

Celebrating our 45th year

November/December 2017

Volume 45, Issue 6

CorvanAntics

Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of

Corvanatics

The Forward Control Corvair People



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Riding with the President



It seems like I just did this letter.

Oh, wait it's been only 2-1/2 weeks since I wrote the last one. Molly has put the pressure on me and has been able to catch up pretty quick.

Thanks again Molly!

We seem to have gone from summer to winter in about one week. Must be time to get our projects inside and begin to prepare for next year's shows. My rusty old '62 Ramp is nearly beyond my ability to do the body work and the finances sure don't allow me to get everything that really needs to be

done to make it show worthy, so it has been relegated to work truck status only. Luckily, I have been able to find a '61 Rampside right here near home that will need a little work, but is in far better shape! Barb has been bugging me to get a Ramp that she can autocross so this is it. It's an 80 hp 4 spd with a Spyder dash, so we will still be the slowest FC out there on the course. As most of you know, having the slowest truck out there doesn't mean you can't trophy with it! We hope to take it to Helen this next spring and for sure to Pittsburg in July.

The CPF Museum has found many of the displays and artifacts that have not been seen since the Richmond Museum closed. The grand opening show for the Museum will be in Decatur, IL over the weekend of the 18-20 of May, 2018. You all are invited to attend if you can.

I hope you have safe and happy Holidays. Drive your FC if weather allows.



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Corvair Event Calendar

We will make every effort to use this space to list future Corvair Events. We will start with an event we normally go to and this will give you a format to submit your event information.

- **Corvair Lover's Holiday**, 16 via de Luna, Pensacola Beach FL 32561 02/23/2018—02/24/2018, hosted by West Florida Corvair Club, contact wfcc@mediacombb.net
- **CORSA International Convention**, 500 Mansfield Ave., Pittsburgh PA 15205, 07/23/2018—07/28/2018 hosted by Western Pennsylvania Corvair Club
 website: <http://corvairpittsburgh.com/>
- **Add your event here!**
-

Corvanatics website— <https://www.corvair.org/chapters/corvanatics/index.php>



Find Corvanatics on Facebook

<https://www.facebook.com/groups/147792847550/>

Corvanatics Merchandise

Details and pictures at <http://www.corvair.org/chapters/corvanatics/merchandise.php>

Item	PDF	Mailed
Corvanatics Jacket/Hat Patch	N/A	\$2.50
Corvanatics Surface or Window Sticker	N/A	\$2.00
Corvanatics Magnet	N/A	\$2.00
Corvanatics Lapel Pin	N/A	\$3.00
Corvanatics Key Fob	N/A	\$8.00
Corvanatics Hat	N/A	\$18.00
Corvanatics Roster	Free	\$4.00
Powerglide Transmission Book by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3-Booklet Set <ul style="list-style-type: none"> • Paint Codes (includes cars thru '64) • Prices and Options • Paint and Trim Combinations 	Free	\$5.00

From the Secretary

by Molly Bacon

Hi all,

Don't forget the address change

Reminder, I have moved to **5425 Morrow Road, Gladwin, Michigan 48624** and my phone has changed to **706-457-2242**. Please make a note of this so your dues payments and correspondence do not get returned. Of course, PayPal and email are the easiest and safest to use.

With this change, mailing to this address, you may have sent you dues and I didn't catch it in this newsletter since I'm completing this publication while still in Georgia.

Since last newsletter (remember it's only been a couple weeks between editions):

283 members

3 new members

4 members renewed their dues

no members were dropped



Dues Coming Due!!

Be proactive and pay now. You will never be penalized for paying early.

Remember, if not paid by the end of the month your dues are due you will be dropped.

