

CORVAN ANTICS

Nov/Dec 2019, Vol. 47, Issue 6



YOU NEVER KNOW WHERE YOU MIGHT FIND AN FC

SUBMITTED BY DANNY DAVIS

Another addictive hobby of mine is collecting View-Master reels. The 1962 NASA launch of the first manned space-flight with John Glenn was covered by a Sawyer's View-Master photographer.

One of the photos in the set "Our Man in Space" which contains 21 stereo photos on 3 reels included this photo of the Atlas launch site at Cape Canaveral with a NASA White Greenbrier in the foreground!

Seems to be staged there as there is a driver behind the wheel. Seems that the van is more a focus than the launch facility!



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Corvan Antics is published for the benefit of the members of Corvanatics. We're the largest chapter of the Corvair Society of America and are supported solely by membership dues. If you are not a Corvanatics member, please consider joining us. Membership information can be found at <https://www.corvair.org/chapters/corvanatics/membership.php>.

From the Secretary

BY MOLLY BACON

Hi all,

For those of us in the “great white north”, it’s almost winter. Unfortunately, time to pack away those vehicles before the snow flies. But, also time to start planning for the 2020 convention in warm, sunny San Diego. Chris and I used to live in southern California, so we have some friends to visit along with making it to the convention. Plus, we’ve heard the Ultra Van Rally may be the week after the convention.

Have a great upcoming holiday season.



Since the last newsletter :

- 295 members
- 7 new members
- 33 members renewed their dues
- 11 members dropped



THANKS FOR THE DONATIONS

Ron Bloom	\$10	Ray Mitchell	\$1
John Michael Hamel	\$55	Gary Moore	\$2

WELCOME !! to our new members

<i>Greg Cole</i>	<i>WA</i>	
<i>Joel McGregor</i>	<i>TX</i>	
<i>Jake Neilsen</i>	<i>MA</i>	
<i>Hugo Miller</i>	<i>UK</i>	
<i>John Shaw</i>	<i>UK</i>	
<i>Jon Robere</i>	<i>CA</i>	<i>1962 Rampside Camper</i>

WELCOME BACK to returning member

Eddie Stephens NC from 2018

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

You will not be penalized for paying early, your due month stays the same

Due in November

Joe Covert	Robert Crawford
Carl Perkins	

Due in December

John Bell	Sam Christ
Alan Gonick	John Michael Hamel
Clark Hartzel	Eric Lucas
Eva McGuire	Thomas Robinson
Michael Timmons	

Due in January

David Barclay	James Cheek III
Jess Corrigan	Seth Emerson
Kent Harrington	Ron Hinz
Mitch Hodge	Terence McKenna
John Miller	Stacy Milnes
LeRoy Rogers	Philip Sheridan Jr
Ben Stiles	Christian Timmermans

Due in February

L D Brent Jr	Mark Chindlund
Kenneth Drye	Brian Fiffe
Rich Greene	Ralph Gubser
Mark Lewis	Keith Martin
Jerry Murray	Michael Pfungsten
Kenneth Ragan	Dan Reis
David Sanger	Larry Schmuhl

The Winner Is
Philip Sheridan Jr
 \$10 Clark’s Gift Certificate
Remember, you can only win if your dues are current

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Corvanatics Merchandise



Details, pictures and how to purchase at:

<https://www.corvair.org/chapters/corvanatics/merchandise.php>

Corvanatics also has two online merchandise stores:

<https://www.cafepress.com/corvanatics> (US & intl Ship)

<https://www.zazzle.com/store/corvanatics> (US Ship Only)

Item	Price
NEW Corvanatics Business Cards (pack of 10)	25 cents or free with other order
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NEW FC stickers (Rampside, Corvan, Greenbrier)	\$1.00 each
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

Riding with the President

by Stephen Brown

WOW, FALL HAS COME. I WAS WATCHING THE LEAVES FALLING AND THINKING I'LL BE RAKING SOON. BUT, THERE IS STILL LOTS WE CAN DO TO ENJOY OUR HOBBY. I'M PREPARING TO GO TO THE FAN BELT TOSS IN PALM SPRINGS; LOTS OF FUN AND HOPE TO SEE YOU WEST COASTERS THERE. AND, I HAVE A CHANCE TO GO TO SEMA IN LAS VEGAS IN NOVEMBER (A BUCKET LIST ITEM) AND HOPE I'LL SEE SOMETHING WHICH MIGHT MAKE OUR FC'S EVEN BETTER.



