

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-engine, air-cooled automobile grabs as much attention today as it did 60 years ago!



VOLUME 390

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

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SFBA's Web Site Cover Photo

**Next SFBA Zoom Meeting Thursday, Mar 5th
@7:00PM (#243 888 8339)**

Letter From the Editor

I hope you were able to attend our last meeting. By my count we had 16 SFBA members and no guests this evening. Vacations must be over as this is the best turnout we have had in months.

Last Saturday we had our first Work Day of 2026 to get Phil's '66 Corsa ready for sale. We met at Don's house in Antioch. Don has an envious garage setup with five bays and a lift. Work is progressing on Phil's car but progress is slower than expected (what's new?). But now that the weather has turned more reasonable, progress should be more rapid. See some photos on page 5 and 6.

I just got last minute word that Sterling Restorations is starting a monthly Cars & Coffee at their shop in Fairfield. This will be a regular event held on the last Saturday of the month. The first one will be April 25th. The address is 1076 Horizon Dr #5, Fairfield, CA. If you have been to any their Open Houses you know what wonderful cars he is working on!

In case anyone is interested, I am coming up on my 30th anniversary as newsletter editor for our Club. I originally took this over in July 1996 from Lu Goni who was way over worked and needed a break. I changed it from a cut and paste newsletter that was hand carried to the printer. And then we had a special Board meeting where we collated, stamped, and labeled about 120 newsletters over pizza and beer. The Club used to even have its own PO Box in Orinda that I would check every month or so. Then came the Internet and email and everything changed. Some say for the better but, at times, I wonder.

Remember, if you work on your Corvair (even if it's only to change plugs or adjust the brakes), take pictures and send them in to me. When we see others working on their

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Merchandise	https://sfbacorsa.com/sfba-club-merchandise/

cars it gives us the incentive to do the same!
Our next Zoom meeting will be Thursday, Mar 5th starting at 7:00
(see *Letter...* on page 10)

On The Cover: The cover photo was shamelessly taken from our Club's web site. This shows a couple of very nice Corvairs at a recent Vairs at the Vault event in Napa.

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 Zoom on the first Thursday at 7:00 PM of each month. Details are included in the newsletters. 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 at \$2 per month).

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

February 5, 2026

Josh got the regular meeting started around 6:42, a bit early but others were already checking in. When the room was opened, Josh, Peter, Ray and I were quickly joined by Buck, Seth, Don, Christy, Chris, Herb, Jeffrey, Carl, Vince, Lane, Laura, and Harry. I hope I included everyone.

Treasury Report: Buck said the bank balance in the last Newsletter was \$3036.98. Josh said he had received lots of renewals and will be sending Buck the details. Buck reminds us to renew our membership if we haven't already.

Membership: Josh did not report any new members this month. He setup a credit card Membership button that makes it convenient for anyone to join SFBA. It seems to work well. Josh said that lots of members have renewed for 2026 already. He said we had 77 or 78 active members currently, he will provide an updated list to Clark for the newsletter.

Old Business: Nothing discussed.

New Business: Josh said he is trying to setup a "skinny forum" where SFBA members can ask questions or post answers without involving Josh directly. Mainly for local issues like "who has a harmonic damper puller I can borrow?". Josh is also kicking around the idea of setting up contests, with prizes. He is trying to boost participation and membership. Josh would like to add the Old Car Picnic in San Francisco to our

list of Club events. He said last year this was a fun event that drew 400+ cars to Golden Gate Park (near Ocean Beach). The cost is \$40 per car and they have BBQs. You may need to bring a table and chairs.

Events: Our next Work Day for us to work on Phil's Corvair has been scheduled for Saturday, February 21st at Don's house in Antioch. There won't be time for an announcement in the next newsletter, so Josh will send a message to everyone on his list.

Vairfest is on the schedule for June 26-28th this year. They are going to resurrect an old practice of having a fun drive on Sunday to a local attraction. Seth said years ago they went to a local winery which was well received. The planners have settled on a charity for this year's event, but still have to choose a logo and get t-shirts printed. Registration is currently open.

Tech: Herb said he found a YouTube video about who really killed the Corvair. Tony Richards was interviewing Dave Newell covering all of the events that led to the cancelation of the Corvair. Very interesting. He will let Josh know so it can be posted on the Club's web site. Also Collectable Automobile has an article about Ron Hill and his vision for the '65 Corvair. Ron was the original designer for the Corvair. Jeffrey wanted a copy of the article and Herb said he would send this issue to him. When Herb worked at Chevron, he was in the group that developed gas additives. They came up with F310 (later renamed Techroline

and then Techron: See "The History of Techron" at <http://www.chevron.com/products/techron/history/>). All major gasoline producers license this additive from Chevron (maybe call it something else). Seth said he heard that all major car manufacturers imported Chevron gas from California to do their required engine smog tests as the engines ran cleaner.