Coming due November and December

November 2017

Robert Soliday

Mark Whitman

December 2017

Miner Fleming

Eva McGuire

Thomas Robinson

Sam Christ

Coming due January and February

January 2018

David Barclay

Phil Dally

Seth Emerson

Mitch Hodge

Howard Horne

David Huntoon

Clyde Jones

Garry Krum

Jerry Lentz

Ron Mann

Frederick Marsh

Terrance McKenna

Jon Peters

Philip Sheridan Jr

James Cheek III

Jess Corrigan

Ben Stiles

February 2018

Christy Barden

Gene Barr

Tom Berg

Rick Buck

Michael Burgio

Kenneth Drye

Rich Greene

Ronald Hansen

Richard Kovacs

Kenneth Ragan

David Sangar

Eric Taylor

Norm Wright



WELCOME !! to our new members

John Oostdyk

Ontario 1963 Rampside

Thomas (Eddie) Stephens

NC

Art Landis

MO 1961 Loadside

Support Your National Corvair Organization

Many Corvair events, such as the National Convention, now require CORSA membership. Don't let your membership lapse. And don't let others support your Corvair interests.

CORSA is not only a group of Corvair owners, it underwrites many of our events by providing information, ideas and insurance

Go to Corvair.org for information.



by Chevrolet

The Most Popular Car in the Museum



by *Bob Marlow*

For the second time in two years, my 1963 Rampside is on display in the Vintage Automobile Museum of New Jersey. In 2015 the museum presented an all-Corvaair exhibit. This time the exhibit is Air-Cooled, and includes Porsche, Volkswagen, Corvaair, and even a Vespa scooter.

The Vintage Automobile Museum of New Jersey is a modest-sized facility in Point Pleasant, New Jersey, accommodating no more than nine or ten cars at a time and sharing a building with the adjacent New Jersey Museum of Boating. The all-volunteer staff keeps traffic flowing to the museum by changing the entire exhibit every two months. The display prior to this one featured an automotive timeline, cars from each decade, and by the time you read this an exhibit consisting of vintage short-track race cars will be on display. The Air-Cooled exhibit is scheduled to conclude at the end of November, 2017 (I am writing this in October.)

My Rampside is at present kept company by three Corvairs cars belonging to members of the Bayshore Corvaair Association, plus a Porsche 912, two Beetle convertibles, a Beetle sedan, a 21-window VW microbus, and the aforementioned Vespa. But, according to the volunteers who staff the museum during the hours that it is open (Wednesdays through Sundays), the Rampside is the most popular of the bunch. They may just be trying to puff me up, but they say that the Rampside generates the most comments and the most positive comments.

If so, this is not because my Rampside is a concours-quality gem. Far from it. But it presents nicely and most people today have no idea that Chevrolet ever produced such an unusual vehicle. There is a Corvanatics decal in the window so museum visitors who look closely will see our "brand."

Driving our FCs is, as Corvanatics President John Nickel has noted, a great way to introduce the Corvaair 95 line to new enthusiasts. But parking the Rampside in the museum is pretty good, too – and I am using the two months to clean the garage.



Bob Marlow

We would love for more of you to tell us your story like Bob did here. -Ed.



New!!

Dues savings for multiple years.

Just for emailed newsletters



Starting the first of the year, Corvanatics will be offering a savings when you purchase multiple years for an emailed newsletter.

If you purchase five years, you will get five years for the price of four. **5 years for \$40.** Also, if you purchase ten years, you get it for the price of eight. **10 years for \$80.**



Restoring FC Vent Windows

by Steve Spilatro

I recently restored the vent windows of my '63 Greenbrier, which I find to be a particularly challenging task. So I thought I would share what I found to be the best process. The vent windows are difficult to handle and position when disassembling, it's crucial that certain parts should be installed at the appropriate time, and there are numerous opportunities to install components backwards. I strongly suggest photographing the vents thoroughly before disassembly to document orientations.

Inevitably the two rubber weatherstrips will need to be replaced, as well as the long window channel in which the cab side window runs. These, as well as the rivets, can be obtained from Clarks.

To disassemble, the vent window itself must be disconnected from outer vent support frame, either by removing the single pivot rivet from the hinge, or as I prefer, removing the two rivets that secure the pivot hinge to the outer vent support frame (Figure 2). Next, the long



Figure 2. Grinding off rivet heads.

channel should be separated from the bottom mounting bracket, the vent support frame, and the window itself by removing the rivets. My advice is rather than trying to drill out the rivets, simply grind off the head or crimp and then punch them out. If you drill, usually the rivets just spin, and if you accidentally enlarge certain holes, the replacement rivets will not catch.

