

CORVAN ANTICS

Jan/Feb 2019, Vol. 47, Issue 1



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Riding with the President

by Stephen Brown

How time flies...our Corvairs and FC's are another year older! Hope everyone had a great Christmas holiday. Many of us choose not to get our cars out in the cold weather, rain and snow, so it's a great time to be working on them for next season.

I attended the Fan Belt Toss last October in Palm Springs. It's a great Corvair swap meet and car show. I tried to talk to many of the FC owners at the show and talk specifically about Corvanatics. Most were already members and seemed to enjoy the newsletter. When you bump into a FC owner, I hope you'll also talk to them about Corvanatics.

The Corvanatics Board of Director have several things happening. We are preparing for the convention at Chicago and our annual meeting and hope to have an interesting presentation ready. Again, plans are to have a Corvanatics booth at the inside vendor area where you can renew your membership, purchase merchandise and talk "FC". We are also working on a "member satisfaction survey" that I suspect will be sent out in a month or two. It's online and we will send it to all who have an e-mail address. I hope you will take a few minutes to answer the 10 questions. Your insight about Corvanatics is important to us. *Ed—if you don't have an email address listed with us and want to participate, contact Molly (contact info on [page 10](#)).*

Lastly, I'd like to encourage all members to have their FC's listed on the FC registry. Many have already listed one or two, but as we all know, it's hard to own just one Corvair. So, check and see; help us capture as much data as we can about your FCs and their special features...like campers or other factory options. Don't forget to list any parts FCs, too. Go to the registry, here <https://www.corvair.org/chapters/corvanatics/VINregistry.php>

Hope the winter goes well for you, and hope to see you in Chicago. And as always..."keep it out of the ditch".



First Come First Serve

We have a limited supply of the 2018 Annual Meeting dash plaques left. They are \$1.00. Buy on the website under the Merchandise section, <https://www.corvair.org/chapters/corvanatics/merchandise.php> or contact Molly, (see my contact info on [page 10](#))



Corvair 95: Stock was. . . Clutch Cable and Shift Stabilizers

By Steven Spilatro

This is the first of a series of occasional articles on changes to Corvair 95 components during its short production life. As expected for a vehicle of “revolutionary” new design many alterations occurred during or after the first production year, but other modifications continued even into its truncated 1965 model year, sometimes strictly as cost-saving efforts. My main focus will be on design changes, rather than annual styling changes (such as changes in seat fabric, interior panels, and colors). As a start I’d like to review some early changes on the bottom side.

Streetwise only a few months in early 1961, the Corvair-95 needed its powertrain control system “tightened up” on several accounts. To reduce clutch chatter and slack, the clutch cable was shortened and its path across the undercarriage was redirected. . The cable guide assembly (the metal bracket to which the cable mounts before its connection to the clutch rod) was also redesigned. The clutch cable casing was changed from nylon, which tended to absorb moisture, to Delrin which did not and afforded reduced friction.