Laura said she found the cause of the strange noise she had been hearing. Her Corvair has an electric fuel pump but the mechanical pump is still in place. This was a bit loose and making the noise. So she fixed the noise and also changed her own oil (without getting dirty) and was proud of herself! She asked what oil should she have used. Seth said in our location with mild temperatures, it doesn't matter a lot. She said she used 5w30, a fairly thin oil, and noticed the oil pressure was lower. Vince said oil changes were over rated. Check the level often, add some if necessary, and change it when it gets dirty. In his Subaru he has gone 90k miles between changes. This is not recommended. Seth said there use to be an Arco graphite motor oil. It was black and you couldn't tell when it was dirty! Maybe that was their intent? Herb said when he worked at Chevron, they ran their test engines constantly. The oil was changed often and the engine almost never wore out. He is a believer in changing the often regularly. Carl said he felt that changing the oil regularly was very important.

Peter said is is still sanding and priming his Corvair. Making slow progress. He is hoping to get it painted in April. Then he will tackle the engine. Peter said with

(See *Minutes..* on page 9)

Coming Events in 2026...

Mar 5th	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Apr 2nd	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
Apr 25th	Cars & Coffee hosted by Sterling Restorations, 1076 Horizon Dr #5, Fairfield, CA. Continuing on the last Saturday of the month.
May 7th	Regular SFBA meeting at 7:00PM via Zoom, ID = "243 888 8339"
June 22-26th	CORSA International Convention, Gettysburg, PA, Host hotel Wyndham Gettysburg, 95 Presidential Circle, Gettysburg, PA 17325-8397
June 26-28th	VairFest, Heritage Park, Arroyo Grande, CA

SFBA CORSA Meeting Schedule 2026

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

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

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

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

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

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

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

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

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

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

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

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

Work Day - February 21st, 2026

- Clark

Three of us showed up at Don's house to work on the Corvair. Lane, Chris, and myself. Josh was not feeling well and couldn't make it. We had several items on the agenda: 1) work on the back seat which still needs the upper upholstery replaced, 2) add deadening material and install the rear and front carpets, 3) install the new gas pedal, and 4) check and bleed the brakes. We will see how much of this we can get done. Clark brought coffee and donuts to ease the pain of working on a cold Saturday morning.

We started on the rear seat and removed the attached carpet (it's a fold down seat). The carpet was attached with several small staples. We wondered where we could get a small staple gun to re-attach or replace the carpet. Don asked his neighbor, Johnnie, (who upholstered the front seats for us) and he said he had one we could use. After removing the carpet, the underlying frame was pretty rusty. Don didn't want to use it

as is and set about to clean it up with a sanding wheel and then paint it. However, the paint just didn't dry (it was a cold morning after all) so we put off working on the seat back until the next time.

Lane, Chris and I set to work on installing the sound deadening material that Don purchased. The adhesive would have been stickier on a warmer day, but this allowed us some wiggle room. The tiles come in small (maybe 12" x 14") sections so we proceeded to cover the floor as best we could. We ran out of material so the remainder of the front section would have to wait for another day.

We installed the rear carpet and cut the heater slot and got the heater cover installed. The carpet came with some instructions from Clark's indicating that excess material would need to be trimmed. We stopped at this point as we felt we wanted to look at another late model coupe to see what needed

trimming and how much.

Lastly we looked at installing the door cards. First a water-proof backing was attached. The rear door cards have a slot for the ash tray and we needed to find the ash trays so we could see just how to cut the backing. We searched high and low but could not find the ash trays. We need to reach out to Josh as maybe he still has them or possibly we did not get these from Sandy? These are available, Mike's shows them at \$9.99, used but in good condition.

Time was running out and as we should have expected, everything took longer than anticipated. We will schedule another Work Day or two in the coming weeks or months. But at least the weather is getting more in our favor every day.



Here Lane is checking the rear seat area in preparation for installing the dampening material. This area needs to be clean and free of dust so the tiles will adhere well..



Don and I are taking the foldable rear seat apart. We took a couple if photos to be sure we can put it back together correctly.

(See [Work Day...](#) on page 6)

Work Day...