Once the channel and frame are separated and the tensioning spring is removed, the window pivot post can be pulled out of the vent support frame. With the window removed, the small vertical weatherstrip and the black metal trim piece must also be separated from the channel. Once completely disassembled, and the old molded weather strip can be pulled off the vent support frame.

Hopefully, the glass setting tape that secures each window to its frame will not need to be replaced. If necessary, you will need to carefully pull the glass out of the frame and replace the mounting tape. I did not have to do this for this FC, but did for our 61 Greenbrier. With the tape folded around the edge (and carefully cut to fit the rounded corner of the window), the glass must be pressed into the frame. Unfortunately I do not have any pictures, but I placed the frame into a custom made wood support cut to match the frame's outer contour, and the used a couple of large clamps to press the glass and tape into the track.

Before reassembly, I stripped old paint and derusted everything, and then primed and repainted. The window frame, and



Figure 1. The top and bottom of the vent window assembly.

Once the channel and frame are separated and the tensioning spring is removed, the window pivot post can be pulled out of the vent support frame. With the window removed, the small vertical weatherstrip and the black metal trim piece must also be separated from the channel. Once completely disassembled, and the old molded weather strip can be pulled off the vent support frame.

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Figure 3. Backer wood strip in channel.

(Continued on page 6)

Restoring FC Vent Windows (cont.)

(Continued from page 5)

spring, and black trim piece were repainted with Rustoleum gloss black paint, and the support frame and lower mounting bracket with Rustoleum Matte Nickel. After allowing paint to dry several days, all of the freshly painted black pieces were masked to prevent being scratched during the reassembly process.

Reassembly begins by redrilling the rivet holes in the replacement channel. I place a wood backer strip in the new channel, which is clamped to the old channel to serve as a template; the wood strip helps when clamping the channels together, and also prevents damage to the felt lining when the new rivet holes are drilled (Figure 3). There are two size holes, the small hole should not be drilled bigger than 5/32", the large size hole is less critical, 1/4" dia. is fine.

Clarks sells a rivet assortment (C7664) for reassembling the vent assembly, although some are not useful. The 1/8" diameter tubular rivets can be used in most locations. These can be clinched with a center punch and nail-set, although a real hand rivet clincher gives the best results. I used a combination of a center punch and Hanson HT-174 hand rivet clincher (Figure 4). I ground down the sides of the hand clincher somewhat so that it would fit into the channel. I also use a small steel backer block to hold the rivets in place and to counter weight the hammer strike when clinching. This is a great little tool that can be used in many different orientations.

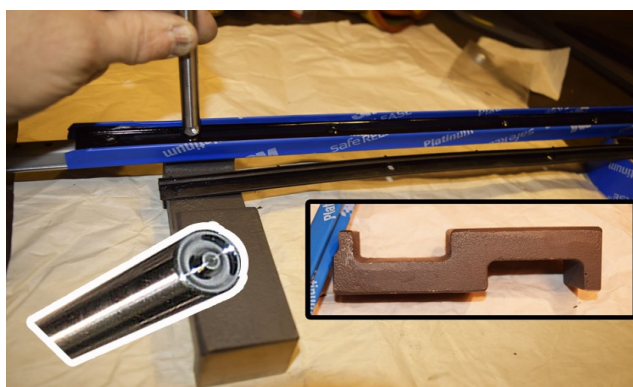


Figure 4. Using hand crimper and steel backing block to clinch rivets.

Begin reassembly by riveting the black trim piece to the channel (two rivets) and then the vertical weather strip to the trim piece (four rivets). The ends of these four rivets nest into the larger holes that were drilled into the channel, which makes them difficult to clinch, so this is where I first spread the rivet with the center punch and then clinched. However, it's crucial not to over tighten the rivets, which will cause the weatherstrip to bow outward between the rivets, preventing the window from closing. They should be clinched just tight enough to hold the weatherstrip in place.

Assuring correct orientation of the components will prevent later frustration. Parts that must be oriented correctly are the black trim pieces, the molded weatherstrips (molded for either the left or right side), the special washer that limits the extent of window rotation, and the bottom mounting bracket.



Figure 5. Reattaching window hinge rivets in the support frame.