YOU MAY HAVE NOTICED THAT WE NOW HAVE SETUP TWO MERCHANDISE VENDORS (CAFEPRESS AND ZAZZLE) TO GET CORVANATICS TEE-SHIRTS OR COFFEE MUGS OR A VARIETY OF OTHER ITEMS. JUST GO TO OUR WEBSITE AND CLICK ON "MERCHANDISE" ON THE LEFT SIDE.

WE'VE STARTED LINKING WITH THE CONVENTION PLANNERS IN SAN DIEGO. OUR THREE PRIMARY SERVICES TO YOU ARE OUR NEWSLETTER, OUR WEBSITE AND OUR ANNUAL MEETING. SO, TRYING TO MAKE THE MEETING THE BEST WE CAN IS IMPORTANT AND WE'VE STARTED. MAYBE YOU'LL HAVE A CHANCE TO ATTEND NEXT JULY.

I'M HOPING YOU ARE CARRYING A COUPLE CORVANATICS BUSINESS CARDS WITH YOU SO YOU CAN PUT ONE ON AN FC YOU MIGHT COME ACROSS SO TO ENCOURAGE THEM TO VISIT AND SEE WHAT CORVANATICS HAS TO OFFER. IF YOU DON'T HAVE SOME OF THESE CARDS....JUST ASK, WE'LL SEND YOU SOME.

I WORKED ALL SUMMER ON A NEW 4 CAR GARAGE. COMPLETED IT IN SEPTEMBER AND MOVED CARS AND FC'S INTO IT. NOW I HAVE ROOM IN MY SHOP TO DO WHAT I ENJOY....WORKING ON MY FC'S. GOT BOTH MY 61 RAMPSIDES IN THE SHOP....ONE ON A ROTISSERIE, AND THE CAMPER IN FOR ENGINE AND BRAKE WORK....LIFE COULDN'T BE BETTER. HOPE YOU HAVE A CHANCE DURING THE WINTER MONTHS TO SHINE AND POLISH...TO TUNE-UP AND OIL CHANGE...OR TO MAKE YOUR FC WHAT YOU WANT IT TO BE.

I WISH YOU A GREAT HOLIDAY SEASON. DON'T FORGET TO PULL YOUR FC OUT AND DRIVE IT AROUND THE BLOCK OR TAKE IT TO A CLUB MEETING.

UNTIL NEXT YEAR...."KEEP IT OUT OF THE DITCH".

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present and accounted for we move the Corvair caravan over to the bank parking lot beside the parade start line. As we approach the official start of the parade, dignitaries and VIPs load into the ‘verts and we follow the color guard all the way to the Fairgrounds throwing candy and waving to those lined on both sides of the streets.

Always an enjoyable time can be had at the fair! The 2019 weekend event started with a Friday Corvair drive down to Andersonville National Cemetery to visit the grave of James Law and pay our respects. James’ son, Chris, drove his Dad’s beautiful Rampside and parked it under a shade tree while we stood at graveside. We miss you James!

Forward Control Vans, Rampsides, and Greenbriers are lined up at the back of the caravan so we have a ringside view of the cars ahead.

A bright and early ‘perfect weather’ Saturday for Southeast Corvair clubs to stage the 22 Corvairs for the 10:00 AM parade kick-off time. The clubs have two staging areas in Perry, Ga. First, at the High School Annex parking lot for the purpose of lining the vehicles up according to model type, starting with the early convertibles. As soon as everyone is

This year I was honored to drive Mike Gassman’s 1965 eight door Greenbrier. Riding with me were Judi, our daughter, and her three children. Many thanks to Mike (Corvair Atlanta) and the Heart Of Georgia Corvairs for making the 30th annual Dixie Corvair Classic / Vairs at Fair a true Family Affair.

