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!

Spyder WEB

VOLUME 398 **NOVEMBER 2026**

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https://www.SFBACorsa.com

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Rianda House Classic Car Show - June 21, 2026

Next SFBA Zoom Meeting Thursday, Nov 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 8 SFBA members and no guests this evening. A bit light but since this was the first day of October, it always sneeks up on people.

I am continuing to have difficulties in generating the newsletter. Processes that have been working for 30 yrs all of sudden are acting up. I have been able to get by, but the newsletter has been be a bit late. Please report any issues you might be having so I can get this straightened out.

John Muhlner sent in some pictures from the St. Helena Car Show that was held a few months ago. Two Corvairs were entered (you can see one on the cover) although John didn't know who's they were. Maybe someone in our group knows? This is a good size show with a hundred or so cars signed up and maybe 3000 attendees. The proceeds go to support Rianda House Senior Activity Center in St. Helena. See the story and photos on page 6.

Our 6th Work Day was held last month. We are making good progress on Phil's car and the end is in sight. When this is finished and cleaned up, it will look great. Then the process of finding a buyer begins. See page 5 for photos.

We have a Holiday Dinner coming up. At last year's dinner SFBA members Mike and Toni Lewis suggested we hold this year's dinner at Casa Orinda, an old time restaurant in Orinda (obviously). Mike knew the owner and was certain they could accommodate us. After all we are not a big group, maybe 15 or 20 people. We are waiting to hear back from Mike about this year. If this doesn't pan out, put on your thinking caps and bring some suggestions to the next meeting.

Current SFBA Corsa Officers

President	**Ray Welter**, 5240 Belvedere St, Oakland CA 94601 - Ray.Welter@gmail.com
Vice-President	**Peter Tachis** ptachis@gmail.com
Secretary	**Clark Calkins**, 5401 Victory Ct., Fairfield, CA 94533 - (925)407-7822 ClarkCalkins@gmail.com
Treasurer	**Buck Jones,** bjonestranscon@outlook.com

Committees

Membership	**Joshua Deitcher**, 375 Harris Ave, Rodeo CA 94572 (510)388-4986 SFBACorsa@gmail.com
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Merchandise	https://sfbacorsa.com/sfba-club-merchandise/

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 cars it gives us the incentive to do the same!

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

On The Cover: The Rianda House Classic Car Show was held on June 21, 2026 (Fathers Day) in St. Helena, CA. This well attended car show supports the Rianda House Senior Activity Center which promotes fun activities for local seniors.

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 avialable 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

October 1, 2026

Josh got the regular meeting started around 6:48 a bit early to get some news out of the way. When the room was opened, Josh, Buck, Peter, Ray, and I were quickly joined by Herb, Seth, and Carl. I hope I included everyone. Josh would have to bug out early as he was extremely tired. The corporate move is not finished but the end is in sight.

Treasury Report: The bank balance as reported in the last newsletter stood at $3300.88 after expenses were paid.

Membership: Josh did not report any new members this month

Old Business: Josh said more than likely the Napa Vault event will not take place this year.

New Business: The most likely date for our annual Holiday Dinner is either Dec 5th or 12th. At last year's dinner Mike and Toni Lewis indicated they would try setting up this year's dinner at Casa Orinda, in Orinda as they knew the owner. We need to get this process moving as time is running out and places are filling up.

Phil's '66 Corsa: Clark reported on the last Work Day to finish up Phil's car. Lane, Rob Massari (sp?) and myself showed up at Don's house in Antioch on Saturday, Sept 26. Over coffee and donuts, we dove in to trying to finish up some details on Phil's Corvair. Lane and I worked on the front carpets. We located the seat belt mounting holes and positioned the chrome side pieces. The carpet needed to be trimmed in front and the dimmer switch positioned. I used a soldering iron to burn a hole for the plastic dimmer switch grommet, but I couldn't get the grommet to seat correctly. There is very little room to work, but somehow Lane was able to get the grommet installed and the rest of the job was fairly easy and the resulting carpet look quite good. Don and Rob worked on other aspects, like the front door cards and trim pieces. Interestingly when Don was looking for the seat belt attachment bolts, he found the ash trays that we couldn't find several months ago. Figues! The end is getting close. Carl said that it's inevitable that jobs take longer than initially estimated.