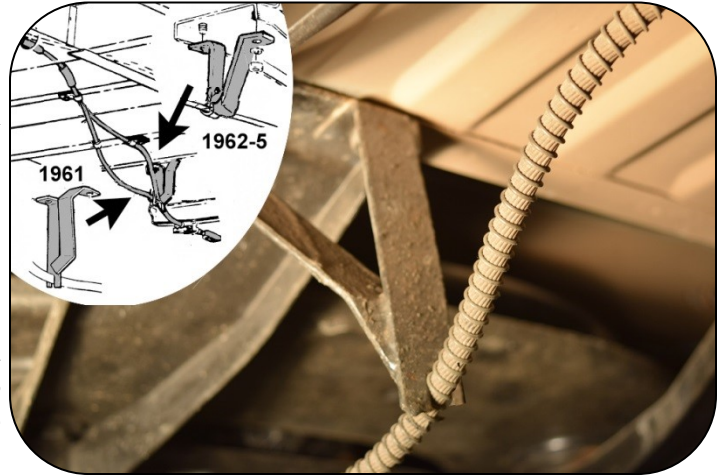


Figure 1. 1961 Clutch cable bracket

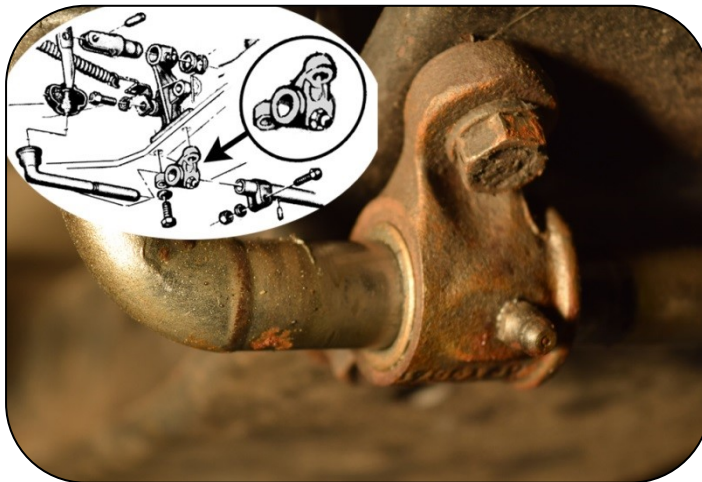


Figure 2. Early shifter support bracket with brass bushing and grease fitting.

At some point all owners of early model FCs with standard transmissions must stare in amazement at the convoluted design of the shifter control, which negotiates a variety of pivots, couplings, brackets and boots on its way to the underside of the gas tank. While in the initial design the support bracket (# 3795730) on the lower side of the front cross member incorporated a brass bushing, this was eliminated (#3786168) mid 1961. In this highly exposed location the bearing was prone to fouling and, because the bottom angle of the crossmember was not adequately controlled, the bearing would sometimes bind.

Soon after release of the '61 FCs, customers began reporting that standard transmissions would disengage while driving over bumpy terrain. The problem stemmed from excessive movement of the powertrain through the rubber-cushioned transmission mounts. The engineering fixes were set forth in Technical Service Bulletin (TSB) DR-480 (May '61), although the descriptions therein are rather confusing.

Continued on page 3

Corvaire 95: Stock was. . . (cont.)

Continued from page 2

The first design fix was addition of a stabilizing bracket (#3799222) to the rear crossmember against which a jamb bolt would apply pressure on the engine forward support. This is the design called the production fix in DR-480 and shown in the 1961-63 assembly manuals. But this design was deemed unsatisfactory because the jamb bolt would bounce against the engine mounting bracket creating unsettling noises.

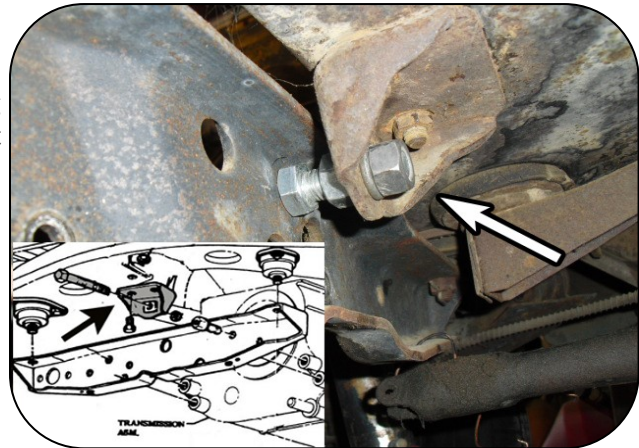


Figure 3. First design shift stabilizer with jamb bolt.

