

CORVAN ANTICS

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The Bi-monthly Newsletter of Corvanatics
The Forward Control Corvaire People



Corvanatics 2020 President's Choice Award—Kent Sullivan—1964 Damside

Read Kent's Story on [page 3](#)

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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>.

Riding with the President

by Stephen Brown

If you are like me, you are really ready to see a car show, go to a club meeting or visit our car friends. I'd be packing soon for the convention, but the virus has canceled it. So we decided...let's have the President's Choice contest but open it to the entire Chapter. We didn't know if you would enter your FC, we hoped. Wow - you really came through. 55 members entered 74 entries. There was everything from the best of the best, daily drivers, under repair and restoration, and of course the parts vehicles. I spent hours looking at the entries. I especially liked those where time was taken for the best picture settings; liked the kids in the bed or in the van and liked the dogs in the picture. I was intrigued by the electric Rampside, by Bjarki's Corvan setup for his wheelchair, and Greenbrier and Rampside Campers.



My selection for the 2020 President's Choice Award is a 64 White on Black, Deluxe, Rampside owned by Kent Sullivan. It's a terrific fully restored, very original FC. Congratulation Kent!

There was over a dozen which I thought deserves honorable mention. Some include Mike Dawson's 62 Greenbrier, Jess Corrigan's 61 Rampside, and several of JC Ashe's Ramp-sides. (I know I should list more). All the entries can be seen on our website here, <https://www.corvair.org/chapters/corvanatics/virtShow20.php>; be sure to look at them all.

So no Convention. CORSA requires Chapters to hold an annual meeting. We've decided to hold an abbreviated meeting at the Detroit Area Corvair Club (DACC) Homecoming in Ann Arbor, MI (August 20-23rd). So if you can, please be part of our gathering. And if there is a topic you would like to discuss, come prepared to introduce the topic. We will do some Chapter business, affirm Chapter officers, designate some donations and even hand out some door prizes. Myself along with several other Chapter officers should be in attendance. If you haven't been to the Homecoming, it's one of those Chapter events worth going to. Bunch of really nice Corvairs and FC's, great food, nice swap meet, movie, beer garden, trip to GM's Heritage Museum (really special) and perfect opportunity to "rub" shoulders with a bunch of real nice Corvair people. Website info: <http://detroitcorvairs.com/Homecoming2020.html>

Some may have heard that Jay Leno put together a new video regarding his really nice Rampside. He did the filming, showed some early restoration pictures; did a nice overview of FC's and rode around the city some. This half an hour video is worth viewing. Just go to Jay's Garage and Rampside.

Hope to see a bunch of you in Detroit next month. Hope we all stay healthy. And as I tell my kids...Keep it out of the ditch!

President's Choice Award Winner's Story

EVER SINCE DUANE WENTLANDT FINISHED THE RESTORATION OF MY 1964 RAMPSIDE IN 2014, MY SONS KYLE, SEAN, AND I HAVE ENJOYED DRIVING IT WHEN IT'S NOT RAINING. (BELIEVE IT OR NOT, IT DOESN'T RAIN ALL THE TIME IN SEATTLE!) OTHER THAN THE NORMAL FEW GREMLINS ONE HAS TO CHASE DOWN AFTER A COMPLETE NUT-AND-BOLT RESTORATION, IT HAS PERFORMED FLAWLESSLY AND IS A PLEASURE TO DRIVE.



SO, IT WAS QUITE A SURPRISE WHEN I TRIED TO START THE TRUCK IN EARLY MAY, TO BACK IT OUT OF THE GARAGE AND SNAP A PICTURE FOR THE 2020 CORVANATICS VIRTUAL CAR SHOW, THAT IT WOULD NOT START! KYLE AND I DID

SOME QUICK DIAGNOSTICS AND DETERMINED THE TRUCK WOULD RUN IF FUEL WAS INTRODUCED DIRECTLY TO THE CARBS BUT NOT OTHERWISE. WE DIDN'T HAVE TIME TO DO MORE THAT DAY. THE TRUCK SAT WITH THE HOPE OF FINDING TIME TO DEAL WITH THE FUEL PUMP AND/OR STRAINER, BOTH OF WHICH ARE NEW, BUT THAT TIME DID NOT MATERIALIZE. AND, AS THE END OF THE MONTH APPEARED, MOTHER NATURE WASN'T COOPERATING – RAIN EVERY DAY.



FINALLY, ON THE AFTERNOON OF THE LAST DAY OF MAY, IT STOPPED RAINING FOR A BIT. SEAN AND I CAREFULLY ROLLED THE RAMPSIDE OUT OF THE GARAGE, WHICH INVOLVES NEGOTIATING A SLIGHT INCLINE AND A SHARP TURN, AND I QUICKLY SNAPPED A PICTURE, BEFORE WE CAREFULLY ROLLED IT BACK INTO ITS SPOT AND CLOSED THE DOOR. WITH BETTER WEATHER HAPPENING MORE CON-

SISTENTLY SOON, I'M SURE WE'LL GET THE FUEL DELIVERY PROBLEM SORTED IN PLENTY OF TIME TO ENJOY SOME SUMMERTIME CRUISING.