GREETINGS FROM BEN'S BUS

I understand the 2019 CORSA convention in St. Charles, IL was a successful one. As always, I have enjoyed the online banter about the convention and seeing lots of photos of gorgeous FCs in action. Lynn and I enjoyed the St. Charles convention back in 2001. We miss the days of planning our vacations around the location of the annual CORSA convention.

Apologies for a long hiatus from writing into our beloved Corvan Antics newsletter. I have found being over the past few years that my hobby activities, including tinkering and even regularly driving my Corvair FCs, have taken a backseat to raising my family. The girls, Emma (8), and Cora (7), are only just beginning to find some semblance of self-reliance. The girls both seem to like the Corvairs, especially the smell of the exhaust when I initially start them up! In that, they take after mommy.

Sadly, with this hiatus from writing, and also with very little time to focus on my hobby vehicles, both of them need some love. Neither has needed much of anything mechanically for several years, and now, at the height of cruise-in season, both are pretty much down for the count. I did find time to replace the negative battery cable (ground to chassis) on both trucks. The braided originals were not really doing their job anymore, and it felt good to turn some wrenches again. Beyond that, the Greenbrier needs a flywheel, and the Rampside needs a major tune-up (to give it back its operating power and to take away the serious backfiring), lower-end oil seals, and the gas gauge repaired. It is also miserably hard to start when the engine gets hot.

Prior to these needs, I was using the FCs at least occasionally. The Greenbrier makes the best day trip



Ben's 1961 Rampside hauling new materials for the girls' playhouse.

vehicle I can think of, and the Rampside is a phenomenal hauler. Specifically, I had been using the Rampside for weekly runs to Lowe's to gather and haul home building materials for a playhouse. The materials list has been extensive, and lacking a utility trailer, the Rampside had done a fine job. That is, until a few weeks ago when I set out to get yet another load, and the truck started backfiring, sputtering, and had very little power. I got to the other end of town and decided to return home before I got too far away. I think I may have the ignition system upgraded with a Petronix.



A bed-full of overcut OSB from a friend's project, again for the playhouse project

When and if I get any spare moments, I intend to remove the Travel Equipment Corporation camper top from Ben's Bus and reseal it upon reinstallation. I know it has had some leaks over the years, but since I store it inside and rarely use it for overnight camping trips, neither has this project been a priority.

As the girls get older (and outgrow their car seats and even booster seats!), I intend to take the modified minivan rear set I have installed in the Greenbrier and put back into place the camper jump seat and storage cabinets I currently have stored. The minivan seat with its built-in seatbelts made it possible to strap car seats into the van and keep the girls safe.

(Continued on page 7)

(Continued from page 6)

To be truthful, the Corvairs are not the only thing taking a backseat to the rigors of life and raising a family. House projects have taken a backseat as well, and I have only recently begun to focus on them again. A great deal of my free time over the past eight years has been devoted to renovating the 1964 17' Airstream Bambi II we now use for our family camping adventures. Years of work have gone into rebuilding it from the ground up, and we now enjoy it completely, even though it is not yet complete. Such is life. I suppose I wouldn't change a thing.

Like I said, it is the height of Fall cruising here in southeastern Pennsylvania and it is disappointing that my Corvairs are not operating at optimum performance right now. I intend to make them right so that next Summer and Fall I will have no regrets. Hopefully your Corvairs are running well and you are enjoying them. That's really what it is all about.

Until next time, safe travels.

Ben Stiles, Strasburg, PA



Founded in 1969, **CORSA** is group of automobile enthusiasts working to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Corvair. CORSA's long range goal is to promote reproduction of parts and render technical assistance to increase your enjoyment of the Corvair, and to further the general public's appreciation of the car.

Corvanatics encourages membership in CORSA. Visit their website, www.corvair.org

DOOR CHECK RETAINER

by Gary Baxter, Corvanatics Technical Editor

This is the name the parts suppliers use, GM called the part "arm". Its function is to stop the front doors from opening too far and getting damaged by the edge of the front panel. While yours may not look like the one at the bottom of the picture, it probably has long ago lost the rubber piece that acts as a cushion while also limiting the travel. Fortunately the regular Chevy pickup used the same part from '60-66. There are many vendors supplying parts for these trucks. I got the upper one in the picture from LMC Truck for \$9.95 each. Their part number is 36-6563.