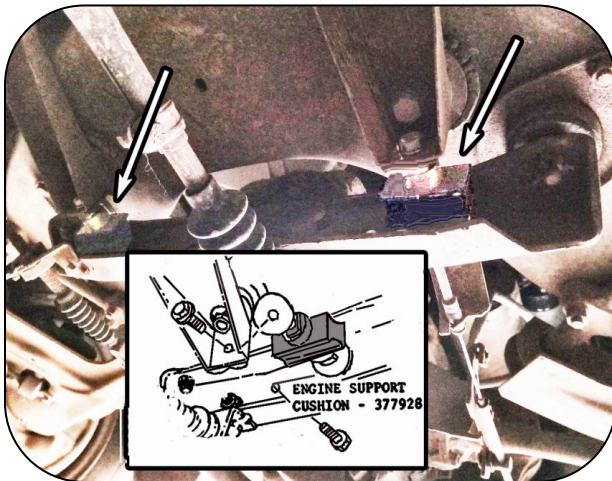


Figure 4. Second design shift stabilizer with rubber cushion.

The final design fix was a rubber cushion (#377928, a motor mount dating back to the 1930s) and steel washers inserted in the gap between the rear crossmember support brackets and the front engine mount. According to DR-480, this is the repair to be made for FCs already on the road. Maybe this ultimately was determined to be the better solution and became the final production change, but never made it into the assembly manuals.

As part of the redesign to prevent transmission disengagement, DR-480 refers to the addition of an over-center spring on the forward end of the shifter control rod. Originally, the shifter rod had a spring pulling horizontally from a tab below the pivot bracket to the undercarriage sill. Although the initial engineering drawings lack this spring, it probably was added to provide return action for the shifter and is present in early 1960 FC builds. The over-center spring referred to in DR-480 refers to the substitution a larger spring pulling on the shifter rod from a tab located above pivot bracket. This design is shown in engineering drawing dating to October – December 1960, and was continued until the introduction of the floor mounted shifter and linkage in 1963.



Figure 5. Early design shifter stabilizing spring.

1961 Corvair Greenbrier in England

by Mark Gibson

Several years ago, my wife and I attended a large American car show close to home and saw a Corvair 95 panel van. Neither of us had seen one before and we both really liked the looks of it. Some time went on and one appeared on eBay, which we also liked, but it was more money than we wanted to spend. My wife decided that she'd quite like us to have one, so I set about searching.

Living in England, where there's probably no more than 6 or 7 Greenbrier or Corvans in total, I put out a Wanted advert on one of the Corvair forums. A few days later a very helpful chap named Ron contacted me from Indiana; he explained he knew of just the right van for me. He arranged to pop to the owner's house and take some photos for me and he sent them through.

Wow, the pictures looked really good and the Greenbrier looked fabulous. The vendor was a lady who had owned the van for some years with her late husband. A couple of years had passed and she was not going to use it; the time had come to sell it. Several long transatlantic telephone calls took place between me and Ruby and we agreed on a price of \$8000 to buy the van. Now, all I needed to do was get it to England!



Once the money had been received by Ruby, the shipping company arranged for the Greenbrier to be transported by road from Brownsburg, Indiana to New York. Due to a mix up this took longer than expected as their partner in the US thought they were picking up a Corvair car not a van. Eventually the van reached the docks. Photos were taken, sent to me, and export paperwork was completed. Some time passed and eventually in mid-October 2017 the van was loaded into a container and shipped across the Atlantic. I was able to track the ship all the way, which was surprisingly good fun. Once in the UK, there was more paperwork before it was transported to the shipping company.

By now it was mid-December; cold, wet and generally horrible weather. I thought it might be fun to drive it the 100 miles or so back home from the importer's storage facility. Not wanting to do this alone, I asked a friend to come along. So, we caught the train and arrived at the Ship My Car premises. Once some more paperwork was taken care of, we were taken to see the Greenbrier for the first time. This was the first time I'd seen our van and was really amazed by the condition inside and out. My brief look showed some tired and flat paint but no rust and no evidence of welding or other repairs.

