

**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!



**VOLUME 315**

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**Look for us on the Web!**

*<http://Clubs.Hemmings.com/CorsaNews>*

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***Chris Moore's '63  
Monza 140 Convertible***

***Next Meeting - Thursday Nov 7<sup>th</sup>  
7:00PM - Black Bear Diner - Danville***

## Letter From the Editor

I hope you were able to attend our second Tech Session of the year. We had seven members and one guest (a friend of Buck that lives down the street). It was a very pleasant day, perfect for a Tech Session and BBQ!

At this Tech Session we were discussing clutch replacement. For the demo Buck used Fred's car which had been sitting for years (as the photos show). He already had the engine and transmission assembly already out of the car so it was easy to see the steps involved. It sure takes the mystery out of the procedure when we have to do this ourselves! See the complete story and pictures starting on page 3.

In the last newsletter I showed pictures of a red Corvair in the Alamo car show I attended but I didn't know who it belonged to. I received the following note from Dee Smirlis (a prior SFBA member who moved to Sacramento):

*"Clark - Thanks for keeping on with the newsletter. Including the pics. I thought I might identify the Red early convertible for you. The car belongs to Chris Moore. She and her late husband lived in Georgetown, CA, but moved to Alameda about 2 years ago. I recognized the license plate -CUD708. She has owned the car for over 54 years or so. Bought new from Cochran & Celli off the show room floor."*

Thanks for jogging my memory. As I recall I spoke with Chris (or is it Kris?) and Bill at last year's Orinda Classic Car Show. They did not enter their car in that show but as I was walking around I heard them talking about Corvairs so I spoke with them a bit. Dee also sent me a picture he had which you will see on this month's cover.

Our next meeting will be Thursday evening, Nov 7<sup>th</sup> at Black Bear Diner in Danville, our usual spot. This month we need to discuss the Holiday Dinner (firm up the location & date) and also see how we will fill the President spot as Josh needed to step down. His shoes will

## Current SFBA Corsa Officers

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be hard to fill. We will start around 7:00 with a more formal meeting after we eat. I will get there a bit early to reserve a convenient spot in the back room where we usually meet. Hope to see you there and drive your Corvair!

**On The Cover:** Dee Smirlis sent in this picture of Chris Moore driving her '63 Monza convertible. I have no idea when or where this was taken. It's a very pretty car and she has a big grin on her face!

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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# Tech Session #2 for 2019 at Buck's House in Concord

I got to Buck's house a bit before 10:00 AM to find that several had already beaten me there. After unloading the BBQ stuff I had brought, we settled in with coffee and donuts while discussing cars in general. For this Tech Session we were going to go over the steps involved in replacing the clutch. Before we could get started Buck had a Corvair for us to move. I had the "easy" job of steering while others pushed. It turned out that with extra wide front tires, quick-ratio steering and a small wheel on a gravel surface this was not easy. It was I could do to turn the wheel as we zig-zagged the car into position! But we eventually got the car moved. Time for another cup of coffee & more donuts!

To start we discussed the steps involved in replacing the clutch disk. Josh printed out some handouts to outline the steps and led the demo. Buck already had the engine-transmission assembly out of the car and on wood blocks so we could work on it. You will notice in the photos that, since this came out of Fred's car and it had been sitting for a long time, mice had converted this into a condo! The air vents were completely blocked by nest materials. Oh well this will clean up quickly once the shroud is removed.

The first step was to separate the engine from the trans. Some of the bolts were tight otherwise this went quick. We were careful with the drive shaft so as not the damage it or the pilot bearing. Now the clutch and flywheel assembly were exposed. We checked the throw-out bearing to see if had to be replaced out not. This one looked good. The pressure plate also look ok but it is too early to tell for sure.

The next step was to remove the pressure plate assembly from the flywheel. Sounds easy but hold on. The clear-

ance around some of the bolts was so tight the socket would not grab the bolt head. The ring gear is welded to the pressure plate and some of the welds got in the way of the bolt heads preventing a thick-walled socket from seating properly. We could either look for a thin-walled socket, grind down the one we had, or tilt the socket hoping we could get enough bite on one edge of the bolt. We didn't see another socket right off but we were able to loosen the bolts by tilting the socket and applying lots of pressure. A bit of work but you don't expect things to go smoothly do you?