I AM FLATTERED AND HONORED FOR MY TRUCK TO BE THE PRESIDENT'S CHOICE FOR THE CAR SHOW. I'M CERTAINLY GLAD WE DECIDED TO ROLL THE TRUCK OUTSIDE FOR THAT PHOTO!

--KENT

P.S. IT TURNED OUT TO BE THE FUEL PUMP BUT IT'S NOT CLEAR WHAT THE PROBLEM WAS. THERE WAS NOTHING VISIBLY WRONG WITH IT AND IT DID DEVELOP SOME SUCTION BUT NOT ENOUGH TO DRAW FUEL. I SPOKE WITH DAVE BROWN IN TEXAS, SINCE REBUILT THE ONE I WAS USING, AND HE SAID THAT SOME OF THE RODS IN THE REBUILD KITS WERE A LITTLE SHORT. THAT'S MY BEST GUESS—THAT THE PUMP WAS WORKING (BARELY) AND THEN SHIFTED A LITTLE BIT AND THEN NO LONGER WAS GETTING ENOUGH TRAVEL.



THIS IS ESPECIALLY WEIRD SINCE IT WORKED FOR 4 YEARS BEFORE THE PROBLEM APPEARED...

From the Secretary

BY MOLLY BACON

Hi all,

To all the Corvanatics family that are in the HealthCare Industry, Grocery Workers, First Responders, Police, Firemen, I tip my hat and thank you for all that you have done and continue to do during this strange, difficult time!

I miss seeing the many members I usually see at the convention. Looking forward to next year. As Steve mentioned in his letter, right now there are plans for the annual meeting to take place at the DACC Homecoming event at the end of August in Ann Arbor, MI. We plan to be there if the virus behaves itself.



Since the last newsletter :

- 296 members
- 5 new members
- 17 members renewed their dues
- 3 members dropped

THANKS FOR THE DONATION

Ed Thompson \$5

WELCOME !!

to our new members

- Carl Jones* WA 1961 Rampside
- Raymond Coker* PA 1961 Rampside
- Christopher Guthrie* UT 1962 Rampside

- Patrick Pilon* NY
- Larry Levy* AR 1962 & 1963 Rampside

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 July

Larry Ashley	Jerry Brown
Greg Czopek	Gary Duncan
Nolan Grant	Richard Hall
Merv Krull/Loretta Prosser	
Craig Wilson	

Due in August

Bridget Ahlgrim	Andrew Baca
Robert Bentz	Greg Blakeney
David Brown	Billy Bruce
Mark Crobin	Spence Duffey
Daniel Gabbert	Dorothy Hansen
Robert Marlow	Dan Morgan
Michael Moyer	Timothy Shortle

Due in September

John Ackerman	Duane Baker
Ed Bartlett	Ken Brown
Danny Davis	Bill Fenemore
Norbert Laubach	Lillian Law
Tim McCann	Gary Moore
Jay Nugent	Eric Olson
Edgar Perez	Nicholas Richter
Richard Weidner	Marlon Weyand

Due in October

John Bailey	Benny Bonaminio
Larry Bush Jr	Billy Cannon
Greg Cole	Tim Colson
John Howell	Joseph Lipner
Randy Marble	Todd Millican
Jake Neilsen	Timothy Palmer
Philip Raker	Jon Robere
Greg Schupfer	Larry Sherwood
Corbin Tayloe	Kevin Thompson
Ronald Young	

The Winner Is
Jean Allan

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

Director's Corner

BILLY CANNON—DIRECTOR-AT-LARGE

Billy Bob Cannon Jr.a good southern Alabama kinda name. Not William, or Bill, or even William Robert, as my Department of Defense (DoD) school teacher called the role and insisted I be called in her elementary school classroom. This was 1962, only a month since the Cuban Missile Crisis (October 16 -28 1962). Dad had been transferred from McDill AFB in Tampa, FL to some city in France by the name of Paris. But let me back track just a little.

Dad was a US Army enlisted man with a loving wife, three "staircase" children and another on the way. I was six years old in 1960 when he saw the brand-new Chevrolet Corvair. Revolutionary, inexpensive, and room for six! He had never bought a showroom new car but on that day, the white 4 door with red interior captured his fancy and fit his needs exactly!

Two years and two duty stations later found the whole Cannon family and the little air-cooled car right in the middle of foreign vehicles that seemed to accept the size, styling, and economy of Chevy's Corvair. A few other servicemen had the same idea as my Dad and brought over their own engineering marvels. Thing was, not many of them were as mechanically inclined as my 'jack-of-all-trades' Father. Often my weekends were spent watching him perform preventative maintenance on our 4 door but it was usually helping his buddy's Corvairs go on their own merry way.