The door check attaches to the door with a split pin that must be removed so the arm can slide through the opening in the door jamb. To replace the door check it is necessary to remove the headlight assembly. It helps to have a helper. That way you can have them hold the assembly and not have to unplug the wiring. The parking light wiring can slide up through the slot in the body to give you more room. There are two Phillips screws that hold the check in place. It is then removed through an opening behind the headlight. You may have to rotate it to clear the opening. Reverse the procedure to install the new one.



A group of Corvair enthusiasts from across the state of North Carolina first met each other at the CORSA National Convention held in Chicago during the summer of 1974. Enough excitement was generated at this meeting to send the participants home with the primary purpose of forming a CORSA chapter in North Carolina. A state chapter, CORSA/N.C., was formed and since that time, CORSA/N.C. has grown to include four local clubs throughout the state, including our local group, NC Mountain Corvairs.

This was my first opportunity to attend 'Vairs in the Valley' and it certainly will not be my last. The weekend kicked off Friday morning with a long and challenging Autocross course set up by Tony Ellison, managed by Bill Pritchard and was held at the 'Ghost Town Parking Lot'. A Rally course through the North Carolina hills was also conducted Friday morning.

Friday evening brought the much anticipated Corvair Parade through downtown Maggie Valley and culminated with a sixty plus Corvair vehicle photo shoot.

The excellent cool mountain air weather continued into Saturday's Car Show held at the Town Hall Pavilion and was also the site of the Awards Ceremony. Top twenty Five awards included Billy Bruce's Greenbrier, Russ Thuleen's Turbo charged Rampside, and Dean Gemberling's V8 powered Rampside.

Written and formatted by Billy Cannon



Corvair 95: Stock was. . .

Part II - Front and Side Doors

By Steven Spilatro

The Stock Was series is exploring design modifications to our favorite vans and pickups. This second installment will look at modifications to front and side door components.

Front doors

The front doors did not see much change over the 4 years of FC production, although several changes were directed toward preventing rain penetration. And while it's technically not part of the door, among those efforts we might include the addition of the rain gutter along the windshield pillars in 1962 to divert water away from the doors. But obstinate leakage problems were addressed in 1963 by adding of a short piece of weatherstrip across the door jamb (Figure 1).

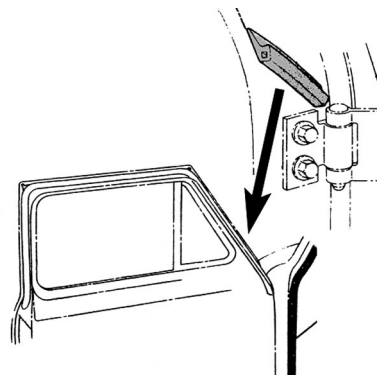


Figure 1. Front door weather-

The vent window assembly in one of the more complicated of the door components, as anyone knows who had rebuilt one. It appears that in early '61 the engineers made changes necessitating different part numbers - 3775843-4 was replaced by 3788043-4 (4/1961) and then by 3797907-8 (7/1961; which is pretty much begins with the '62 model), which is the design given in all the Assembly Manuals. The engineering drawing also exists for the final design, but not the others, so it would take some direct inspection to see what differs between early and late vent window assemblies. Any volunteers?



Side doors

The willingness of the side doors of my '61 8-door Greenbrier to pop open when traveling over a rough road surface has long created anxiety. The problem is that its first design side door strikers (# 3778927) have a single locking notch over which the door can jiggle free, especially with a well-aged latch mechanism. GM recognized the problem early-on and the new strikers (#3796765) introduced mid-1961 incorporated two notches to receive the latch pawl, greatly reducing the potential for the doors to suddenly swing open (Figure 2). Better, but still somewhat flimsy, the metal did not hold form well with repeated impact from the door bolt. Capitulating to necessity, the third generation door striker (#3848735) introduced in 1964 used much thicker gauge steel and eliminated the gap between the two catches. The bolt holes were also enlarged allowing a greater range of adjustment.

Figure 2. Side door strikers.