Now with the clutch apart you can inspect the flywheel and pressure plate looking for wear. These were not bad (no obvious groves in the surfaces) but Buck will get these re-surfaced anyway. It would also be a good idea to examine the rear engine seal and pilot bushing to see if these should be replaced. I was secretly hoping the pilot bushing would need replacement so we could see firsthand if Buck's "wet bread" technique would actually work!

Installation involves reversing the steps we took to take the assembly apart. Take your time. Use new bolts if the old ones seem worn. When installing a new clutch disk be careful of orientation. It is almost symmetrical but not quite. One side goes toward the flywheel (it is marked) but it would be

easy to put this in backward (and not find out until it's too late).

There are various options when rebuilding the clutch assembly. Clark's sells several types of disks, flywheels, and pressure plates. You can get new or rebuilt parts and special purpose (racing) parts. Depends on what you want to do and pay. And remember don't throw your old parts away as Clark's has a core charge for the return of used items.

Josh worked up some handouts for the Tech Session. This included a list of parts that are probably needed (along with current pricing) plus the special tools that make the job easier. He also copied the relevant pages from the shop manual. A great help!

Following the demo we had our usual BBQ. Clark cooked up hot dogs and burgers and Buck's wife had cooked up a delicious desert for us. Can't get better than this!

I lost track of the time but I think it was 1:00 or 2:00 PM when we started packing up to head home and enjoy the rest of the day. I want to thank Buck for hosting this Tech Session and Josh for coordinating the demo. We had a great time and learned a lot!

(see Photos on pages 5-6)

## Treasurers Report - Harry Kypreos

October 2019						10/22/2019
SFBA Corsa Treasurer's Report						
Date	Activity	Check #	Credit	Debit	Balance	Status
10/1/2019	Oct Beginning Balance				\$3,656.52	
			\$30.00	\$129.48		
	Oct Totals		\$30.00	\$129.48	\$3,557.04	
10/22/2019	Ending Balance				\$3,557.04	

# Coming Events...

Oct 25-27 <sup>th</sup>	2019 Great Western Fan Belt Toss and Swap Meet at Sunrise Park in Palm Springs. Hosted by Corsa West.
Nov 7 <sup>th</sup>	Regular SFBA meeting, Black Bear Diner, 807 Camino Ramon, Danville,CA.
Dec 7 <sup>th</sup>	SFBA Holiday Dinner, Fankie, Johnnie, & Luigi Too! in Dublin, CA (tentative location and date)
Jan 2 <sup>nd</sup> , 2020	Regular SFBA meeting, Black Bear Diner, 807 Camino Ramon, Danville,CA.

## *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 Sep 5, 7:00 PM	SFBA Regular meeting, Black Bear Diner in Danville, CA
Saturday Oct 5, 10:00 AM	Tech Session at Buck's Hpuse in Concord, CA

**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)

# Tech Session Photos...



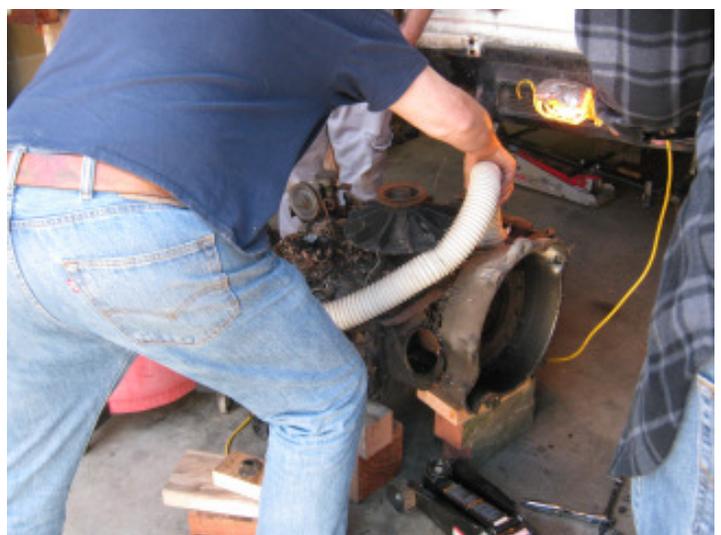
Here we have the engine and transaxal separated. Do this carefully to avoid damaging the drive shaft and pilot bushing.