Five years passed. The Americans were asked to leave 'La Belle France' so Supreme Headquarters Allied Powers Europe (SHAPE) pulled up stakes. Half of them transferred to Stuttgart Germany while the remainder of us were fortunate enough to land in Mons, Belgium. Sure enough... our beloved Corvair (sans roof rack) went right along with us. A total of seven years was spent overseas. We and the Corvair visited half a dozen countries and I do not remember EVER being stranded on the side of the road or even experienced a thrown belt for that matter.

As is the life of a military man, orders were written, we left SHAPE and headed for the land of the round doorknobs. Fort Knox, KY was our next destination. As happens with all little children, we had grown out of the little car and Dad had his eye on a more spacious vehicle. He test drove a used 1965 Greenbrier by bringing it home on a Saturday so all of us could climb in to try it on for size. Unfortunately, the salesman talked him into a 1969 Chevy Sportvan and the

first year Corvair was sold to my uncle. I have tried in vain to locate that car, but I fear it will never be found.

But not to worry, our ownership of Corvairs certainly did not come to a screeching halt! Dad did a year long tour in Vietnam, returned home with news that our next place to live would be Augusta, GA, home of the Masters Golf Tournament. We have always loved tinkering with our Corvairs and as is the case with many of you, owned 'a few'. In the early seventies they were a dime a dozen and my Father was still known as the go to guy if you needed work done on any air-cooled engines. Especially the 'boxer' six made by Chevrolet. I must boast that I gained a lot of Corvair knowledge from Billy Bob Cannon Sr. during his 64 years of life on this earth. "No brag Just fact!" was prone to be heard from Walter Brennan in "The Guns of Will Sonnett". Such was our affirmative response when asked to get a non-running Corvair back on the road.

If you are keeping up with this timeline you may realize that I am now of driving age and in search of a car of my own. What else would I have but a Marina Blue '66 Monza which I drove all through High School. When I joined the military there was also a '64 Spyder in my stable. Those cars have joined the unknown whereabouts of our original 1960. I have married, adopted a son, sired two wonderful daughters, retired from the US Navy, contracted with the government and am now a Government Service employee.

(Continued on page 6)

(Continued from page 5)

The Corvaire itch has not quite gone away and probably never will. Judi and I restored a 1967 Code 'M' (Royal Plum) Convertible as her daily driver for our 30th anniversary. My son and I built a '66 Crown V8 Conversion and a reverse rotation 140hp Kyote Dune Buggy. Sometimes there is the opportunity to autocross my '65 Corsa and someday may finish my 'GoMango Monza' factory A/C '66 as a daily driver.



Currently I am totally, head over heels, absolutely in love with my 1962 Rampside that is painted in NAVY livery as a tribute to my Naval service. If I had the chance to drive that '65 Greenbrier dear old Dad turned down way back in 1970, I probably would have been smitten by the Forward Control bug and never looked at anything else that I own. Speaking of ownership....A huge shout out to Corvanatics secretary, Molly Bacon and Chris Brown that, before their move from Georgia, gifted me the eight door Corvan that should be on the road by the end of this year. Once again.....THANKS Chris & Molly!

I am pleased to be your Director at Large and in closing must state; "What a joy it is to drive a Corvaire 95!"

A side NOTE: After my Mother politely pointed out the name on my birth certificate to that DoD schoolteacher,

she addressed me as Mr. Cannon. Hmmm! I wonder if she calls that Slingblade actor Mr. Thornton?

We all know how to bleed brakes, right?

You don't open the bleeder valve without having pressure on the system, so that, when you do open the valve, the fluid and bubbles (and crap if your flushing them) can/will come out – not in. OK, that is the same thing with a pressure bleeder, except there's nobody on the brake pedal.

Well my friend and I were installing new NICOPP brakes lines on his Chevrolet with rusted brake lines (both front lines were rusted through) and found his Front Calipers were in-need-of-replacement as well. All the mechanical was done with normal effort and properly bled. Giving brakes that felt right and stopped 'good', but - - his unit has ABS on it...!

OK, we looked in the book on how to bleed ABS. If you are just bleeding brakes there's no need to do anything with the ABS, but if you have taken a line off the unit (as in replacing a line and/or caliper) then you have-to also bleed that unit.

OK, how to do that? The Internet is a good place for a you-tube video and there's a guy showing exactly how to do it – which he does until brake fluid comes out of the valve he is depressing. Looks easy enough, says I.

We tried many different ways to do it and could never get anything out of the unit...His Chevy has a vacuum booster so we even tried it with the engine on and had lots of pressure (meaning it was hard to depress the valve when the BIG-GUY was putting on the pressure. Again, no fluid could be coaxed out of that little unit.

Well, he said it stops "good", so I'm gonna run it. And, he did. Later on, he stopped at a mechanic's place and they went through his brakes to bleed them all – properly! They found no better way to do it. So, he drove on and all was well - - except he wasn't comfortable with not having properly bled that ABS unit.