Here Kilmat sound deadening material (a Dynmat work-alike) is being installed. Care is taken to be sure it adheres over all of the bumps.



Here is a view where you can clearly see where the rear seat attaches. These openings must be open through the carpet.



Here the carpet has been layed out and the seat attachment holes have been cut. A soldering iron was used to melt through the new carpet and this was cleaned up with a knife..



Here Chris is trying the seat to be sure the attachment points work correctly.



Here the heating vent has been installed. This was not designed for carpet this thick because of the deadening material. But with persistence it all worked.



Here the back of the rear seat frame has been cleaned of rust and painted. Sitting in the sun we were hoping for a quick dry. Didn't happen.

Vairfest 2026 - June 26th - 28th

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Welcome to Central Coast CORSA

We are a car club dedicated to the preservation and enjoyment of the
Chevrolet Corvair

Located on the Central California Coast in San Luis Obispo and
Northern Santa Barbara Counties

Join us for outings, tech sessions, and our annual

VairFest Corvair Car Show

All Corvair enthusiasts are welcome (whether or not you own a Corvair)

Since 1975 Central Coast CORSA #934 has been a chapter of CORSA,
Inc., (Corvair Society of America, Inc.) a non profit organization for the
preservation and collection of the Chevrolet Corvair Automobile



VairFest Corvair Car Show

Three-day event held every June

Click the **VairFest & More** button at the top for
location, details & registration form

[Click here to follow us on Facebook](#)

Every purchase supports the club

Visit our SFBA CORSA store and see the variety
of items available to add to your Corvair
collection or to give as a gift to that Corvair
lover in your life. Every purchase gives SFBA a
small commission which helps the club in a big
way.

Along with club branded merchandise, you will
also find Corvair specific merch available for
purchase. Our supplier, Zazzle, often has sales,
so check in often to save even more.



SFBA Web Site Tech Topics This Month

Date Posted	Subject
=====	=====
Feb 21, 2026	Tech Tip ~ Checking Your Spark Plugs
Feb 19, 2026	Upcoming Weekend Events & Forum Update
Feb 18, 2026	Do you know about the Breakfast Club Rally?
Feb 15, 2026	SFBA Work Party Feb 21st
Feb 14, 2026	The People You Will Meet On Your Corvair Journey
Feb 13, 2026	Why the Chevrolet Corvair Was Cancelled
Feb 12, 2026	Upcoming Weekend Events
Feb 10, 2026	SFBA on the Corvair Center Forum
Feb 8, 2026	50 years ago...
Feb 6, 2026	It happened at the DMV
Feb 3, 2026	SFBA Action Items for 2026
Feb 1, 2026	Beautiful Shape for '65
Jan 31, 2026	Feb 2026 Spyder Web Newsletter
Jan 30, 2026	Me & My Car: Orinda owner's '64 Corvair Spyder reminder of first vehicle
Jan 29, 2026	Membership Drive and Upcoming Weekend Events
Jan 28, 2026	Tech Tip ~ Engine Shroud Mixed Air Block Off
Jan 27, 2026	Dues Are Due!

SFBA Corsa Renewals Since Last Month

Here is an update of dues received since our last newsletter. I can't remember the last time we had this many renew so quickly. There aren't a few we haven't heard from. This really helps us keep the roster straight!

Alter, Harry
Barden, Christy
Barton, Scott
Beers, Paul
Burkard, Don
Chang, Roger
Coulter, Cameron
Crosby, Laura
Davidson, Lane
Davis, Gregory
Dowswell, Dave

Emerson, Seth
Fowler, Travis
Franzin, Jim
Gray, David
Holmes, Claire
Houghton, Don
Jones, Buck
Kypreos, Harry
Lewis, Mike
Lopez, Gabe
Matthews, Don
McPhillips, Adam
Miller, Joe
Mooers, Bruce
Muhlner, John
Nelsen, Greg
Pennel, Jim
Pollachi, John "Skip"

Quesnel, James
Richards, Tony
Ross, Jeffrey
Steely, Mary
Swan, DJ
Tachis, Pete
Vanderburgt, Eric
Vargas, Greg

Minutes...

his last order from Clark's, along with oil filters there was a note suggesting he use a ZDDT additive.



This is a Zinc supplement to compensate for newer oils that don't contain Zinc. We have heard before that if you if you have 20k or more miles on your engine, there is already enough Zinc plated out on the cam and lifters and you don't need more. Herb said you might want this additive if you put your car under heavy load, like pulling a trailer. But ordinarily you won't need this. Maybe Clark's knows something new?