Now with the shroud removed we can see the extensive nest that was built. What a mess!



Here is a good picture showing the entrance to the "mouse hotel". The air vent is completely blocked!



Buck brings out the wet-dry vacuum and makes quick work of the nesting materials. The filter had to be cleaned several times as the vacuum kept clogging up because of the extensive material.



Here Buck is about half done. It's starting to look like an engine once again.



Vacuuming almost complete. Yep it's a 110 engine alright!



Here Henry is helping Dad with the demo.



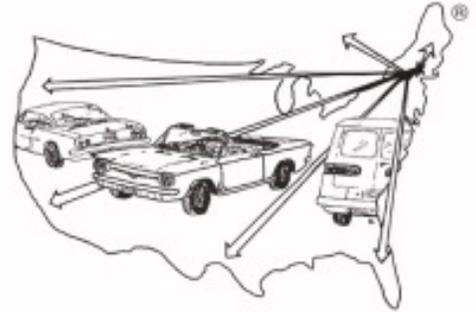
Here Harry (I think) is showing the marking on the clutch disk indicating which face goes toward the flywheel.



In this last picture I am trying to show the slight difference between the two sides of the clutch disk. If you look closely you can see that the left side of the center spline fitting is larger than the right side. But not much so be careful!

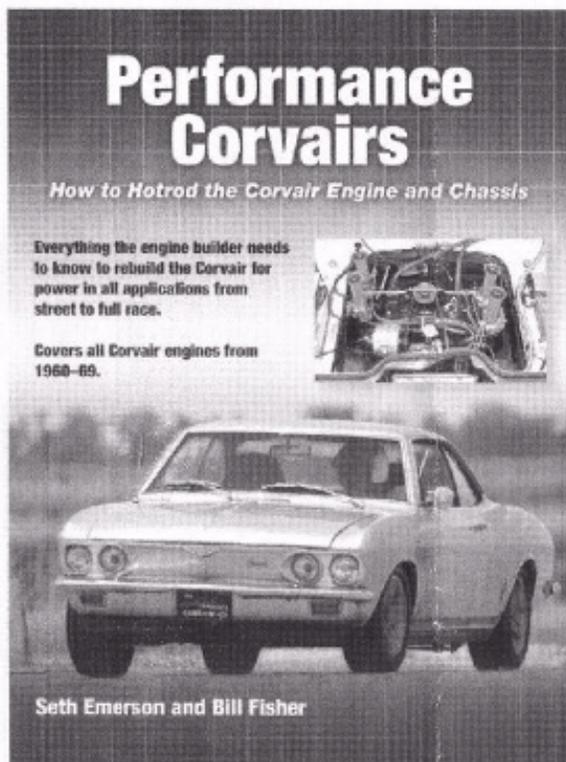
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## SFBA Corsa Active Roster as of October 2019