A couple weeks went by and he was talking to his mechanic Grandson who said he'd take a crack at it. Of course, he had to look it up someplace, too, so we are all (all of US!) benefitting from his research, as he found out the "proper" way to do that ABS bleeding.

Why am I telling you this? It could easily happen to any of us, with our Non-CORVAIRE units that have ABS on them. The bleeding procedure for these units has a reverse order in them, that seems (to me) counter-intuitive. You don't put pressure on the system before you open the valve. Again, you DO NOT pressurize the brake system before opening that valve...you open the valve FIRST!!!

Yes, you open the bleed valve and then push on the brake pedal. Close the valve and then release the pedal. Got that open, push, close release...in that order. He said they did three pumps and fluid came out of the valve – meaning the ABS had all its bubbles removed. What a relief! He now has good brakes and peace of mind!

More to the point, for US.

The NICOPP brake lines are superior in every way to our old iron lines except for being twice the cost. The NICOPP lines are about \$2/foot as compared to steel lines (even plastic-coated ones) that are about a buck a foot. If you changed all your CORVAIRE brakes lines over to NICOPP it might cost \$50.

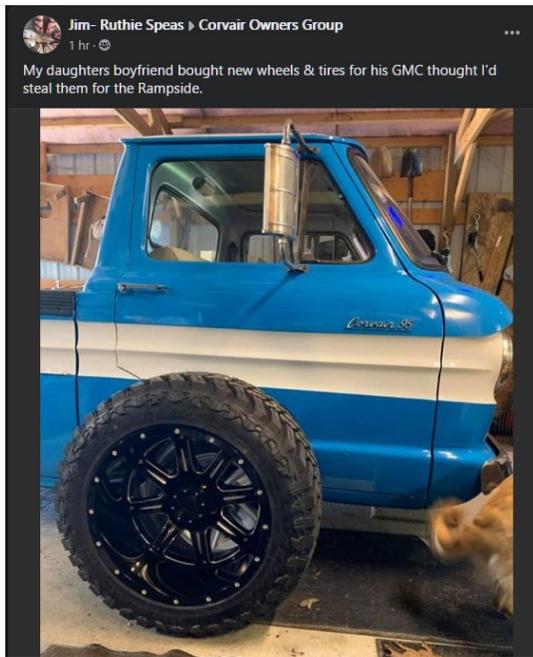
Oh, They will "NEVER" rust...period. They are also easier to bend and when you double flare them, they wipe across that sealing surface 'very nicely, with no galling'. Since they are so easy to flare you can get your lines in a coil, say 25 feet long, and cut each line to exactly the correct length and get a nice proper bend in the line, wherever you want, with ease! Something to think about as our buggies get older.

Remember to do an ANNUAL flush of your DOT 3...!

Keep on CORVAIRing, Fran

Found on Facebook

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



Jim Speas



Raymond Coker
New member



Tim Schwartz
Camper



Doug Rojas



Gerald Fleming
Loadside

Eva McGuire



RAMPUS

BY JIM DAVIS

I began looking for a Rampside in 1984 to haul firewood from the Barksdale AFB, LA reservation to our new house in Haughton. A mutual friend told me of one for sale in Andrews, TX. I called Eddy Meadows and he stated he had two for sale - one running and the other for parts. We settled on a price of \$2,000. I rented a dolly (just in case) and headed to Andrews with the 1984 T'Bird. The all gray truck (from CO) had scrapes down both sides; but otherwise, looked good with 22,000 miles showing. It had a 1962, 80 hp, 3-sp drive train installed, but the original 4 speed transmission and differential were part of the package. It turned out to be the 11,233 Corvair off the Flint assembly line. I decided the parts truck was too far gone to bring home. The trip home was uneventful with my wife following in the T'Bird. I rebuilt the early 4-speed (4.26:1 first gear) replacing the main shaft (twisted input splines), needle bearings and blocker rings. I found a used 66 140 engine in Morgan City, LA (thanks Norbert Voll) and a universal replacement Corvair case at Helen (thanks Barry Owen) and built the engine as a 140 FC engine. Ray Sedman supplied the cam (AP150), reconditioned heads (high squish) on one of his CNC machines and supplied the pistons and rings. I found a 1965 alternator adapter at a Carolina Corvair show. Louis Pinard supplied the 1964 differential with welded pinion gear 3.55:1 positraction differential. I put it all together and added Jet Hot coated Clarks headers, with SS 2.5" pipes into 4"SS Super Trapps. The stock starter was unable to turn the high compression engine over when hot, so a Clarks Heavy Duty starter was installed. I was able to find an A/C condenser, evaporator and receiver that fit the Rampside from J C Whitney. Louis Pinard supplied the Sanden (SD505) compressor and A/C pulley and I built the mount. The idler is from an 84 T'Bird which is necessary to clear the dipstick tube. I had a local A/C place run the hoses and add F-12 to the system. I found a complete FC gas heater in Oil City and after some repairs and a new exhaust pipe, I installed it. While under the dash, I installed VDO electric oil pressure, oil temperature, voltmeter gauges and clock to supplement the Spider dash. Porterfield brake shoes with new Raybestos brake drums, a Source dual master cylinder and David's clutch and carb cable finished the drive train and Monroe gas-magnum shocks and Addco anti-roll bars helped handle the drive train's power. A 1984 T'Bird supplied the gray shoulder harness. Hollensteads in Minden did the gray and black upholstery. The wheels are 15x6 steels from a 1972 Chevelle station wagon, tires are 225/60-15 Pirelli Scorpions and Chevy dog dish caps finish the look. An Audiovox cruise control made Rampus a trip vehicle.