Don said at the upcoming Work Day one of the items he want to tackle is to bleed the brakes. Carl said when he bled his brakes, he used a homemade apparatus that slightly pressurized the master cylinder. This worked but he had to constantly refill it. Don said he bought a unit from Harbor Freight (~\$35) that actually worked well. Herb said if you have a lift, you can use a long piece of Tigon tubing (maybe 6 feet). Then at each wheel cylinder attach the tube and suck to start the fluid flowing and let gravity keep the brake fluid flowing until no air bubbles appear. Move to the next wheel, etc.

Chris said on his Corvair the driver's side, rear brake drum had "welded" itself to the shoes. He had to use a puller to get the drum off and in doing so he broke the shoes. Then he had to scrape the remnants of the shoes off the drums and sand the drums smooth. The car had been sitting for a few months with the parking brake on. He didn't indicate if they were metallic lining or not. Don said maybe the drums wore and there was a ridge that the shoes could catch on. Sometimes you have to adjust the brake shoes a bit to get the drums off. But in this case Chris said his shoes actually seemed to be "welded" to the drums. And only the driver's side. Strange. From now on when the car needs to sit for a while, he will use wheel chucks and not set the parking break. Being an automatic there is no "park" gear.

Carl said his mechanic had made some special inserts for the head studs. He plans to use standard size (not oversized) studs and knows that these are designed for a tight fit into Aluminum. Carl intends to go to the Convention this year. For the first time ever he is taking a Delta flight rather than a Quantas flight. The Delta air fair is 1/2 what Quantas is charging this nyear. This will be his 26th trip to the US. Carl said when he ordered his engine parts from Clark's, they included two sets of pistons. He called but Clark's didn't want the extra set back even though he offered to bring them to the Convention. Anybody want a set of standard sized pistons?

Swap & Sell: Vince Petrie said that Mike King had passed away and the family will be selling all of his cars. He has two beautiful Corvairs, a '62 Monza Wagon and a '65 Corsa turbo.



So if you are looking for a Concourse ready Corvair, this is your chance. The Corvairs, and the other 38 or so cars, have been sitting for a few months so the batteries may be dead. Contact Vince at

Meeting adjourned about 8:19 PM.

Respectively submitted,

Clark Calkins, secretary

New 2019-2025 Clark's Corvair Parts Catalog!

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Letter...

PM. Remember our permanent meeting ID# is 243 888 8339. A reminder email will be sent containing a link to the meeting making it easy to join. If the link does not work (as happened to Ray last month), you can go to <https://www.zoom.com>, click on "Meet" and then "Join a Meeting". Enter our permanent meeting number (above).



Corvair Classifieds

CORVAIRS FOR SALE

'62 Rampside, in process of being re-stored. Runs & drives but needs brakes. Pink in hand, registered non-op. Many details on SFBACORSA.COM web site. Asking \$1,500 firm. If interested, send an email to sfbacorsa@gmail.com and we will give you the sellers contact info (08/25).

CORVAIR PARTS FOR SALE

Set of 4 two-pronged wire wheel covers, for 13" wheels, used but would clean up nicely. Broken spot



weld on one is repairable. Asking \$250 OBO. Contact Ken Bartlett kfbartlett@gmail.com, (925)519-3795. Located in Alameda, CA (11/25)

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

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)

Brian Dowdey - Classic Car mechanic and Corvair specialist. Everything from tuneups to engine rebuilds. Good rates. Located in Winters, Ca. (530) 520-1414 briandowdy53@gmail.com

CORVAIRS WANTED

Early Model Hardtop in good driving condition, original paint. Contact Ben Nourma at bennourma@gmail.com. (02/26)

Late Model convertible, preferably a Turbo. Must be driveable and in showable condition. Contact John Muhlner via email at jbmuhlner@earthlink.net. St. Helena area. (05/25)

Treasurers Report - Buck Jones

February 2026

Date	Activity	Check #	Credit	Debit	Balance	Status
02/01/2026	Beginning Balance				\$3,036.98	
02/20/2026	Renewal (*)		30.00		3,066.98	
02/26/2026	Feb newsletter (stamps)			(12.41)	3,054.57	**
02/28/2026	Ending Balance		\$30.00	(\$12.41)	\$3,054.57	

** Expense or Credit that has not been turned in yet. Bank balance shows \$3,036.98
(*) There are more deposits but I don't have a breakdown at time of this writing.

SFBA CORSA

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