In 1962 several additional changes were made to the van side doors, including a redesign of the door latching and locking mechanism. The small twist-style inner door lock mechanism on the inner panel was replaced with a push button mechanism that extended through the inner door trim panel (Figure 3). The key lock on the outside of the forward intermediate door was also eliminated.

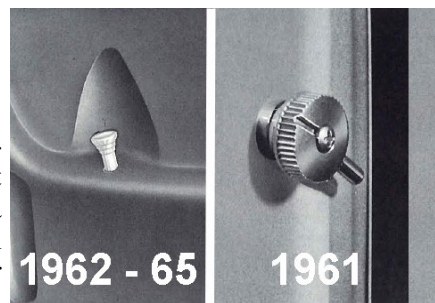
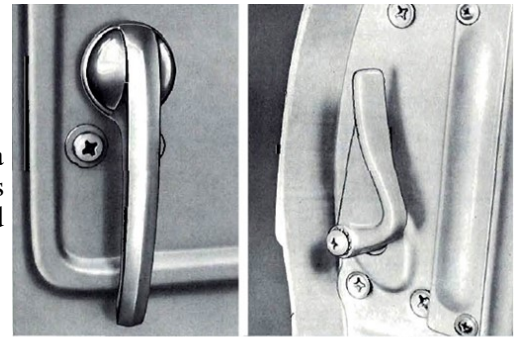


Figure 3. Side door locking

(Continued on page 10)

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Originally, the rear side door was opened from the inside with a “flipper”-like handle located on the door jamb (Figure 4). This was redesigned for the 1962 model year to be a standard type handle and relocated to from the jamb to the inside panel.



1962 - 65 1961
Figure 4. Inside door handles

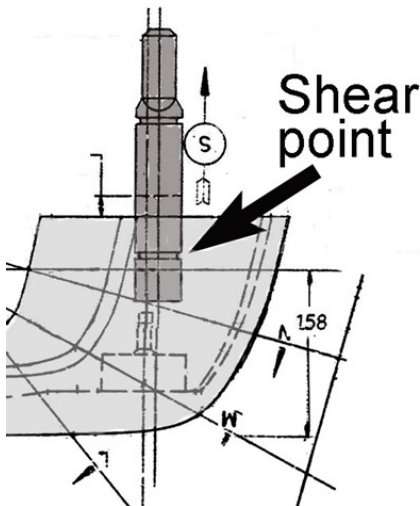


Figure 5. Outside door handle.

Some of the changes I’ve been discussing here were first described by Bob Kirkman, the Corvair engineer who served as Corvan Antics Technical Editor for many years. One of the more interesting design “tweaks” he described was to the outside intermediate door handles. For the original handles (3787331-2) it was found that with enough force applied on the handle the door could be forced open even if locked. To prevent this, a shear requirement was added to the design, causing the handle to break if too much force was applied (Figure 5). According to the engineering drawing (3796367-8) of the modified door handles, the shaft will shear at 450-650 lbs of torque.

Also, the rubber bumpers of intermediate door handles were originally glued on. Very quickly this proved to be unsatisfactory, and in November 1960 Technical Service Bulletin DR455 was released with instructions for attaching the bumpers with screws. The redesigned handles were all outfitted for screw-on bumpers.

In June 1962, the intermediate door hinges were modified. Originally, each hinge leaf had two slots, one for each of the hinge bolts (Figure 6). Because hinge leaves have different shapes and the upper and lower door hinges are different sizes, and when assembled the head of the pin must face upwards, to use a hinge on the optional left side doors, the pins needed to be removed and the hinges reassembled. Hinges with a modified design

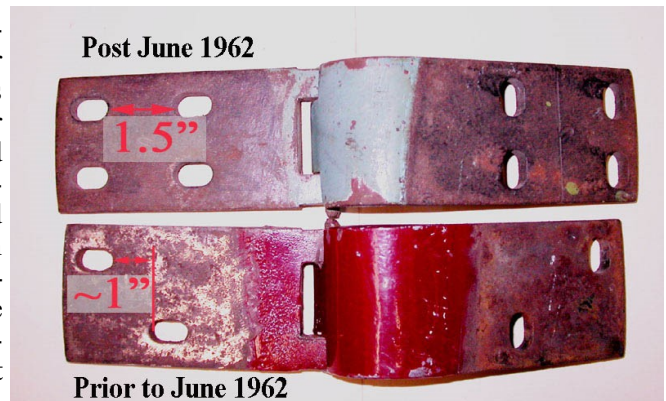
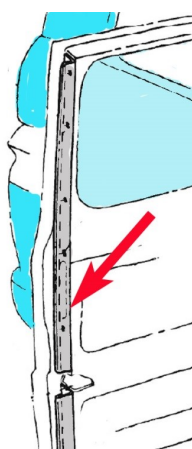