It is now 35 years and 172,000 miles later, and Rampus looks better than ever. After 2 years in various body shops in three different cities (I no longer have my shop), all the rust and dents were removed and there is new paint everywhere. Two gallons of fleet gray, tinted SEM urethane bed liner protect the bed. Clarks Monza style vinyl upholstery (65 slate gray) with rebuilt gray shoulder harnesses (myairbages.com) with the slate gray and silver interior (Rustoleum) make the interior really shine. I decide to replace all the auxiliary



gauges with white face ones from Summit Racing. This time, I built a complete wiring harness for the new gauges which made the installation of the gauges much easier. The rims and hubcaps are the same, but the tires are now Hankook 195/75-15 white walls, as I am no longer hauling anything though the woods. The floor mat is original with a few repairs and is over Summit hood heat mat. Clarks reproduction door sill molding and chrome bumpers add the bright work. I polished and painted all the body emblems (thanks Jeff Stonesifer for the rear emblem). Except for redoing the gas heater wiring, repainting the wheels, and stopping the pesky diff leak, it looks like I am through for the summer, but I am never totally through playing with my biggest toy.



HI THERE!

I'm Chuck Hanson, from Mesquite Nevada. My wife Cyndie and I are happy to be new members of Corvanatics and would like to introduce you to our accidental new family member, the Tangerine, a '64 Greenbrier Deluxe. Some of you will know us from the Ultra Van group, as the proud owners of The Whale460. Those with truly long memories may remember me from the mid-nineties, when I got my first FC, a '63 Rampside, in British Columbia Canada, and joined the group then. That first Rampside was intended to be nothing more than a curiosity, but quickly started earning it's keep as my principal work truck in my small roofing company. It wasn't pretty, but made an excellent, durable and versatile work vehicle.

Time moves on, and I ended up in Mesquite, Corvair-less for 5 years. Even my new wife Cyndie could not fully replace my longing for a new Rampside, and I found another '63 in 2005, far nicer than the first, yet it still had to earn it's keep, and proved invaluable in the remodel of our new old house. When the house was done, we searched for an Ultra Van, as have so many FC owners, and wound up with The Whale in 2007. The '63 moved to a very good home in Saskatchewan to undergo a first-class renovation. At this point, my searching for alternative vehicles has reached its zenith, and life is good...

So, how did I "accidentally" end up with the Tangerine? Well, there I was, minding my own business, when I got a phone call from St George, Utah, 40 miles east of here. The Tangerine's owner had been badly taken advantage of by an unscrupulous Corvair "mechanic", and was left with a non-running, but very nice looking, yard ornament that he needed to get rid of. My Utah friend was unable to buy it, but she hoped that maybe I, or one of my Las Vegas friends could. Not being in the market myself, I decided to check it out and report back to the Vegas Vairs. Cyndie, the Voice of Reason, came along to chaperone. Just looking for some friends.....not us.... But how could I resist, with that tasty new Chevy Orange paint job?? especially at this price?? I have a drivetrain at home, and of course, it would have to work, and earn its keep! I forgot all about the Vegas guys, and now after a few weeks of tinkering, we have a new Work Dog, ready to start on the new garage addition which it will share with its big brother The Whale. Plans are to reward the Tangerine with a new interior to replace the all original, yet still functional 9 passenger layout, possibly as a weekend camper.

Glad to be back!

~Chuck and Cyndie, and The Tangerine

At the car wash, first drive with the new engine.



Cyndie breaking ground on the Tangerine and The Whale's new home. She has a lot of work to do

The nearly new 110 4 speed, with Nash Fan, and Stinger ignition. I will rebuild the original VB engine as soon as I have a shop to do it in.

West Coast (Junior) Mirrors – Restoration & Installation

By Billy Cannon

I have been using the stock five inch drivers side mirror mount on Navy Rampy since I bought her. Even though I installed a convex head mirror, I still had trouble backing the truck and was nervous doing so. The original plan was to find the passenger side outside cast iron mirror mount (she is a deluxe) but we all know how expensive sourcing one of those can be.

Two or three years ago, Russ Thuleen and Howard Tut came down to Goodwater, AL with gifts to bear. Russ says, “If that’s going to be a Navy truck, then you need some Navy mirrors!” He handed me a set of West Coast mirrors that he had in his stash of numerous FC parts. I



thanked him of course but didn’t want to install them until the truck was in its Navy livery.