Not only was that day the first time I'd seen a Greenbrier for real, it was the first time I'd driven any Corvair, let alone a Corvair van. Climbing



(Continued on page 5)

1961 Corvair Greenbrier in England (cont.)

(Continued from page 4)



aboard was like stepping back in time to the 1960's. I had 3 forward speeds to choose from, no seat belts, very little fuel and 100 miles to get home. We solved the issue of the fuel by stopping at a nearby fuel station, but those 100 miles would be slow and really not very nice. The weather that day was wet, windy and cold. My friend and I battled the elements and after some hours eventually arrived at my house. I was really tired and was starting to wonder if this was a good idea. For good measure it then snowed, covering my new purchase before I'd even had a chance to look at it in the daylight properly.

Fast forward a few days and the snow melted away and I was able to give Gladys, as we named her, a proper looking over. The odometer showed just 33,000 miles and this was backed up by the condition of her. Original primer was visible underneath and even most of the body paint looked original with some thin areas where it had been polished over the years. A quick wash and polish myself made her look much better and I set about making a list of jobs to do.

Though not mandatory, I opted to fit some front seat belts and after much deliberation, I went for 3-point belts which were more difficult to fit but are safer and more secure. New tyres were fitted to replace the 25-year-old ones and the seats were given a really good cleaning. I also performed an oil change as it had



been a couple of years since that had been done.

The original plan was to add more camper type accessories, but we've now decided to 'preserve' the Greenbrier as much as we can. There are some small marks, little scuffs and dinks but that's character. This patina has been built up for 56 plus years and says a lot about the vehicle.

We've attended a few shows so far. The first was a disaster as the fan belt shredded en route. The second was far better. Our Greenbrier was loved by everyone who saw it, including the owner of the Corvair 95 van we'd seen which started the whole thing off.



Mark Gibson

Staffordshire, England

PS: Gladys now lives in the garage where it's warm and dry; she's getting old after all.

The 41st Great Western Fan Belt Toss 2018

By Alan Gonick

Just ask any Corvair enthusiast on the west coast what event they look forward to each year? The first thought that comes to their minds is The Great Western Fan Belt Toss (AKA GWFBT). It's not just to show cars, and not just the best Corvair Swap meet on the west coast, but the event that brings people together. Enthusiasts from three or more states converge in Palm Springs at the end of October to be with other Corvair citizens. Some had not been seen in years, others had chatted just a few hours earlier. There was also a chance to walk and talk with Corvair club presidents, authors, racers, youtubers, and other devotees and their families. Enthusiasts from all walks of life. The variation of Corvairs showed the diversity of the attendees. This brings up the title of the show; what all Corvair owners have in common and have experienced, the well-known Corvair Fan Belt!

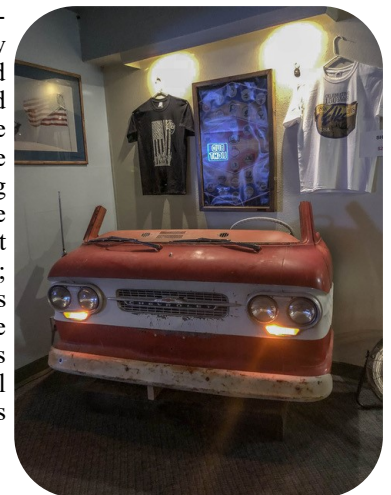
The 41st happening of this gathering speaks to how well known and attended this event has been through the years, and this year was no exception. Each year the GWFBT is hosted by one of Southern California's CORSA chapters, and this year's event was hosted by the club which will host the CORSA convention in 2020, the San Diego Corvair Club (SDCC). The SDCC was established in 1972 and its members helped start this historical event in 1978. Since then, other CORSA chapters have shared as host at this Palm Springs getaway.



