heads so he looking for a set of '62/63 turbo heads he can use. If the heads have to be rebuilt, should he have deep seats installed? Seth said this should not be necessary if the current seats looked okay. Just clean the heads, grind the valves, check the guides and install. He plans on keeping the stock '63 suspension even though he has a '64 trans and could install the later components.

Lane said he helped out Jeff (perspective member) with his late model Corvair. Initially the car runs okay but after a short while it starts to run poorly. Lane found the carbs to be way out of adjustment. He adjusted them and now it runs much better. But the carbs still need to be re-

See [Minutes...](#) on page 9

Coming Events...

Nov 5th Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"

Dec 3rd Regular SFBA meeting at 7:00PM via Zoom, ID = "739 9816 7995"

Dec 5th **Cancelled!** SFBA Holiday Dinner (date & location to be determined)

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, Canceled.

Thursday May 7, 7:00 PM SFBA Regular Zoom meeting

Thursday Jun 4, 7:00 PM SFBA Regular Zoom meeting

Thursday Jul 2, 7:00 PM SFBA Regular Zoom meeting

Thursday Aug 6, 7:00 PM SFBA Regular Zoom meeting, ID = "739 9816 7995"

Thursday Sep 3, 7:00 PM SFBA Regular Zoom meeting, ID = "739 9816 7995"

Thursday Oct 1, 7:00 PM SFBA Regular Zoom meeting, ID = "739 9816 7995"

Thursday Nov 5, 7:00 PM SFBA Regular Zoom meeting, ID = "739 9816 7995"

Thursday Dec 3, 7:00 PM SFBA Regular Zoom meeting, ID = "739 9816 7995"

SFBA Corsa Members Current Projects (Progress Photos)

Bruce Mooers sent in several pictures of his '65 Corsa restoration project. The first set shows his work on the Corsa dash. The first photo shows the as received condition. This is typical of a driven car. The dash looks to be in good shape but the paint is starting to flake off. So Bruce removed the dash, washed it and, using paint remover, the paint came right off revealing the original surface. He didn't say how long this

process took but implied it wasn't too bad but thinks he can do better next time. The result shows a very clean surface without noticeable dents or scratches. As Bruce put it, "now the hard part begins...". That is the masking process in preparation for the paint. At this step you want to take your time and do it right. As you can see from the third photo the result here is fantastic. Bruce said when applying the

paint, be patient and take your time. Don't worry, the paint will wrinkle. The final result is impressive. As you can see a steady hand with the masking tape is key. Look how even the lines are. There is no way I could ever do this!

[See Member's Projects on page 6.](#)



Look how well this turned out. Can't wait to see this installed.

Member's Projects...

For this next group of photos Bruce took the car down to the body shop and you can see the progress being made. I am not sure which shop he took it to, he said it as in the North Bay but not in Napa. So not too far away. As you can see the main body has been sanded down to almost bare metal. Bruce said they found one small

dent in the front, driver's side that wasn't apparent when painted. Otherwise not too bad. No rust where it wasn't expected. The major work will be the driver's side rear quarter panel which will be replaced. Bruce picked up an NOS panel in Oregon from a coupe and this has to be modified slightly for his convertible.

The last photo on this page shows the quarter panel cut away. On the next page you will see various steps as the replacement panel is put in place. Note the last two pictures show how the panel was modified to fit the convertible body. When the new panel is welded in place it will look brand new!



Continued on page 7



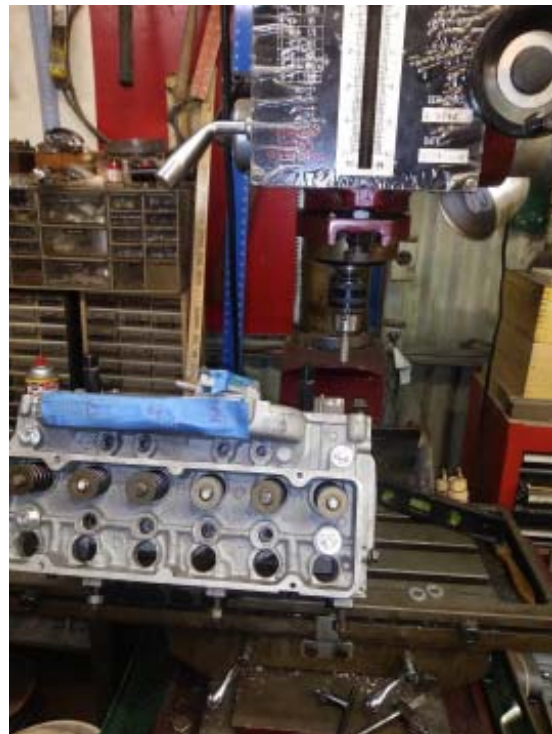
[See More Projects... on page 8](#)

More Projects...

As mentioned in the Minutes Don Burkard is working on the engine of his '65 Monza. The "pig with lipstick" he picked up a while back. He originally put in a heli-coil insert as one cylinder had damaged threads. Unfortunately this did not go in straight and the plug

would not seal. He said that Clark's did mention that these inserts were difficult to install. He talked with Skip Polacchi (long time SFBA member who now lives in Manton, Ca) who suggested installing a Big Sert insert and lent him the tools. Don made a jig so

he could hold the head on a mill with the spark plug hole exactly vertical. He used heli-coil insert tools in the good spark plug holes to ensure the head was aligned properly. Then he was able to drill and tap the hole for the new insert. The jig worked great. The last photo shows the end result.