Exterior painting of Navy Rampy is pretty much complete so it was time to break out the ‘west coasts’ and do an assessment of their condition.

I had already disassembled a set that was on my Dad’s Ford Camper Deluxe that had identical hardware with much of the chrome plating in fair condition. The Chevy edition of the mirrors

(to my knowledge) all came painted a very durable white from the factory.

The task at hand was to remove the many coats of paint from the ex-



tender arms to which the mirror heads are attached. After a couple of hours of attempting to get to bare metal with the wire wheel, I decided to make a trip to the local ‘Homeless Despot’ and find a suitable liquid paste paint stripper. (See the Picture)

This stuff goes on easily with a brush and requires a suitable soak time. I figured overnight should be plenty and it was. Several coats of dissolved paint were removed with



just a swipe from the shop rag. What little remained was taken care of with a quick run of the wire wheel.



Next step to match the Navy color scheme was using the same ‘Hammered Grey’ rattle can paint applied in the belt line dazzle camouflage. Also matching the paint scheme are the painted black acorn nuts. Lots of elbow grease and ‘Never-Dull’ metal polish was used on the chrome hardware and mirror backs.

I can now back up with plenty of visibility. My only complaint is the added wind noise, but I’ll get used to it!



GENERATOR LIGHT

BY FRAN SCHMIDT

Recently I had occasion to revisit the wiring of my GEN-FAN Tell-Tale light. You may recall I had put an LED in the dash port for that bulb and it didn't work to 'light-up' my GEN. So, I replaced the LED with a regular bulb, and it worked fine. What I failed to mention is "that particular brown wire" which is the Tell-Tale wire on all CORVAIRs is the wire I use to trigger my Fuel Pump Relay. As such, I like to have the Fuel Pump 'come on' as soon as the engine starts and also shut down if/when the engine stops. Sort of a SAFETY device in case of a crash.

That brown wire – between the dash and the REG is running at about a volt when the GEN is off and then it pops up to 12+V when the GEN kicks in. Some folks use that wire to power their Fuel Pump directly, but I think the relay might be more secure, just a judgement call – you may disagree.

The relay takes about 6V to latch and the Voltage applied to it can go all the way down to 2V before it lets loose. So, you gotta have 6V to turn it on and it won't let go till it's down to 2V. As it so happens, sometimes when you turn on your Key and the Ignition, radio, other things light up, there is a little spark that happens...in so doing the voltage on 'our brown' wire gets a pop – above 6V! This will sometimes latch the relay when it's not supposed to be latched. Tests have shown the spark does not kick up to 12V though so if I had another 6V 'dam' in the way of the spike that would make my system act better.

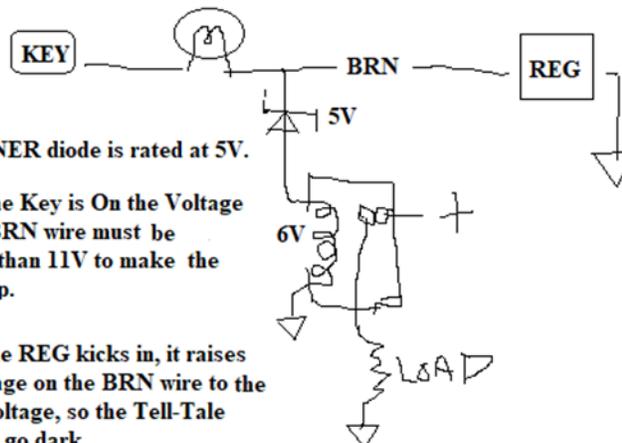
Turns out there is such a thing. You can get them that are rated from 2V to 100V and they will block any voltage that is less than their rating and pass on the higher voltage while subtracting their value from the source. It's like this, let's say we have a 6V device and its hooked to a supply that is 9V. All the things along the 9V line get the 9V but the stuff hooked behind the 6V device only get 3V. If it's in a 12V system, they would only see 6V.

In my case I have a 6V relay coil and I put a 5V device before it. This means the supply line must go higher than 11V before the relay can latch. This setup works great on my '64, '61FC and my '66. All of them have Electric Fuel pumps powered by a relay that kicks in ~11V.

The device I'm using is called a ZENER diode and it acts the same as a regular diode in that it stops current from going the 'wrong' way – up to a point! If you wanted to make a power supply that put out 9V (or 29V) you simply use a ZENER diode to clip off the higher voltages. This does require a circuit to make the power supply, but the ZENER gives it the control.

If anyone would like to see a demonstration of how this works, I would be glad to put one together.

However you look at it, it pays to Keep On CORVAIRing, Fran



The ZENER diode is rated at 5V.

When the Key is On the Voltage on the BRN wire must be greater than 11V to make the relay trip.

When the REG kicks in, it raises the voltage on the BRN wire to the Key's voltage, so the Tell-Tale light will go dark.