Friday afternoon, people and cars started arriving at Sunrise Park, and the staff from the SDCC welcomed attendees at the entrance of the baseball diamond. Attendees picked up registration packets, asked questions, and met members of the host club and other volunteers. Here was first sight of the hallowed ground where every well-known Corvair has driven! There were even some vendors setting up their booths for Saturday's swap meet. At the host hotel, most of those arriving on Friday took a little rest from the trip. For some cars that were at the show at sundown, there is was a scenic cruise through Palm Springs that ended at the site for the next event, the "Welcome Party"! This year was more special than most; the host hotel (The Travelodge in Palm Springs) granted SDCC access to a meeting hall right on the Inn's grounds. The chili, sodas, chips, and hot potatoes were served until all were full, and then came the cake. The

low light, cozy room, and tasty food made for a very friendly place. This was a great time to socialize, and be comfortable, catch up on all things Corvair, and hear some of best of Corvair tales (maybe even some tall ones!) being told.

Saturday started early; whether you were a vendor, showing a car, staff, or just an attendee. The excitement was building. Around 9:30 the field started filling up, car show participants jockeyed for the best locations, and swap meet shoppers hunted for needed parts, supplies and that unobtainium. Clark's had cases of fan belts, oil filters, shirts and catalogs, Marty had all the shiny parts, Seth came with the very best racing parts and advice, Dave brought his re-placement flywheels and plug wires; also, there were Mike's replacement parts, and we can't forget John for his miniature Corvairs. All have become favorites through the years.



(Continued on page 7)

GWFBT (cont.)

(Continued from page 6)

In the show area, there were over 60 vehicles. The cars were grouped by years; the late model cars on the southwest end and the early cars, FCs and Ultra Vans capping off the north west side of the viewing area. Some of the more highly customized cars included two electronic fuel injected cars from Oregon, several mid-engine V8 cars, and even a Toronado-powered car. There was a real Yenko Stinger, a Lake-wood wagon, and some very nice street cars, both late and early, alongside several fun and function-al cars.



The most eye-catching cars included two late models that were parked together; one was bright green and the other a glowing yellow. The two cars together brought to mind a pack of Skittles candy.

During the whole day participants could enjoy an impromptu game of fan belt tossing. In the background, there was some official business going on. For the first year, there was a training session for CORSA national concours judges. All who were interested were welcomed. This was added in anticipation of the 2020 National convention.



A second break out session was a planning meeting for the 2020 convention. One of the many topics was finding new ways of getting out the news of the convention to a wider audience. The second main point of discussion was how to sign up volunteers. A CORSA convention is staffed fully by volunteers, and every event needs from 6 -10 core workers -- the "main points of contact" of the show. The registration and front desk needs to be staffed at all times -- 7 days over 12 hours a day. This will require members from each SoCal club to help pitch in. To compare size, the GWFBT is about one-eighth the size of a national. Added to the mix is the location, San Diego, one of the nation's prime vacation spots.

After all the fun, shopping, shining, and awards, it's time to eat! The banquet is a GWFBT tradition. This year's special guest was Mike Hall, the current president of CORSA. His talk was concerning the National Corvair Museum in Decatur, Illinois. Mike spoke about the milestones, the future, and the collection of the museum. Mike also welcomed questions and comments at the end of the presentation. Another visitor from the CORSA brass, in attendance this year, was Dan Davis. Dan's enthusiasm for CORSA is contagious, just a great guy and one who is very concerned about all things Corvair and CORSA.

After all is said and done, another Great Western Fan Belt Toss goes down in history. Friends went home with great memories, great stories, parts and, for some, awards! Everyone is filled with anticipation of next year's meeting in Palm Springs for the 42nd GWFBT hosted by CORSA West.

Thanks to all those who attended and see you next year and then in 2020 for the Corsa Convention.

ROOOOAAAAR!

By Earl Jones

The local Lions Club used my '62 convertible in last year's Christmas Parade, since then it has been sold. They were still needing a parade piece for this year, so I offered my Greenbrier.