The plug now fits perfectly. The hard part was getting the head positioned correctly. Don said installing the insert went pretty quick.

Minutes...

built and Jeff has ordered the kits. When they arrive Lane will help him with the rebuild. Thanks Lane for doing this!

Chris Myers with a '65 convertible said he had his engine rebuilt by John Jobie (sp?) in Modesto. Maybe Tony has heard of him? He also asked if there were a way to track the history of his car. Who bought it, from where, who registered it and when, etc. Seth said that basically the answer is "no". For '69s they know a lot more as some people have put in the effort to track as many as possible.

Christy said he sent in 4 carburetors to be rebuilt by someone Josh recommended. Hasn't received them back yet. He called and they are being

worked on. He is hoping they will come soon as it's been over 2 months. He also said the latest newsletter from the Albuquerque club reprinted an article by Mike McGowan on under-steer and over-steer that was very good. Seth was interested and said he will look for this. Christy said he had a fuel leak where a fuel line met the carburetor. He could not get it to stop leaking and had to order a new fuel line from Clark's. Seth mentioned that sometimes a crack develops in the flared fitting. Very hard to see and tightening the connection only makes it worse.

The subject of various gas sources came up (as usual). Seth said that if the pump is labeled "Top Tier" then the gas meets some reasonable standards for additives. Luckily for Seth, Costco Gas is "Top Tier". Seth said most ma-

for car manufacturers use Chevron gas for their emissions tests. They ship the gas from California back east just for these tests. Like it or not, Ca has the best gas! Someone mentioned that a station in Sunol sold 100 octane, lead-free gas (not cheap at \$8/gal). They also had other octane values available.

Swap & Sell: Nothing mentioned this evening.

Meeting adjourned about 9:02.

Respectively submitted,

Clark Calkins, secretary

Letter...

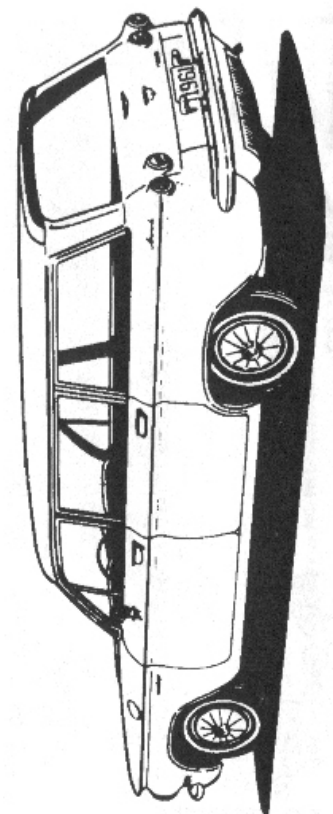
heli-coil installation with a Big Sert insert. This is on page 8. I wish to thank Bruce and Don for taking the time to send me the pictures. This helps the newsletter immensely!

Remember if you work on your Corvair, even it's only to replace an oil seal or spark plug wires, take some pictures and sent them to me. We are all interested in what other members are doing. It gives us more incentive to work on our own Corvairs...

Josh, as a CORSA Western Division Director, reminds us to join CORSA. CORSA does more than print a pretty magazine, they fight for us to keep our Corvairs on the road. CORSA's membership has fallen below 3000 so join-

ing is more important than ever. As Christy said "if CORSA goes away, a lot of things go away".

Our November meeting will once again be a "virtual meeting" via Zoom. The time and date are November 5, 2020 from 7:00PM. Note unlike our usual meetings the time listed is not flexible. If you sign in a bit late you will just join in the middle of the meeting. But that's ok, we love to have everybody join in when they can. And if you have to bug out early, that's ok too!



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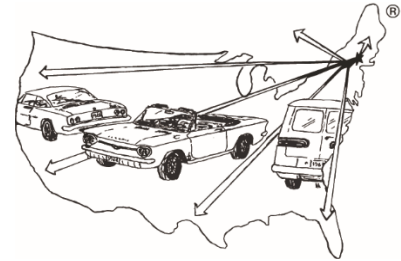
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Treasurers Report - Harry Kypreos

October 2020

Date	Activity	Check #	Credit	Debit	Balance	Status
10/01/2020	Begining Balance				\$4,043.45	
10/02/2020	Membership Renewals		\$70.00		4,113.45	
10/02/2020	Zoom September			15.00	4,098.45	**
10/02/2020	Checks and Binder			48.02	4,050.43	
09/29/2020	Newsletter (October)			30.11	4,020.32	**
10/26/2020	Ending Balance				4,020.32	
August Totals			\$70.00	\$93.13	\$4,020.32	(estimated)

** Expense not submitted yet. Bank balance is \$4065.43

Corvair Classifieds

CORVAIRS FOR SALE

'62 Corvair 95 Corvan 95 hp A/T, color White with Gold interior, 100k miles, condition:poor (solid body). Asking \$3000 (depends on options), Oregon City, OR. Contact Josh for more details. (10/20)



'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)

CORVAIR PARTS FOR SALE

'65-69 Performance Upper Trans crossmember bushings. Aluminum with high density inserts. Clark's

#C2050P. Asking \$35 for the pair (that's half price). I'll ship. Contact Buck Jones (831)917-5952 (08/20)

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)

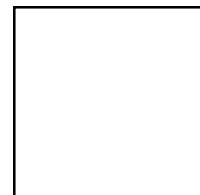


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