When the light goes dark the relay is activated.

Corvairs are Getting More Respect

Do you like centerfolds? Then you should like this one in *Generator and Distributor*, the monthly magazine of the Vintage Chevrolet Club of America (VCCA). The June 2020 issue is a special "Best Of" edition with the vehicles in five categories – "Best overall", "Best 4-Cylinder", "Best 8-Cylinder", "Best Commercial" and "Best Unrestored" for 2019. The "Best Commercial" winner is a beautiful red over white 1963 Rampside, owned by Duane Wentlandt in Oregon City, Oregon and was the VCCA centerfold.



Jesse J. Wright Memorial—1950-2020

By MiLana Wright

Jesse, longtime member & officer of the Central PA Corvair Club & Corvanatics member, passed away in March after a lengthy battle with Pancreatic Neuroendocrine Cancer.

Jesse was an engine enthusiast from a very young age tearing small engines apart & putting them back together specifically to see how they worked. Corvair engines became his favorites. Through the years Jesse had owned various early & late model Corvairs, but especially loved the Corvans. By the late 1970's he purchased his first 1961 Corvan. This van was in complete disrepair. It came complete with stick on shag carpet squares, port holes and roof vent. The complete drive line



& suspension were shot so Jesse installed a 1966 sedan driveline & suspension thus converting it to a power glide that drives & handles like a car. He drove it up to the year 2000 with only one other restoration. By 2001 he was beginning a third restoration, but his health began to fail causing him to be too fatigued to work on it. With his wife's help they were able to get most of the paint removed. It has been sitting in that state ever since. Even in his last days he still insisted he would work on his van when he felt better. Unfortunately, the illness took his life before he could complete the restoration.

Jesse also purchased an all original '61 Corvan in the early 1980's from its first owner. It currently has 28,000 miles with original paint, engine, interior, etc. He lovingly called it Neptune.

Jesse retired after working 37 years for the Mack Truck Engine Remanufacturing Center in Middletown, PA. He is survived by his wife, MiLana; daughter, Selena & two grandchildren, Nash & Maize.

He was very active in his church & was an avid 8 track tape & player collector.

Jesse was always willing to give a helping hand to anyone & is very missed by his family & friends.

ED—MiLana submitted their FC's for the Virtual Car Show with these explanations:



3rd restoration attempt of his beloved '61 Corvan which he never got to complete. He passed away on March 9th & up to the day he died his dream was to get it back on the road for the 3rd time. It was a daily driver for many years & has been sitting in our garage now since 2001 when he began this restoration. Even though he wanted to do the work himself, it is now my mission to have his Corvan put back together & drivable. We have owned the van since 1977. It has been a big part of our family.

This is my husband's other baby. We purchased "Neptune" in the 1980's from the original owner who parked it when he found out he had polio & would no longer be able to continue his business. The original owner, Mr. Geisler, told us he won it at a furniture convention. You can see it still has all original paint, lettering and only has 28,000 original miles. Always garage kept. Those little dents above the air vents are original from the bracket for the spare tire.



Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago - Corvan Antics Volume 18 #2, Summer 1980

C. Ed Sundheim gave this advice for freeing-up a seized engine: fill the whole crankcase and cylinders to overflowing with a mixture of transmission fluid and diesel oil with a dose of “oil of wintergreen” to free really stubborn parts. Ed reported that oil of wintergreen is the active component of many commercial penetrants. Is this still good advice?

Also in this edition is Part IV of Alex Mair’s The Corvair 95 - Chevrolet’s Space Age Panel Truck – Chassis, which focused on the front suspension, as well as an article by Kurt E. Gaida about travels in his '63 Greenbrier

30 years ago - Corvan Antics Volume 18 #4, July-Aug 1990

The cover photo is of a '62 Greenbrier known as the infamous Klingon Warship. It was owned, as best I can tell by Señor Marsh Hesler. Does anyone know why it was named after a Star Trek enemy ship?

This issue has the history behind that odd triangular shaped plate secured to the cab floor below the steering column (see picture). As Bob Kirkman explained, shortly after FC production began structural weakness was found in the floor pan above steering box mounts. The engineering solution was this metal plate, which initially was bolted to the floor on the assembly line and then later spot-welded.



20 years ago - Corvan Antics Volume 28 #4, July-Aug 2000

Corvanatics president was Jim MacDonald and vice-president was Corbin Tayloe. Gary Parsley gives a lengthy recounting of his efforts to install an AC unit in a Greenbrier. In this issue also was a reprint from *Cars and Parts* magazine of an article about the Corphibian. The article briefly recounted much of the familiar history of this prototype Loadside-turned-amphibious vehicle.

Corvair Underground announced its Catalog Cover Contest. Corvair enthusiasts were invited to submit photographs - actual physical prints! – of their favorite Corvair subject. The first place winner would be used on the cover of the 2001 Catalog, joined by the second place photo on the back cover and the third place photo inside.