Events: The time has run out for having a Napa Vault event this year. Even though we tried to start early, thin gs came up and this just could not get scheduled. Hopefully next year!
The Fan Belt Toss is only a few weeks away. Hopefully the hot weather we have been having will break a bit. This will be at the same hotel as last year. Seth may be the only one in tonight's group that will be going.

Tech: Peter said he now has about 600 miles on the rebuilt engine. It seems to be running a bit hot and he is wondering if he has the timing aet correctly. Seth asked what the timing was set at. Pete thought about 10 to 12 degrees advance. Seth Said the book says to advance the timing until the engine starts pinging and then back it off a little. Seth said for Pete's 140 the timing should be about 16 to 18 degrees (with vacuum pulled and plugged) assuming he running today's premium gas. This assumes Pete is running a stock distributor (number ends in "330". Different distributors have different mechanical advance curves so you have to be careful. The total advance (vacuum plus mechanical) should be about 36 degrees. Clark asked if the timing were a bit low, would this make the engine run hotter? Seth said it's hard to tell. The engine cares more about fuel mixture than timing. Seth asked what main jets Peter was using. He said he used stock jets (50 & 48). Seth said that today most are running a bit richer with 52s (the secondaries don't matter as much). Pete said the dash temp gauge reads about 400 under load. Herb said he ran his '64 Corvair with the wrong jets for many years. When he finally put in the correct jets it ran much better!

Peter asked about gas additives. Seth said they might be beneficial at boosting octane, but the Corvair doesn't need lead additives with its hardened valve seats. Clark said that Josh has said many times that he uses Octane Booster in his Corvairs. He uses ½ bottle per tank full and it definitely helps cut the pinging (he lives on a hill and would notice pinging with out this). Seth said to be sure to use premium gas on anything over a 95 hp engine.

Pete said he saw some Webber triple carbs on Bring A Trailer. Seth said he

(See ***Minutes..*** on page 8)

Coming Events in 2026…

Oct 23-25th	**Great Western Fan Belt Toss & Swap Meet, at the Double Tree by Hilton Golf Resort**
Nov 5th	**Regular SFBA meeting at 7:00PM via Zoom, ID = ”243 888 8339”**
Dec 3rd	**Regular SFBA meeting at 7:00PM via Zoom, ID = ”243 888 8339”**
Dec 5th/12th	**SFBA Holiday Dinner. Time, date, and place to be determined.**

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 #6 - Phil's Corvair



Bright and early Saturday morning, Lane, Rob, and myself show up to work on Phil's car.



Here Rob and Don are looking for seat belt mounting hardware taken off a year or so ago.



Still looking through more boxes.



Lane and I are starting in on the front carpet. This needs to be trimmed and the dimmer switch hole placed.



As you can see there is not much room to work.



Here Lane is working on the passenger's side air vent. I am doing the driver's side (when not taking pictures).

(see **Work Day** on page 8)

Rianda House Classic Car Show - 2026

Hi Clark, following up on your request, I have hopefully attached a few pictures in following emails of Rianda House's car show last June. I understand there were 115 cars participating and about 3,000 attendees many from the Bay Area. The solo picture is me interviewing a car owner during the show. Attendees enjoyed gathering around the vehicles and listening to their stories.

Thank you for sending out all those communications they will be helpful when I am the owner of a 63 convertible.

John Muhlner











48th Annual Great Western Fan Belt Toss & Swap Meet

SAVE THE DATE:

October 23-25, 2026, DoubleTree by Hilton Golf Resort Palm Springs
67967 Vista Chino, Cathedral City, CA 92234 INFO: https://gwfbt.com/



SFBA Web Site Tech Topics This Month

Date Posted	Subject
Oct 21, 2026	From CORSA: 2027 Convention Update
Oct 20, 2026	From the CHS: Factory Options for 1966
Oct 16, 2026	SFBA 1970's Mall Shows
Oct 6, 2026	From the CHS: Proper Set-up and adjustment of the LM manual transmission shifter
Oct 1, 2026	Upcoming Weekend Events
Sep 29, 2026	From the Corvair Historical Society: Early Valves 101
Sep 25, 2026	Upcoming Weekend Events
Sep 23, 2026	From the CHS: '61 Dealer Bulletin
Sep 22, 2026	From Hagerty: Four Ways to Decide Which Spare Parts to Keep From Your Project Car

Work Day...