Figure 6. Side door hinges.



were used beginning late '62; because the spacing between the holes was changed, the hinges cannot be switched between different years.

The “door jamb extension assembly” (#3844821-2) became part of the Deluxe Trim (RPO Z60) equipment in 1964. These metal panels covered the opening between the side doors to prevent passengers from snagging or soiling clothing on the door jambs (Figure 7). I believe that these were originally only used on FC taxicabs, part of the RPO 420 package, where they were referred to as “door striker covers”.

Figure 7. Side door jamb

DACC Homecoming - August 22-25, 2019

STORY AND PHOTOS BY KEVIN CLARK

In late August, the Detroit Area Corvair Club host their annual Homecoming. A four day Corvair show in Plymouth, Michigan. The Homecoming is unlike any other show. They offer a tour of the GM Heritage Center, which is not open to the public. In addition they have shopping tours for the ladies, games for the kids and a swap meet for the guys. And not only that, the DACC members put in extra efforts to keep you fed in their World Class Hospitality Room with three days of lunches, grilled hamburgers, brats and dogs Friday evening, and a pizza party on Saturday right before the drive-thru awards. Finally, beer all day (and night) long. If you stayed at the host hotel there is a free continental breakfast. They also have valve cover racing, daily 50/50 drawings, and tech sessions; plus a huge auction with all kinds of miscellaneous items. If you have an issue with your Corvair, there is "Mike" who can fix it. They have a DJ all day, Friday and Saturday, who also puts on a drive-in style movie on Friday night. On Saturday night, out of 100 or so Corvairs, they announced twenty-four People's Choice and one Best of Show winners; then line those cars up for a drive thru award ceremony where you can sit and watch. There are no competing classes so it doesn't matter if you have a coupe, convertible, truck or even an Ultra Van. If yours was chosen by the majority in the top 25 cars, you will grace next year's calendar. Eight FCs were spotted. There could have been more as some people just come and go without registering. This has always been a fun filled event. Whether you drive a Corvair or not, it is worth the trip.



Found on Facebook

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



Stan Gee



FCs and Trains



Ben Stiles

Works part-time as a Red Cap (porter) for the Strasburg Railroad (see the next page for more details)



Bill Rudolph



Stan Gee & Billy Cannon
more trains



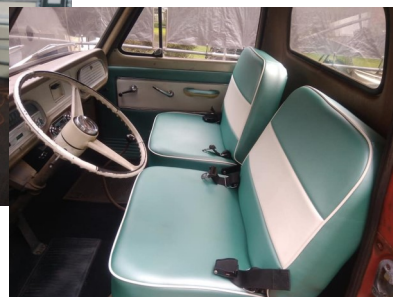
Gary Swiatowy
going under the Erie Canal



Alan Gonick
at Greenbrier Ave



Mike Moyer



Ed Bartlett



Scott Allison
A little Halloween spoof

Rail & Road: A Transportation Evolution

by Ben Stiles

Over Columbus Day weekend, October 12-14, the Strasburg Railroad (Strasburg, PA), hosted a transportation event called “Rail & Road: A Transportation Evolution.” This was but one special event hosted during a two-month period while Norfolk & Western J-Class locomotive #611, the pride of the Virginia Museum of Transportation, visited the Strasburg.

The blurb to prospective participants for the event advertised it as a “unique opportunity to pose their vehicles with #611. Cars, trucks, busses, motorcycles, tractors, etc. 1900-1960 are welcome and overnight security will be provided.”

As a part-time employee of the Strasburg Railroad, I received the announcement early and planned immediately to take both my Corvair FCs and my old 1961 Scotty camp trailer. I pleaded my case to have my old vehicles included, even though they all extended the 1960 cutoff by one-two years.