Found on Facebook

Pictures of our members/their vehicles randomly found posted on Facebook

FCs on Parade

Veterans Day—Anniston, AL

Billy Cannon



Russ Thuleen



Christmas in Iowa

Eric Prosis



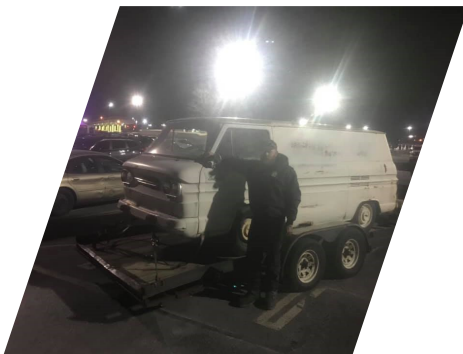
Alan Gonich (and others)



Lillian Law
Hilton Head Concours



Michael Timmons
finally got it home
at Timmons Home for
Wayward Corvairs



Ted Brown



Tim Schwartz



From the Secretary

by Molly Bacon

Hi all,

I am going back to listing dues due in the newsletter. There seemed to be a better renewal rate when doing it that way, besides our Policy and Procedures lists they should be in the newsletter.

Since the last newsletter :

- 291 members
- 4 new members
- 17 members renewed their dues
- 4 members dropped



WELCOME !! to our new members

- Michael Timmons** CO 1963 Corvan with GM Camper package
- John Michael Hamel** AZ 1961 Rampside, 1963 Rampside, 1963 Greenbrier
- John Miller** MO 2-1961 Greenbriers, 1961 Rampside, 1961 Loadside
- Ted Brown** SC (The Rampside and Loadside have Ted's famous EFI installed)

Dues Due!! Pay now so your name goes away from the list

Due in January

- | | |
|--------------------|---------------|
| James Cheek III | Phil Dally |
| Chuck Hoppe | Howard Horne |
| David Huntoon | Clyde Jones |
| Ray Mitchell | Willard Moody |
| Philip Sheridan Jr | Russ Thuleen |
| Joseph Werner | |

Due in February

- | | |
|-------------------|----------------|
| Michael Burgio | Mark Chindlund |
| Kenneth Drye | Richard Kovacs |
| Paul Leimer | Mark Lewis |
| Keith Martin | Bill McCurdy |
| Michael Pfungsten | Kenneth Ragan |
| David Sangar | |

Due in March

- | | |
|----------------|----------------|
| Robert Babcock | Tim Bramble |
| Cap Devitt | Robert Elwood |
| David Feasel | Robert Hall |
| Don Hudock | Paul Huelskamp |
| Robert Langdon | Jerry Moyer |
| Chris Pickel | |

Due in April

- | | |
|---------------|-----------------|
| Cole Adcock | Ardean Ashelman |
| Jack Bacon | Brenda Brittan |
| Bruce Coleman | Herb DuPlant |
| Robert Gold | Walt Matenkosky |
| Jim Pennell | Eric Prosis |
| Jim Reich | |

New member John Miller's Rampside

submitted by Teresa Miller

This 1963 Rampside was a line truck for Phillips 66 in Oklahoma. We bought it out of Grove, Oklahoma 3 years ago. Although it was rusty, the truck wasn't beaten and dented as many of them are. 2018 saw it get to the body shop for the transformation. The truck was likely special ordered for the

fleet because it's a deluxe, but has painted bumpers. It also has both sun visors and the right paint scheme inside. We restored it to the original configuration, per the data tag. It retains the original drive train, either an 80hp or an 84hp 3 speed stick. We were prepared to have to rebuild the engine, but compression was found to be good and it runs and drives great.



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Corvan Antics—thru the years

by Steve Spilatro

40 years ago 1979 CorvanAntics Volume 7 #1 - The Corvan Antics newsletter editor, Dave Anderson, conveyed how much he enjoyed "Junkin" - trawling the local junkyard for Corvair parts. There are different methods, but notes that "with a pair of pliers, phillips-head screwdriver and a 9/16" wrench you can dismantle a Corvair!". His parts haul included chrome bumpers, windshields, front grill, interior light lens, battery hold downs, windshield washer setup, and more.