The carpet is finally trimmed and fitted on the driver's side. How did Lane manage to get the dimmer switch grommet installed?



Here the carpet is tucked behind the hydraulic brake lines, emergency brake cable, throttle linage, etc.

(see Work Day... on page 9)

Minutes...

also saw these. They are too tall for a Corvair. Some Porsche guy will pick them up. Buck said he tried using those once but couldn't get the engine to run below 2000 rpm. They are designed for very high revving engines, 7000 to 8000 rpm.

Herb said back in the day Chevron had 3 grades of gas. Regular, Premium, and Custom (the White pumps). Custom gas was 102 octane, the highest you could get outside of the airport. There use to be two octane number for gas, Research and Motor values. These were run at different temperatures. Now only the average (R+M/2) is listed on the pumps. Carl said when he first came to the US he rented a Buick. Looking over the driver's manual (doesn't everybody read that?) it talked about high altitude driving. This made no sense to him as in Australia there are no high altitude areas! Seth said he once took a Corvair he raced in San Jose to a convention in Denver. It would barely run at that altitude. He ended up adding another 8 degrees of advance just so it would run decently.

Carl said his gas gauge goes way over the full mark and wonder if that was common or is the gauge/sender faulty. Is the gauge adjustable? Clark said there was no adjustment on the gauge itself that he was aware of. Seth said the sender varies from zero to 90 ohms, full to empty. So you could use a potentiometer to see if the gauge was reading correctly. Seth also mentioned to be sure the grounds were secure. Especially the dash as the stock ground is a single bolt for all of the gauges. Carl said he checked the grounds (or "earths" as he calls them). Peter said on the cars he has worked on, all of the gas gauges were different.

Carl said he hasn't started his engine yet. He is waiting on new carburetor bases from Clark's which should arrive in a couple of weeks. Because of the A?C unit, he doesn't want to install the old carbs and then reinstall the new ones. So hopefully by the time the next meeting roles around, he will have the engine started and give us a report. Who knows, maybe he will join us from his garage and we will here the engine run. Carl said the stud inserts that the mechanic made up, worked very well. At the next meeting he will show us a sample.

Seth said he picked up a couple of the new fuel pumps from Clark's. He added a pressure gauge to the T connector which came out quite good. He made up a few extra for the Swap Meet coming up. Seth said the new pumps put out about 6 psi which is more than the stock pumps and maybe too much for Turbos

Clark said he will be taking his Corvair to Gabe at Sterling Restorations this coming Monday. Hopefully Gabe will be able to start the restoration process in the coming weeks.

Swap & Sell: Nothing mentioned this month.

Meeting adjourned about 8:13 PM.

Respectively submitted,

Clark Calkins, secretary

Work Day...



Here the passenger's side door panel is installed. Great job.



Lastly the rear seat is reinstalled along with the seat belts.

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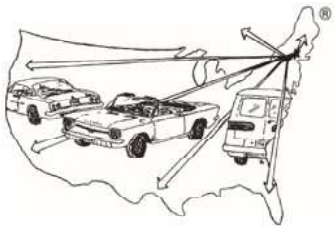
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Corvair Classifieds

CORVAIRS FOR SALE

'65 Corsa 140 Convertible, kept in garage, great shape, mileage uncertain (speedo not working).. Asking $12,000 OBO. Harrison Alter, doctordad@gmaill.com (05/26)



CORVAIRS PARTS FOR SALE

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 (corvairguru@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

October 2026

Date	Activity	Check #	Credit	Debit	Balance	Status
10/01/2026	**Begining Balance**				**$3,157.70**	
09/26/2026	Oct newsletter (stamps)			(12.41)	3,145.29	**
10/31/2026	**Ending Balance**			**($12.41)**	**$3,157.70**	

**** Expense or Credit that has not been turned in yet. Bank balance is about $3,300.08. Accumulated, unsubmitted expenses for the last 7 months are $1454.79**

Letter...

Our next Zoom meeting will be Thursday, Nov 5th starting at 7:00 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 has happened in the past), you can go to https://www.zoom.com, click on "Meet" and then "Join a Meeting". Enter our permanent meeting number (above).

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