As mentioned in a separate article in this issue, neither of my FCs are running up to par as of this writing, but the railroad is only .56 miles from my home, so I knew I could limp them over. The taking of the vehicles was a special adventure in itself. Friday evening, I planned to individually wash each of the three vehicles and then take them down to the railroad parking lot. First, I washed the 1961 Scotty camp trailer and towed it down to the parking lot with my 2014 Nissan Pathfinder. Upon returning home, I washed the 1961 Rampside, then drove it down to the parking lot (with my bicycle in the bed) and hitched the Scotty to it. I then rode the bike home, washed the 1962 Greenbrier, stuffed my bike inside, and drove the van to the parking lot. I parked all of them where I was told to and left well-enough alone.

On Saturday morning, I got a call from the event coordinator at the railroad that the antique car show was changing locations in the parking lot, so I hopped on my bike again, rode down, and moved both trucks and the trailer.

The actual car show took place Saturday-Monday. I left my vehicles there the whole time, only moving them to pose with the famous #611 locomotive and then back to their spot.

I was not able to spend much time with the vehicles while they were on display, but I heard from other railroad employees closer to the display that the Corvairs received a great deal of positive attention and comments. The limited time I did get to spend talking to visitors was very pleasant.

After the show was over on Monday afternoon, I decided to reverse the delivery procedure to return the vehicles home, with the exception that I decided to just tow the camper home with Rampside. I figured if it decided to quit on the way home, reconnaissance and supply lines would be easy to maintain within half a mile of the destination! Both FCs made it home fine, but the Rampside stalled while trying to back the trailer into the driveway (pause, unhitch, move truck, hitch up the Pathfinder, and back the trailer in!) and the Greenbrier was lurching a bit as I was preparing to back it into the barn (clutch issues!).



(Continued on page 14)

(Continued from page 13)

All in all, the “Rail & Road” car show was a very enjoyable event, and well-managed by the Strasburg Railroad. It was also a wonderful forum through which to show off my Corvaire FC vehicles. Hopefully, over the Winter, I can get the mechanical issues addressed on both FCs and enjoy even more such events next Spring and Summer.



REPORT ON CAPACITIVE DISCHARGE CD IGNITION

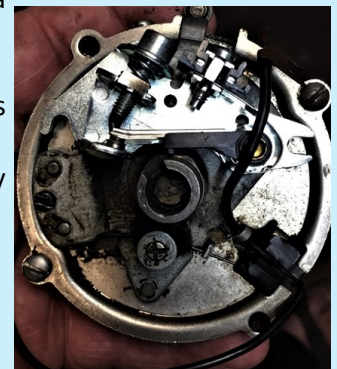
by Fran Schmidt

I tested six combinations of distributors and found they all had a 3/4" long blue spark – except for the CD unit. The CD definitely went the extra mile in producing a nice ONE inch long spark - repeatedly with no hesitation. It does have a high pitched whine – which I can no longer hear – so it might be a good option just for the old guys!

- 1960 points std coil Blue spark.....3/4"
- 1964 points std coil Blue spark.....3/4"
- 1964 adjustable point std coil Blue spark.....3/4"
- 1966 GM-NEW std coil/resist Blue spark.....3/4"
- 1964 140 Ignitor II std coil Blue spark.....3/4"
- CD unit, points, std coil Blue spark.....one inch

After tabulating these results, I went back and checked a few of them to see how close to 3/4" they came and I was surprised to see how consistent they were. I did try a couple HOT coils, but in the process, found that the coils themselves were not performing, so I went back to run the tests all with the same sort of old-time CORVAIR coil. The NEW GM distributor driving the old coil bothered me so I put a resistor in series with that coil, which got hot as I ran the tests, so I'm comfortable with that. The NEW-GM distributor is a nice unit but is very tight in that space, certainly not OK with A/C. It looks as if a good combo might be a Point distributor – with the adjustable points - and a CD unit!

PS Here's a shot of what it looks like when you first put a set of adjustable points inside the CORVAIR distributor. Things look to be a little tight, don't they? Some judicious chopping and drilling and cutting and filing, etc. got it comfortably "inside"!