30 years ago - 1989 Corvanatics Volume 17 #1 - Volume 17 #1 was combined with Vol. 16 #6. Heuy Heuther reported on his purchase of a Greenbier from a local junkyard in Virginia for \$125. The name "Orange Crate" - given for its appearance following a new orange and yellow paint job - was painted on both sides with 3" letters. It later moved with the family to Texas. Does anyone know the current location?

20 years ago - 1999 Corvanatics Volume 27 #1 - Ray Mitchell was Corvanatics President, and an ambitious young Tim Schwartz had snatched Eastern Directorship away from Bob Marlow. Ben Styles reported on his wedding to Lynn and their "all-Corvair bridal parade" that was part of the celebration. Even with all of that, Ben found time to write a new Ben's Bus article.

10 years ago - 2009 CorvanAntics Volume 37 #1 - Ken Hand was Corvanatics president. Our friend Jean Allen, then Director-At-Large, related her story of the shredded and wedged-tight fan belt on her Greenbrier; fortunately but a couple blocks from home. Fran Schmidt contributed an article about his various FC projects including a homemade spoiler below the front bumper, installing 3-point seat belts, and a dual master cylinder.

Erratum-of the prototype FC folding rear seat we can add Corvan Antics Vol 46 #6, in which the Historian erroneously stated that 10 years ago this rare seat was in Dan Brizendine's van. Jean Allen let me know that "The seat was and is still in the van that Bob Kirkman restored back in '78. He sold it and it ended up with Al Franz in MO; I bought it from Al" and that she sold it to Burt Neuner a couple of years ago. Thanks Jean for helping set the record straight.

Corvanatics Merchandise

Details, pictures and how to purchase at <http://www.corvair.org/chapters/corvanatic.s/merchandise.php> or contact Molly Bacon at 989-246-8046

Item	Price
Corvanatics Jacket/Hat Patch	\$2.50
Corvanatics Surface or Window Sticker	\$2.00
Corvanatics Magnet	\$2.00
Corvanatics Lapel Pin	\$3.00
Corvanatics Key Fob	\$8.00
Corvanatics Hat	\$18.00
Corvanatics Roster (available to members only)	\$4.00
Corvair 95 Toys & Models Update Booklet	\$4.00
Powerglide Transmission Book by Bob Ballew	\$10.00
Differential Booklet	\$5.00
3-Booklet Set <ul style="list-style-type: none"> • Paint Codes (includes cars thru '64) • Prices and Options • Paint and Trim Combinations 	\$5.00



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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

Corvanatics is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed newsletter and \$15 for a mailed newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanatics website at www.corvair.org/chapters/corvanatics/membership.php or by mail. If mailed, include a completed membership form. Forms can be printed from the website or obtained directly from the Secretary/Treasurer.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. They can also be sent by email to CorvanAnticsNews@gmail.com. Authors are asked to submit at least a photograph of themselves for the article with any other photos.

Technical material will be sent to the Technical Editor for review.

For advertising in the newsletter, please contact the Secretary/Treasurer. Members can have a free small ad in the newsletter. Display advertising is also available at the following rates:

- Full page \$25
- Half page: \$15
- Quarter page: \$10
- Business card (2" x 3.5"): \$5
- Photos for ads are \$6 each and can be color or black/white

Please submit print-ready or typed copy and pre-payment to the Secretary/Treasurer. Authorization and payment must be received prior to each issue. Deadline for publication is the 15th of February, April, June, August, October or December. All ads must be Corvair-related.

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San Jose, CA



2019 DACC Homecoming Calendar with our own Steve Spilatro's Best of Show 8-door Greenbrier In addition, there are three other member's FCs featured.

Ed—A little plug for this great calendar. If you want one for yourself, go to allesee.com/calendar and print an order form or pay online through PayPal. The cost is \$12 each.

The Winner Is
Mark Youngs
\$10 Clark's Gift Certificate
Remember, you can only win if your dues are current



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