The replacement molded weatherstrip needs to be partially installed onto the support frame. Starting near the bottom of the frame, I use a small screw driver to push the back of the weatherstrip into the support frame, working around the curve, but stopping half way up the side.

At this point, the window pivot post need to be pushed through its hole in the weatherstrip and frame, being sure to install the rotation limiter washer in the correct orientation. The window hinge now can be riveted back onto the support frame. As shown in Figure 5,

(Continued on page 7)

Restoring FC Vent Windows (cont.)

(Continued from page 6)

I clamped the crimper into a vice and then carefully hammered the rivet heads to crimp them. With the hinge secured in place, the rest of the weatherstrip can be installed.

The vent support frame and window can then be attached to the channel, accomplished with two rivets each on the top and bottom. It's tough to get the clincher aligned for one of them, but it can be done as shown in Figure 6. And then finally I attached the mounting bracket on the bottom of the channel. For this, unfortunately, none of rivets Clarks supplies will work because of the diameter of the existing holes. A pop riveter can be made to work, but used some slightly longer rivets and washers as shown in Figure 7.

The vents are now fully reassembled, and the tensioning spring and chrome handle can be reinstalled (Figure 8). Sometimes a little twisting is necessary to get the window to seat correctly, but the correct alignment of the support frame and channel will also be established when the vent is installed in the door.

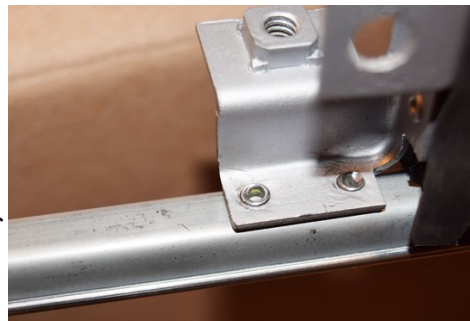


Figure 6. Clinched rivets that secure support frame to channel.



Figure 7. Attaching bottom mounting bracket with rivets and washers.



Figure 8. Completed vent assembly and close-up of tensioning

Found on Facebook

by Molly Bacon

Since I follow most of the Corvair groups on Facebook, I've started capturing member's pictures when they show up. These are just a few I've collected so far plus a few from chapter newsletters. Stay tuned for more in the future.

Alex Becker's 1961 Loadside

Alex was at a car show where Dennis Gage and his show, My Classic Car, were there filming. Dennis chose to spotlight Alex's Loadside.



According to Alex, it will be broadcast sometime this spring. Alex needs to keep us posted on that one.



Tim McCann



Phil Domser



Found on Facebook cont.

HAPPY HALLOWEEN

Eric Prosis



Jim Enfield (some of Jim's photos came from his local club newsletter)



Jim and Linda Enfield's



orange "Pumpkin Corvan" was invited to be a part of the AACA's Trunk or Treat Halloween Display, October 16th - November 1st at the A.A.C.A. Museum, in Hershey, PA

Nicole Smith

Nicole recently purchased this Greenbrier camper. She has done a lot of work, to include naming her 'Ruby'. We will continue to follow her progress in future editions (as long as she keeps posting on Facebook)



The Director's Corner

I'd like to introduce myself. I'm Steve Brown, and I'm serving my second term as the Western Division Director. I'm recently retired from the Oregon Department of Transportation as their Safety Officer, and live just outside of Portland Oregon. I've been linked with Corvairs since I was a teenager. I remember going to the Chevy dealership on Christmas Day where we purchased a 65 Monza convertible.



I currently have two 69's, two 67 sedans and a 61 Rampside which is currently on a rotisserie undergoing a full restoration. I've been a member of our local club, CORSA-Oregon since the early 80's and a club officer for more than 30 years. Locally, I'm known for rebuilding steering boxes, and recently I've spent considerable time learning about, and rebuilding FC and car axle bearings.

I've attended quite a few National conventions. I've judged at about 20 concours and I also like to attending breakout sessions including the annual Corvanatics meetings. In 2005, my local club put on the National in Portland. Doing that gives you a real appreciation of the effort it takes to be successful, always keeping in mind it is put on by volunteers all trying to do a good job. The same effort can be said for those in CORSA's chapters including Corvanatics.

