

**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!



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

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**Bruce Mooers' Ultra-Low
Mileage '69 Convertible**

**Next SFBA Zoom Meeting Thursday,
April 7th @7:00PM #243 888 8339**

Letter From the Editor

I hope you were able to attend our last meeting. We had 13 SFBA members and one guest, Greg Nelson from Alameda. Welcome! A good turnout with lots of discussions and a lot of "screen sharing" so people could see what others were talking about (and this makes the Minutes easier to follow I think).

At the meeting Josh showed an SFBA Hoodie he just picked up. The pictures below doesn't do it justice. It's a nice shirt with the SFBA Logo on the front and the 50th Anniversary image on the back. Available from FlatSix Graphics' Etsy store. <https://www.etsy.com/listing/1163514879/san-francisco-bay-area-corvair-club>



Bruce Mooers sent in more update photos on his Corvair projects.. His latest addition is a '69 Monza convertible with only 15 miles! This was kept by a dealer for de-

acades and never "sold" as such. See more info and photos on page 5.

(see [Letter...](#) on page 10)

On The Cover: Bruce just picked up this rare 1969 Monza convertible with 15 miles on the odometer. It's the second to the last convertible made and 12th from the last Corvair. It's in perfect condition too! See page 5 for details.

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

March 3, 2022

The regular meeting started around 7:00. At the prior Board Meeting it was Josh, Harry, and I. We want to get the bank account setup so either Josh or myself can deposit checks via smart-phone. This would eliminate having to mail checks to Harry.

When the regular meeting was opened we were quickly joined by Christy, Carl, Joe, David, Seth, David (DJ) Swan, John Heiser, Evan, Ray, Paul, and guest Greg Nelson from Alameda. Sorry if I missed anyone (I am going from memory).

Treasury Report: Harry reported that the bank balance stands at \$4,576.75. Clark has a \$25 check from Robert Coon ready to send in.

Membership: Josh indicated that we had no new members this month. Things have been quiet lately.

Old Business: Clark mentioned that the Hemmings web site is still down, and he has had no response to various emails regarding what is going on. In the meantime, Josh will post the newsletters to our main web site (<https://www.sfbacorsa.org>). It's rather strange that Hemmings would stop this service without a word.

New Business: Josh said that Zazzle has relented and will carry our merchandise after all. He purchased an SFBA Club hoodie that he showed. Same graphics as seen on the coffee mug. Looks pretty good! Josh asked if everyone had received the SFBA decals? If not to let him know and he will mail them out.

Events: The CORSA Meet-Up last month featured Cal Clark. About 250 people attended! CORSA had been working on getting this setup for about six months. Seth said that the Fan belt

Toss has a new date. October 28-30th to avoid the Coachella Music and Arts Festival.

Josh will be working on our next Meet-Up. He is looking at Lafayette again. We will let everyone know when this gets arranged. Lane is still working on getting something setup at the Aviation Museum in Oakland.

John Heiser (CCRC President) said they were planning to have a summer picnic and BBQ along with the Sacramento Autorama at Cal Expo. But no Spring Fling this year as they don't have the time to plan for it. The Ironstone Concours will be September 23-24 (near Murphys). Lots of cars, SFBA should attend!

Tech: Evan is in the process of putting his Corvair back together. He got the motor rebuilt at Mell's. You can tell by the signature fan paint!



Seth asked if those were gray Silicon wires? If so they would be vintage as that color is not available anymore. He mentioned that he made up a dozen or so sets with the proper date codes (there is an outfit back East sell the stock wire with a specified date). Christy asked "Who would read date codes on sparkplug wires?". Only the concourse judge! Carl asked if GM always used black wires. Seth thought the answer was "yes". While Evan has the Corvair apart, he is working on the suspension and brakes as well. He is adding a dual master cylinder and asked if this would work if later, he

switched to front disk brakes.



Seth said "probably", the difference being the extra fluid requirements to account for brake pad wear. Also he may have to add "limiters" if the rear brakes tend to lockup (disk brakes need more pressure than drum brakes).

Also Evan is going to Palm Springs for Spring Break and asked what there was to do for a week. Plenty! There is the Aerial Tramway of course (bring a warm jacket!), High Desert Museum, Joshua Tree National Park, Pappy & Harriet's (best BBQ!) in Pioneertown (a bit North of Yucca Valley), Moorten Botanical gardens, Sunnyland (very interesting and free!), many places!