<u>Last name</u>	<u>First name</u>	<u>Address</u>	<u>City</u>	<u>State</u>	<u>Zip</u>	<u>Phone</u>	<u>Date</u>	<u>Email address</u>
Brutschy	Marc	8467 Beverly Court	Dublin	CA	94568		01/19	
Burkard	Don		Antioch	CA		(925) 759-0457	01/20	burkardon@comcast.net
Calkins	Clark	1907 Alvarado Ave	Walnut Creek	CA	94597	(925) 478-8909	01/20	cacalkins@astound.net
Chang	Roger	3209 Pine Valley Rd	San Ramon	CA	94583	(925) 829-9556	01/20	Rogchang1@gmail.com
Coon	Robert	51 Wildwood Place	El Cerrito	CA	94530	(510) 236-3949	01/20	
Dalforno	Philip	2740 Ptarmigan #4	Walnut Creek	CA	94595	(925) 937-3339	01/20	dalforno@pacbell.net
Davidson	Lane						01/21	
Deitcher	Joshua	375 Harris Ave.	Rodeo	CA	94572	(510) 388-4986	01/20	vondeitch@gmail.com
Emerson	Seth	3462 Kirkwood Dr.	San Jose	CA	95117	(408) 247-2237	01/20	Sethracer@aol.com
Frazin	Jim	P.O. Box 78261	San Francisco	CA	94107	(415) 337-4566	01/19	
Greenhouse	Dwight		Dublin	CA			05/20	dgreenhouse@abcgloba.net
Hargrove	Doug	2116 Winslow Court	Modesto	CA	95355			
Harry	Adam		Brentwood	CA			05/20	adharry@comcast.net
Hoffer	Terry	2764 Hogan Place	Livermore	CA	94550	(925) 443-6037	08/20	
Houghton	Don	1127 Washington Ave.	Albany	CA	94706		01/20	
Jones	Buck	PO BOX 444	Pebble Beach	CA	93953		01/20	
Kypreos	Harry/Carol	7840 Creekside Dr	Dublin	CA	94568	(925) 875-1408	01/20	
Lacey	Paul	16550 Blackberry Hill Rd	Los Gatos	CA	95030	(408) 354-9393	01/20	pdmlacey@cs.com
Langdon	Robert W.	PO Box 11683	Zepher Cove	NV	89448	(775) 392-0159	01/20	rwltahoecharter.net
Lewis	Mike/Toni	225 Camellia Lane	Lafayette	CA	94549	(925) 299-1027	01/19	mtcoins@comcast.net
Massari	Rob	250 Hartson Street	Napa	CA	94559		01/20	robm@napajetcenter.com
Matheson	Tony	7 Santa Rita Dr.	Walnut Creek	CA	94596	(925) 286-4042	06/19	matheson.tony@yahoo.com
Matthews	Don	2523 Arapahoe Ct.	Nampa	ID	83686		01/20	
McClure	Doug						09/20	db_mcclure@hotmail.com
McPhillips	Adam	2945 Alfalfa Ct.	Tracy	CA	95377		09/19	
Miller	Joe	1444 Trojan Avenue	San Leandro	CA	94579	(510) 351-6715	01/20	
Newell	David	1481 Hamrick Lane	Hayward	CA	94544	(510) 782-4265		chevrobilia@yahoo.com
Polacchi	John	5296 Wilson Hill Rd	Manton	CA	96059	(530) 474-4227	01/20	
Richards	Tony	PO Box 765	Mill Valley	CA	94942	(415) 246-9944	01/20	lonetree12@yahoo.com
Rodrigues	Ed	1702 Nelson Street	San Leandro	CA	94579	(510) 351-1237	01/20	FayeRod@comcast.net
Ross	Bernard	28 Serrano Dr.	Atherton	CA	94027		08/19	
Schnier	Steve	36 El Toyonal	Orinda	CA	94563		01/20	steven.schnier@arentfox.com
Smith	Daniel	4201 Hillcrest Ave	Antioch	CA	94531	(925) 522-9322	06/20	danjammusic@gmail.com
Thompson	Kevin	28181 Riggs Court	Hayward	CA	94542	(510) 538-0760	01/20	KThom28181@earthlink.
Vargas	Greg	2340 Virginia Ave	Santa Monica	CA	90404		04/20	
Welter	Ray	765 Lassen Street	Richmond	CA	94805	(415) 272-2771	01/19	ray.welter@gmail.com
Wright	Grover	6971 Mills Lane	Vacaville	CA	95688	(707) 448-3659	07/19	

**Please let me know if this information is in error or out of date!**

# 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

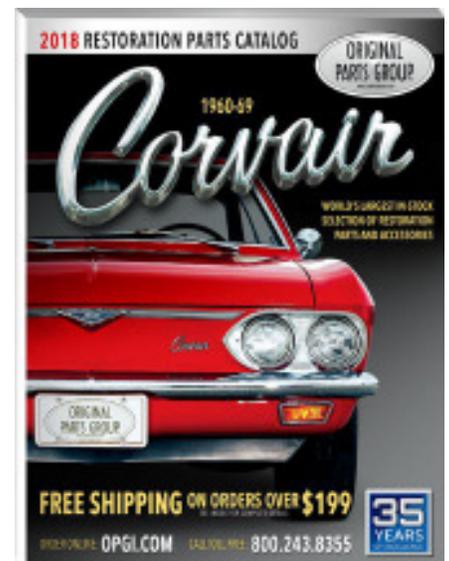
**1964 NOS Major Turbo Carb Kit**, \$55

We have other parts so inquire please.

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