10 years ago - Corvan Antics Volume 38 #4, July-Aug 2010

Keith Hammett described his “adventure” rebuilding a PG transmission that was no longer willing to generate forward motion. Having never done so before he likened rebuilding it to doing heart surgery. Dissection revealed that among other problems “*the drive dogs for the pump were loose and the holes were no longer round, and the pump gear contact surfaces were badly damaged from the drive dogs being slammed around.*”

In a reprint of his *The Preventative Maintenance Series*, Mike Dawson offered help diagnosing noises from the rear of cars and FCs.

Corvanatics Merchandise



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

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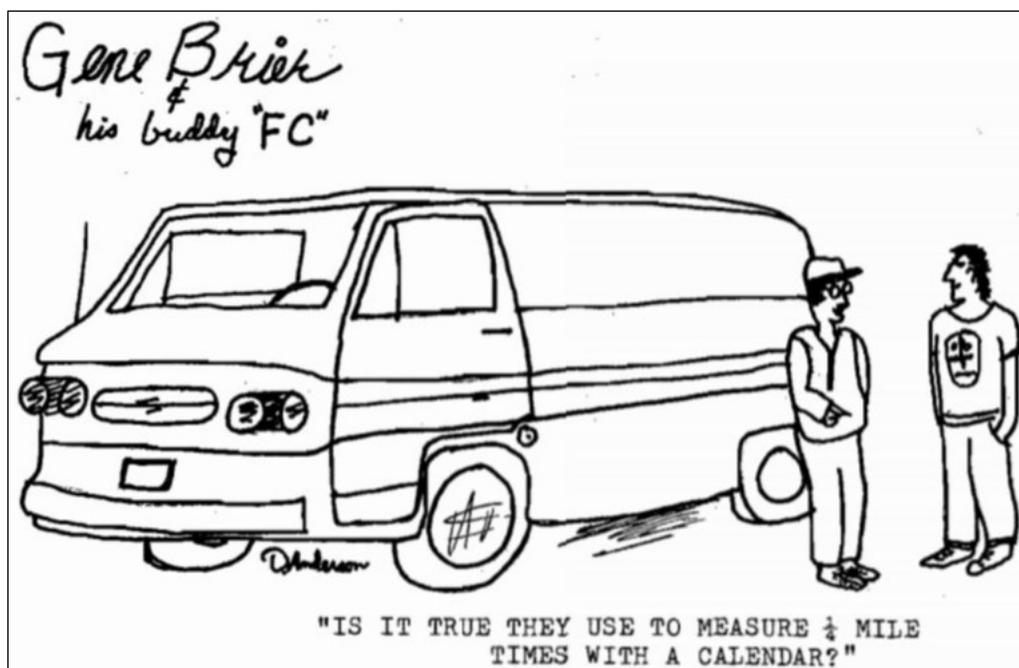
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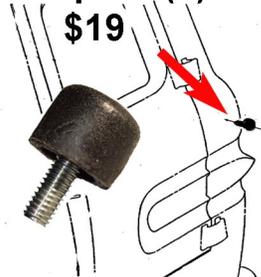
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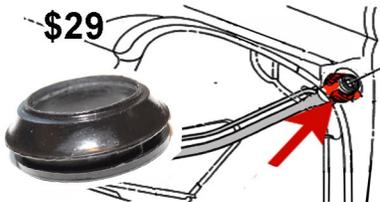
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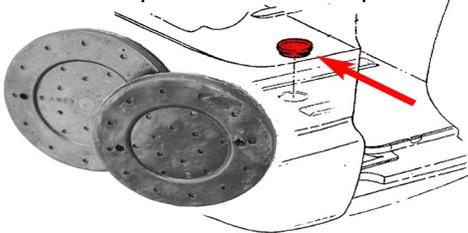
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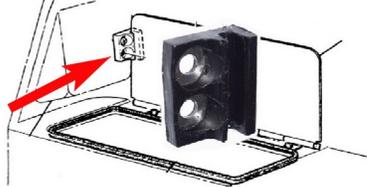
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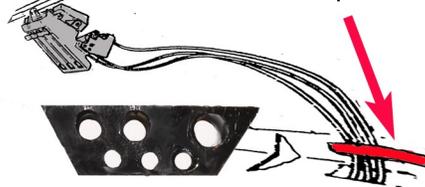
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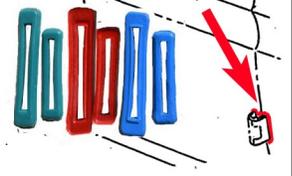
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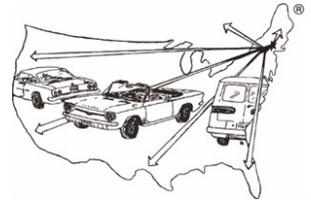
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Corvanatics is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed full color newsletter and \$15 for a mailed black and white newsletter. Application and payment is made to the Secretary/Treasurer either 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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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