

CORVAN ANTICS

July/Aug 2019, Vol. 47, Issue 4



In This Issue:

From the Secretary/The Winner Is
[Page 2](#)

Bjarki and his FC 95
[Pages 3-4](#)

In Memorial/Harley Muffler Story
[Pages 4-5](#)

FC Exception Control Letter (ECL) Update
[Pages 6-7](#)

New Tech Article Search Feature/Rampside on TV
[Pages 8-9](#)

Tech Tips/Thru The Years
[Page 10-11](#)

Director's Corner/Found on Facebook
[Page 12-13](#)

Officers/Merchandise/Classifieds
[Pages 14-15](#)

Convention
[Pages 16](#)

Riding with the President

by Stephen Brown



Summer is here, the big projects are happening and we hope to get them done before the snow flies. For me, I'm building a 4 car garage, hope to have it move-in ready around convention time. I sure appreciate my Corvanatics and Corvair friends who have helped or offered to help.

The Board is working on several action items from the Member Survey we did last winter. We hope to have a vendor chosen by convention time to supply shirts, hats, mugs and the like with our Corvanatics logo. I'll talk more about our efforts at the convention.

We all are in the search of our next FC project. About a year ago I came home with a 61 Rampside with a "factory" camper which was as close to a barn find as there is. Now it's second in line for a restoration. Heard about another FC in Seattle which I hope one of Corvanatics members can latch onto. Sharing the bounty with our FC brothers is always a good idea.

I hope you are planning on attending this year's Chicago convention. Our Corvanatics meeting is scheduled for 8:30 PM Wednesday evening. At the meeting I will be awarding the President's Choice trophy for best FC at the convention. Anyone who drove their FC or participates in events with their FC is eligible.....maybe yours! We will also be selecting officers for the upcoming year. If you have ever considered being on the Board, the opportunity is here, and it can be fun. And, we're trying to make the meeting informative and interesting by having several presentations and a few door prizes as well.

Hope to see you in Chicago. Remember, "keep it out of the ditch".

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,

The convention is only a few weeks away. I will be set up Tuesday - Friday with a table in the indoor vendor area; just look for the Corvanatics flag. Also, be sure to attend the Annual meeting Wednesday evening. There will be tech talks and some special surprises plus the business meeting and elections.



Since the last newsletter :

- 295 members
- 6 new members
- 16 members renewed their dues
- 4 members dropped

WELCOME !! to our new members

- Kristjan Hilmarsson* Norway
- Bjarki Kristjansson* Norway 1964 Corvan
- Edward Murphy* TX 2-1961 Rampside
- Gary Baldwin* OR
- Jedd Wilsman* MO 1964 Greenbrier

WELCOME BACK to returning member

- Jim Craig* CA from 2007

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

Jean Allan	Gary Duncan
Nolan Grant	Paul Raymond
Allen Short	Dave Todd
Craig Wilson	

Due in August

Andrew Baca	Robert Bentz
Brian Carrillo	James Carrington
Mark Corbin	Jay Davis
Spence Duffey	Dorothy Hansen
William Huff	Jon Protteau
Kenneth Ray	Greg Renfro
Paul Sergeant	John Skowron
Tom Young	

Due in September

John Ackerman	Paul Scott Allison
JC Ash	Ken Brown
Danny Davis	Dick Dean
Bill Fenemore	Scott Ford
Marvin Granger	Terry Kalp
Jeff Kent	Edward Kotecki III
Norbert Laubach	Lillian Law
Rubin Marquina	Eddie Meadows
David Munaco	Burt Neuner
Jay Nugent	Donald Phillips
Elaine Roerink	Bill Rudolph
James Speas	Marlon Weyand

Due in October

Jim Angus	John Bailey
Gary Baxter	Paul Bergstrom
Steve Breines	Larry Bush Jr
Tim Colson	Jim Davis
Mark Gibson	Ed Graveline
Larry Hickerson	Randy Marble
Charlie O'Hare	Timothy Palmer
Bill Prichard	J.C. Salazar
Larry Sherwood	Ronald Young

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

Bjarki and his FC95

by Kristjan Hilmarsson

First a little info about the owner

Bjarki Kristjansson was born in Iceland in 1973 and diagnosed with muscular dystrophy at the age of 4. Since the age of 8, he has been depending on a wheelchair. Already it was obvious that he had a big interest in cars and other technical things also history as well.



He always took very good care of his toy cars and still has most them in pristine condition, as well as hundreds of collectors models. His interest for cars and history did then, of course, make him especially interested in classic cars, classic US cars in particular, but also classics from the rest of the world.

At the age of 12, he moved to Norway with the family, and when he became 18 he got his first car, a 1991 E350, with lift and a joystick steering,

gas and brakes, so he could drive it himself. It's a nice truck that got many trophies at car shows.

Then about the FC

Later Bjarki had to give up driving because the muscular dystrophy got worse, but the car interest flourished on. He has been involved with his father in a couple of projects, both E-type vans; the latest a 1992 E150 with 302c.i. But in December 2017, he told us he wanted; a real classic for himself. So the hunt started and in January 2018 he found the FC on eBay, located in L.A. It seemed in good shape and according to the dealer, the engine just had been checked at a professional shop with new gaskets and so on. A deal was made and the FC was shipped from L.A. and arrived in Norway in late April.