Stay tuned

Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago 1979 Corvan Antics

There were only four issues in 1979.

30 years ago - 1989 Corvan Antics Volume 17 #6, Nov-Dec 1989

Dave Palmer described making a radio-controlled miniature Corphibian out of high density Styrofoam with mechanical and electronic parts scrounged from an inexpensive R/C toy. (Dave, do you still have this compact Corphibian?) Tech topics included measures that can help reduce ring gear wear for powertrains with either a manual and Powerglide transmission, and considerations when choosing an automatic fan belt tensioner. President Clark Hartzel recounted his week-long tour of New England in his Greenbrier.

20 years ago - 1999 Corvan Antics Volume 27 #6, Nov-Dec 1999

Jim MacDonald was president and was laying tentative plans for Y2K (Remember Y2K, which would end the current millennium and civilization as we knew it?) . One idea was to pack the whole family into his Rampside and herald in the new millennium while driving a FC!

Jeff Angelli, of the Mad Platypus Race Team, describes installation of a fresh air fan in his FC to assure a steady flow of air even if dead stopped in traffic.

Newsletter Editor David Hartmann put out a call for contributions to the newsletter. For this issue space was filled with a reprint of Technical Service Bulletin DR589 (1963) on how to start your Corvair or Corvair 95 when hot.

10 years ago - 2009 Corvan Antics Volume 37 #6, Nov-Dec 2009

Robert Tidwell's 8-door '63 Corvan was the cover feature. Editor Mike Moyer announced that he started a Corvanatics Facebook page. Facebook, he explains, is a social networking site similar to MySpace established by Mark Zuckerberg. [As of October 3, 2019, the Corvanatics Facebook page has 1622 members]

Jean Allen reported that the annual Hoosier Auto Show and Swap Meet in September had been attended by a record 50+ Corvairs and 9 FCs. Pictures of FCs at the Delaware Car Show were provided by Jerry Moyer.

In the Classifieds we find a couple of Rampside and a Greenbrier. The Rampside were Jack Pinard's '64 and Bill Van Lieshout's '61, and the Greenbrier was Tim Colson's '64. 44FF Spark plugs could be had for \$3 ea.

RECREATION OF THE ORIGINAL WHITE AC PF-4 OIL FILTER! TAKEN FROM THE MAY 2019 GROUP CORVAIR NEWSLETTER



You too can have “original” white AC PF-4 oil filters without having to resort to 50+ year old NOS filters. Clark's Corvair Parts is making new, white oil filters under their own label. (C-47C, \$7.30 each, less in quantity.) While apparently some people found some issues with their first generation of filters, those issues have all been corrected in this, the second generation. (The specifics are described in the Clark's catalog supplement, page 35.) The Clarks' filters come with a hard, white finish and the Clark's logo in red. Clark's also sells a decal set that replicates the original PF-4 oil filter labels (C13228, \$5.45 for a set of three). Note that you can't find these decals in their on-line catalog; they're only in the supplement, page 35, which for some reason isn't included in the on-line search tool. To recreate a filter like the one above, take some lacquer thinner and wipe off the red Clark's logo on their new filter. It comes off quickly and easily. The underlying white paint seems pretty immune to the lacquer thinner, but I wouldn't work it too hard “just in case”. The decals are a bit tricky to apply. They are thin, adhesive-backed cutouts on a paper backing. You have to unstuck the cutouts from the backing while simultaneously wrapping them around the oil filter. You need to get them straight otherwise the thin blue lines won't meet on the far side of the filter. And each of the pieces of the decal are separate cutouts – as an example, each letter of the words “TYPE” is separate from the others. The paper backing is the only

thing holding them in the proper orientation. So it helps if you have something like an “X-ACTO” knife that you can use to pry and help position the cutouts. You can peel them off the filter if you must reposition them, but it's best to take your time and get them right the first try. Press them down firmly once in place to work out any air bubbles. Once in place, Clark's recommends spraying them with a clear overcoat to ensure they stay in place.



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CORVAN ANTICS 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 full color newsletter and \$15 for a mailed black and white 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 received 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. All ads must be Corvair-related.

Deadline for publication is the 15th of February, April, June, August, October or December.

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