Joe introduced Greg who was a guest tonight. Greg owns a Corvair and is also in Joe's sailing club. Greg has been to SFBA meetings before but he indicated that it has been many years (pre Orinda days). Greg has a '65 Corsa that was rebuilt in '92. It's been super reliable. Years ago he added a Techtronic's ignition, which works great. Currently it needs a new fuel sensor and normal "upgrades".



A nice looking car!

(See *Minutes..* on page 9)

Coming Events in 2022...

April 7th	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
April 29th-May 1st	15th Annual Autorama Drive-In, Cal Expo, Sacramento, CA
April 24th	SFBA Corsa Meet-Up at Perks, 3489 Mt Diablo Blvd, Lafayette, CA, 10:00 AM
May 5th	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
May 29th	Fallbrook Vintage Car Club's 55th Annual Car Show. Bates Nut Farm in Valley Center, CA (Northern San Diego County area)
June 25-26th	Vairfest, Arroyo Grande, CA
July 12-16th	CORSA International Convention, Peachtree City, GA

SFBA CORSA Meeting Schedule 2022

Thursday Jan 6, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Feb 3, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Mar 3, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

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

Thursday May 5, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Jun 2, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

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

Thursday Aug 4, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Sep 1, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Oct 6, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Nov 3, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

Thursday Dec 1, 7:00 PM SFBA Regular Zoom meeting, ID = "243 888 8339"

SFBA CORSA Members Projects

Bruce Mooers

Guys,

I hope this note finds you well. The weather is amazing and I want to be driving my Corvairs -NOW!

I have a few projects rolling so I will give you an update:

1969 Corvair Coupe - BLOOPER:

- Just got the plates back from Paul Gunter who restored them perfectly!
- Heater motor, all lines, tunnel pan going in, dash installed and the headliner is installed. Ready for glass.
- Still waiting on Clarks for coupe weatherstripping, insulation pads in engine compartment.
- The motor is down with Paolo Galli - he is rebuilding it for me so we do not have any hiccups. Things look good on that front.

1965 Corsa Conv:

- The Corsa is in the top shop with Freddy Diaz over in Concord
- Freddy did the seats and he is a top quality guy if you are looking at upholstery or top replacement

New Purchase! 1969 Monza Convertible #5998 with 15 original miles!

- This is a really neat car that I have known about since 1999 when Dave Newell published fingertip facts.
- The car is exactly as it was when it left the factory with several uniquely 1969 build flaws. The top has never been down!
- The protecto-plate is not stamped as the car was never officially "sold" and resided with a dealer for several decades and wound up with a private collector.
- The car starts and runs perfectly.
- This is the 2nd from last Corvair Convertible built and 12th from last Corvair built. It is the only one of the last few built left that has not been repainted or wrecked and restored. Super important car to the club.
- Glacier Blue / blue interior / white top: 110 PG, HD Suspension, Clock, Aux lights, Bumper Guards, Door Edge guards, Oil Air bath, all on the original window sticker!
- We are going to get Dave Newell up to Napa to go over the car - perhaps have a club event when he is here. Stay tuned for that.



Bruce Mooers

President of Sales

bmoopers@farniente.com

O: 707.944.2861 M: 707.287.3027

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(see ***Cars..*** page 6)

Cars...



SFBA CORSA Members & Friends of the Club

Ray Welter, Harry Kypreos, Clark Calkins, Josh Deitcher

Hello SFBA Members, Corvair owners and admirers,

With the upcoming SpyderWeb coming next week, we wanted to share with you all some news and notes. We will try to get this email out the second weekend of the month moving forward.

Here's what's happening:

- We have decided on a location and time for a monthly in-person meeting spot. It will be the **last Sunday of the month at Perk's in Lafayette starting in April**. Hendrick was kind enough to host us in November. We had a great turnout and everyone really enjoyed themselves. The hospitality of the folks at Perks, central location and parking make this an ideal spot. They do have a classic car C&C in the morning, but we will start ours at 10am after that one wraps up. You are encouraged to arrive early if you want to share your Corvair with other classic car enthusiasts. Perks is a **cash only** establishment. Don't forget to bring some greenbacks, order a coffee or smoothie and tip the barista. They work hard! 3489 Mt Diablo Blvd, Lafayette
- So! The first in person meeting is scheduled for April 24th at 10am and every last Sun of the month at 10am until further notice. Here's the link to Perks Yelp for info and directions: Perk's Lafayette (<https://www.restaurantji.com/ca/lafayette/cafino-/>) This will also be on the club calendar on SFBACorsa.org Zoom meetings will continue the 1st Thurs of the month at 7pm. You don't have to attend both, but we sure would love to see you at at least one!
- For our members out in San Francisco and on the peninsula, SFBA members and Corvair owners are still attending SFOB put on by NorCal Car Shows at Ocean Beach on the third Sun of the month from 7-10am at the intersection of Lincoln and Great Highway. Tony does a lot for the classic car community and supports us, so we are encouraging members to attend this meetup. Noteworthy tip: No traffic in SF at 7am!!!
- SFBA has a PayPal account! Now you can make dues payments directly to the club! Log into paypal.com and use this address sfbacorsa@gmail.com to make payments. When doing so, make sure to use the 'friends and family' payment option so the club doesn't get dinged for a service fee. If you haven't paid your dues for 2022 yet, we sure hope you will. We want to keep you as a member of SFBA. If you have questions, comments, suggestions or concerns, shoot us an email.
- Need a new SFBA shirt or hoodie for the upcoming car show season? Of corsa you do! Go to the following links and support your club!
 1. SFBA Club Merch (https://www.zazzle.com/store/sfba_corsa)
 2. 50th Anniv. Merch from FlatSix Graphics (<https://www.etsy.com/store/FlatSixGraphics>)
- SFBA recently received an anonymous donation of \$100. If the donor is reading this email, you have our sincerest thanks for this generous donation. Thank you!
- SFBA member Bruce Mooers is planning a special event in the spring for club members. This will take place out in Napa. Details to come.
- Steve Morton is planning a trip out to the Sacramento area and then up to Redding on April 1-3. He's coming down from Idaho with an empty truck, so if you want to buy some good Corvair Parts at a good price *AND* get free shipping (aside from you driving to Sac) Drop him an email. mortonsclassicgarage@gmail.com

I think that's it for now. We hope you are all doing well and hope to see you out in your Corvairs! Oh, one last thing, email us pics of you and your Corvairs and we will share them on the club instagram account. These motivate other owners to get their cars going and show that SFBA CORSA is welcoming to all Corvair owners.

SFBA CORSA
sfbacorsa.org

Bill Cushenbery's Corvair Powered Space Coupe

The Space Coupe is a streamlined bubble top show car designed by Bill Cushenbery of Cuchenbery Custom Shop. The car has also been known as "The Silhouette II Space Coupe". According to Barry Gremillion the car got its "Silhouette II" name do to mistakes made in many magazine articles back in the days.

Bill started working on the all aluminum Corvair powered car at his Monterey, California shop in 1963. In 1964 he moved to a new shop in North Hollywood, bringing the project along.

The article to the right recently appeared in the Wall Street Journal.



The Space Coupe at Outlaw Garage in July 2017.



Barry Gremillion, bottom, is helping to realize Bill Cushenbery's vision for the Space Coupe.

MY RIDE | A.J. BAIME

Spaceship Car Is Close To Liftoff

Fantasy Car Ranch, near San Diego. Carl had been a friend of Bill Cushenbery's, so when he spotted the Space Coupe in a field, he knew exactly what it was. It was in terrible shape. You can imagine his shock when we found it.

Carl got the car (probably for free) and trailered it to a museum in Oklahoma, where it stayed for seven years. But ultimately, he decided to attempt to channel Cushenbery's original concept and

up in the hands of a genius Porsche specialist named John Esposito, of Esposito Restoration.

I was able to find a guy, named Jim Roten, who had worked on the Space Coupe's design in the 1960s with Cushenbery. I acquired photos of Cushenbery working on this car, from 1963 and also from 1966, so I could see how the evolution was taking place.

Now, in 2022, some 60 years after Cushenbery started on his Space Coupe, we are at the final stage. All we have to do is the paint. I have driven the Space Coupe rather timidly

in my driveway numerous times, but until just days before the photos you see here were taken, the car had (to my knowledge) never been driven on the street. The original air-cooled Corvair engine was rebuilt, and sounds like a roaring hot rod.

When people see the Space Coupe—even if it's sitting on the back of a car transporter—they go nuts. To me, the most interesting element is the doors. No car was ever built with doors that open the way these do.