With Corvanatics, we offer an annual meeting at the National, six quality newsletters and a nice Website. We also tried our hand a hosting the National convention at Tacoma. All this depends on the club's volunteers. It is easy to fall back and rely upon a few to make all this happen.

I hope to help make our club just a little better each year. Last year we worked on the chapter charter. It was long overdue, and I think a much better document. And, we made some changes at the annual meeting including a pretty good tech session. This year we hope to do more tech sessions and keep the focus on a quality session for the members. We are even considering hosting a tech session for the convention. We are working on making registration easier and encouraging longer membership terms with discounted rates.

To make Corvanatics the best it can be, it's all about our members and how they participate and volunteer. The easiest thing to do is to talk-up the club and encourage others to join. Or maybe, writing an article or just sending in photos for the newsletter. And if you think you want change, talk with the club officers or maybe volunteer to take on a role with the club. It can be rewarding and the effort as demanding as you want to make it...and you can make a difference. Hope to see you in Pittsburg in July.

CorvanAntics—thru the years

by Chris Brown

10 years ago

Ben Stiles displayed his newly acquired Backpacker, Ben and his wife Lynn camped in their Greenbrier, aka Bens Bus, for years, Space was limited until Ben found this Reese Backpacker trailer



20 years ago

In an article titled "FCs on The Internet", Mike Kellstrand explained some of the advantages of a new technology. Yes folks, in 1997, the internet, e-mail and Virtual Vairs were all new things. In the article Mike also announced Corvanatics' new web page. Ben Stiles was still writing about Ben's Bus.

30 years ago

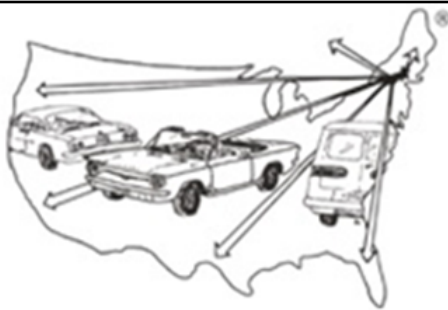
This issue of the newsletter was dedicated to tech articles. Byron Eaton wrote about an alternate battery box for FCs, Dave Palmer wrote about adding another bulb to the FC tail light housing to improve visibility, and Bob Kirkman wrote about the building process of the FC body

40 years ago

CorvanAntics was published quarterly and the fall and winter editions were combined in 1977 and the club roster was printed in the newsletter with 136 members. Seven of those members are still members today. Mike Dawson, Ron Fedorczak, John Howell, Norbert Laubach, Dave Newell, Thomas Silvey and Michael Simons.

This unusual rig graced the cover





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spilatro@marietta.edu

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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From your newsletter editor -

I hope you're enjoying the content so far. **I do need you, the membership, to contribute. This is your newsletter; share what you're doing.**

As you've seen, I am cruising Facebook and pulling member photos and information. I also make an effort to read all of the chapter newsletters I receive from being on the CORSA chapter mailing list. I will try to capture things from those newsletters, like the article to the right of this.

Finally, we've recently had members ask to publish Classified Ads. With the speed of the internet and popularity of social media like Facebook, it's counter productive to publish these in a newsletter that only comes out every other month. CORSA has a classified section on their website now, the CORSA Virtual Vairs email forum is a good place, plus there's Corvair Center Forum, Corvair Forum, and a handful of great Corvair Facebook groups like Corvair Trader. If listed there, I would think that by the time CorvanAntics is published, you probably would already have had positive results from one of these.

Important!

Possibility of getting a wrong part for a pilot bushing

Red64vair posted on Corvair Center that the pilot bushing sold at O'Reilly Auto Parts for a Corvair is incorrect. It has the right ID, but the OD is too large. Craig Nicol posted that the correct part number is Dorman 690-031. This is an obsolete part, but it can still be found at older auto parts stores that have the old Dorman orange and black parts drawers at their business. Other posters stated that there are other auto parts stores also carrying the incorrect bushing.

Now, if you don't need it immediately, just order it from Clarks and get the correct part.

Speaking of Clark's -

The Winner Is
John Skowron
\$10 Clark's Gift Certificate

CorvanAntics
Newsletter

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