I am currently making a documentary about the Bill Cushenbery Space Coupe. I like to think that, if he could see what we were doing with his car, he would approve. I wish he could communicate from the other side, and let us know what color he wants us to paint it.

finish the car the way Cushenbery would have, were he still alive. Carl needed financing, so he asked me to finance the project, in June 2008. Unfortunately, Carl passed away soon after. I am not a car guy. But suddenly, the Space Coupe came to me. The car made its way through several shops in Los Angeles, ending

About six months after his death, my friend Carl Green went to a place called

In February of 2021 the Space Coupe drove for the first time in the car's 58-year history.

Minutes... (from pg 3)

DJ said he is hearing a pinging/tapping noise and wondered what it might be. If it was just a “clicking” noise and not a “clanging” noise, it was suggested he check the timing to be sure the vacuum advance is correct. Also this may be a lifter that bled down. To check you can drive the car for a while (8 to 10 miles, just idling won’t do it) to see if the noise goes away. If it doesn’t try using a stethoscope (or long screw-driver) to try any locate the noise.

David said when he worked on Chris’ engine, he found glass beads on the inside! Whoever rebuilt the motor glass beaded the case (inside and out) but did not clean it out properly. The result was an engine that was completely destroyed in 250 miles! He is working on getting Chris a replacement 110. He is having deep seats put in the head. Seth asked where he is having this done? David uses Kenmonth Engine Company in Sacramento. They know what they are doing and they have the seats in-stock.

Ray mentioned that when he had his first Corvair (a ’62 Monza) he lost a rear wheel bearing on the highway and the car spun around and ended up in the center foliage. Luckily, he didn’t get hurt. It had been making “noise” for a month or so but he didn’t get around to checking it. For early models the rear bearing is the only thing holding the axle in place. This won’t happen on a late model. Ray said that last month he took a chair to a refinisher in San Francisco and in front of the shop was Corvair 140 Corsa!. He spent more with the owner talking about the car than the chair. The owner is closing the shop shortly and will have more time to work on the Corvair!

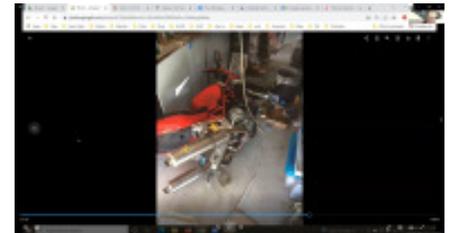
Carl indicated he is still having a hard time in getting all of the brake lines to seal properly. There is one junction that keeps leaking. Maybe it’s a bad flare. Seth said that you can get spe-

cial conical copper washers that are made to seal SAE Flare joints. Christy suggested if the hoses were symmetrical, he try reversing them to see if the leak moves. Carl will look into this. Aside from this “small” problem he is not far away from adding engine oil, gas and starting it up! He also said that Australia is opening up travel and he is seriously considering a trip to the U.S. this year. David asked if he would bring his Corvair? It’s an idea he has thought about, but he has to get it finished first. Joe asked if he had installed rack and pinion steering on his RHD Corvair. “No” but he did consider it but he felt since the car was not engineered for this, he would stick to conventional steering. When he and his steering box guy (yes, he has a “steering box guy”!) went to a junkyard to check for substitute steering boxes they found a RHD Toyota steering box that fit nicely. Cost \$10 and was almost brand new. Carl said that Australia just got its first shipments of 2021 RHD Corvettes. This is the first time Chevrolet has sold cars in Australia since 1970.

Seth says now he has new steering boxes for all Corvair years. These are sold by Clark’s, California Corvairs, and Seth of course. From the outside they look like Flaming River boxes. He says “I can almost guarantee you these are made in China”. He was wondering, on his newly acquired Corvair (’65 140 4 spd) when he turns on the ignition the fuel gauge goes beyond full. Does this mean there is an open circuit (broken wire) or is the wire grounded? The car has been sitting for 15 years and he will replace the tank anyway but was wondering about the gauge. The prior owner was an SFBA member or many years and the car came with many plaques of the old SFBA events. Fantastic!

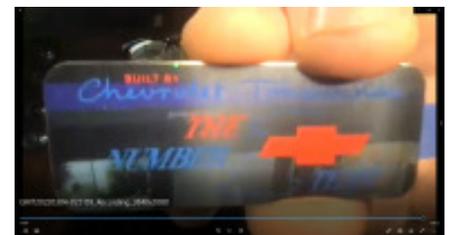
Joe says he got a “ding” in the driver’s side door for his Corvair. It was parked

in his garage and he was working on his Ducati motorcycle. He had both wheels off the bike (which he never does) and it seemed stable. But when he closed the garage door he heard a loud “bang”. And of course the 500 lb bike fell into the car door, Ouch!



Joe asked if anyone had experience with dentless repair shops. Seth said that if they can reach the dent from the inside they can do wonders. But the Corvair sheet metal may be too thick for them. You will have to see.

Josh said the stock Corvair engine has no markings to indicate who made the engine. No bowties anywhere. New Corvettes have a nice plaque that adheres to the valve covers and since the Corvair engine was also built in the Tonawanda Engine Plant he picked up a couple of the plaques from the parts department. He will find a suitable location to install them.



Swap & Sell: Nothing mentioned.

Meeting adjourned about 9:00.

Respectively submitted,

Clark Calkins, secretary

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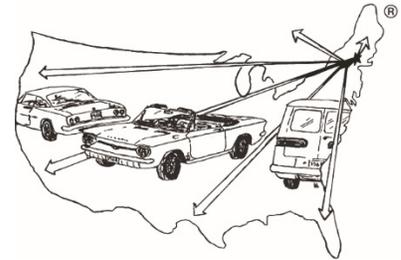
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Letter...

Steven Schnier has sent in an article he ran into regarding the "Space Coupe". A custom designed, Corvair powered sports car. The project is nearing completion after *only* 58 years (<https://www.spacecoupe.com>). See page 8.

SFBA membership is off to a great start this year. We have about 70 members(!) and most have already renewed for 2022. According to our records (which are by no means infallible) there are only 11 people that have not renewed. These people are listed below along with their renewal dates. If you are listed and you did pay, please let us know and we will correct our records. Thanks!

Arroyo, Rafael (01/26/2022)
Burkard, Don (02/09/2022)
Frazin, Jim (01/15/2022)
Gray, David (11/30/2021)
Greenhouse, Dwight (01/25/2022)
Hung, Bong (10/07/2021)
Lewis, Mike (01/01/2022)
Mathews, Don (03/31/2022)
Mooers, Bruce (02/17/2022)
Pope, Chuck (09/28/2021)
Thompson, Kevin (01/28/2022)

SFBA dues are \$25/yr (\$15/yr for associate, newsletter only, members) and we try to keep the renewal dates all at January 1st. So if you join in the middle of the year you can pro-rate or extend the dues at \$2/mn (\$1.25 associate).

This month we had an anonymous donation to the Club treasury of \$100. We wish to thank the donor very much!

Keep the newsletter interesting by sending in pictures and stories of your 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, April 7th starting at 7:00 PM. Remember our meeting ID# is 243 888 8339.

Corvair Classifieds

CORVAIRS FOR SALE

'64 Spyder Cvrt 2nd owner. Owned since 1977. Excellent Condition. Engine original, body and interior fully restored. Yellow / black. Fully documented. Located in Fremont. email sfbacorsa@gmail.com for contact info. Asking \$25K OBO (07/21)



'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 (03/21)

'65 Corsa convertible project car- 60% done welding all seams on car, rust free body, on rotisserie, tele wheel, complete 4 speed diff/trans gone thru with new seals/gaskets, fully rebuilt trailing arms, most all parts are with car, but will need to be reinstalled by buyer. Larry Tustison (760) 518-0323 in San Diego. (03/22)

CORVAIR PARTS FOR SALE

'65 Turbo engine with carb, needs dist, fuel pump and exhaust, was gone thru several years ago with new seals and checked all components for clean and wear. all found to be in very good condition. Larry Tustison (760) 518-0323 in San Diego. (03/22)

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 (corvairguru@gmail.com)

Treasurers Report - Harry Kypreos

Match 2022

Date	Activity	Check #	Credit	Debit	Balance	Status
03/01/2022	Begining Balance				\$4,395.47	
03/17/2022	Member Renewals		\$20.00		\$4,405.47	
03/17/2022	Donation		\$100.00		\$4,505.47	
03/26/2022	Newsletter, March			(\$40.97)	\$4,464.50	
03/31/2022	Ending Balance				\$4,464.50	
March Totals			\$120.00	(\$40.97)	\$4,464.50	estimate

SFBA CORSA

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