A closer look exposed various things we did not appreciate. The battery was a goner, most of the light sockets had to be replaced, the starter motor was almost gone, seats were not properly fastened, all of the shock absorbers had to be replaced, and so on.

So there was a lot to do before we could take it for approval and get a Norwegian registration, which finally happened August 10th. The season was almost over, but we had some short trips, enough to get the general feeling of the FC. It was obvious that the engine had to get checked. It was running uneven and leaking some oil and the differential made a noise when driving over 40 mph.



It became obvious that the engine was not in good shape; lots of amateur work was done with wrong parts, etc. This resulted in a full engine overhaul with 030 cyl. and pistons, planed heads, overhauled and polished camshaft and crank and so on with all new gaskets, of course. The differential got a new (used in good cond.) ring and pinion and all new bearings. So now the FC runs smoothly and without any differential whining, or oil leaks whatso-



(Continued on page 4)

(Continued from page 3)
ever.

The FC is a 1964, but is equipped with a 1965 140 hp Corsa engine. We found this out when we had to order parts for the engine, It has a 4 speed gearbox and was originally built as a camper, but parts of the camping inventory were gone when Bjarki purchased it and the rest (the bench seat and a table) was removed to make space for the wheelchair.

Bjarki has already had it to 2 car meetings (in addition to one in 2018). It has also been on several trips around the countryside in the south of Norway; beautiful scenery and charming winding roads. The FC behaves good and draw attention wherever we go, For all we know, it's the only FC in Norway, so to start a FC club here would be a very lonely affair.



One funny thing, Bjarki always makes a Facebook Christmas card from one of the model car pictures he has in his own collection. Last year he made it from a picture of this 1:43 red & white Greenbrier, not knowing of course he would soon be a owner of a 1:1 red & white FC just one

month later.

Easy entry



Finally with Norwegian license plates



A MEMORIAL

Robert (Bob) Galli—Corvanatics Lifetime Member

Bob and Diane Galli will be remembered by most of our long-time members. Diane was Secretary/Treasurer from June 1997 until October 2006. Bob and Diane were also members of the Ultra Van club. Diane passed away in 2009.

Bob was well known for his metal working talent. Corvanatics member, Jim Davis, had this to say about Bob, “Few people can say they invented a truly revolutionary machining process and built the machinery to produce the product. A single tube with constant thickness, square ends, but round, constant diameter, tapering thickness mid-section walls (thicker in the center of the length and thinner at the ends). The tubes are used to model the heat profile in nuclear reactors. <<https://truetube.com/about/>>.” Another Corvanatics member, Doug Bell, also had this to say, “Bob was truly amazing in what he could do with metal in his shop. When I picked up the rebuilt engine at his home in Atascadero I watched him fabricate an oil pickup tube for a deep oil pan in a matter of minutes. He measured the angle, the length needed and then cut and welded/soldered the pieces together to make a perfect oil pickup. “



This is a great loss to both the Corvair and Ultra Van communities.

HARLEY MUFFLER STORY

BY ALAN WHITE

Wade Lanning found and purchased two new Harley Davidson mufflers at a swap meet. These have been used on Rampsides in the past and he had no problem reselling them. Club President Mike DeJong and your friendly neighborhood newsletter editor, Alan White, both picked them up for their respective Rampsides.

Mike went first. I'll let him tell his story.

Since I had a new FC cross over pipe, I decided to try one out. Using a 1 5/8ths exhaust splice, I was able to join muffler and y pipe. I replaced all 6 header doughnuts and installed new system. The 90 degree bend was not quite right and took a bit of turbo torch heating and bending a slight deflection down to clear the tail pipe cut out in back of truck. The end result is slightly louder but mellow burble and a better running truck.

Since Mike had been successful in his conversion, I felt it was time for my attempt. Removal of the old muffler was easy but my cross over pipe was old and rusty so I placed a call to Clark's and in a few days had my new cross over pipe and doughnuts. The installation was easy and now I was ready for my new Harley pipe.

Like Mike, I found that the installation wasn't going to be just a plug and play scenario. The new muffler sat higher than the stock muffler and a new connection would have to be made. Unlike Mike, I'm not a welder or fabricator so I took mine down to Interstate Muffler in Waynesboro. There they were able to cut the cross over pipe and make a new connection.

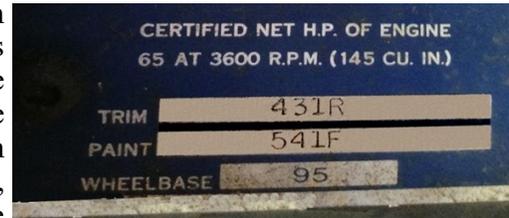
The new muffler looks much better and the sound is not much louder but it's definitely a lower pitched rumble. I like it!



FC Exception Control Letter (ECL) Update

By Steven Spilatro

In the March 2016 CORSA Communique was an article I wrote about the Exception Control Letters (ECLs) of the Corvair 95 paint and trim codes, and this is an update on the deciphering of these codes. ECLs are the letters that follow the Regular Production Option (RPO) codes on the blue data plate mounted on the cab front wall below the fuse box. For example, on the 1962 Data plate shown here, the trim code includes the RPO “431” for Custom Features (i.e., Deluxe trim) and the ECL “R”; the paint code includes the RPO “541” (two-tone off-white) and the ECL “F”. The ECLs were used by the assembly line to track which parts and materials were needed with different combinations of options. For example the “R” of this trim code told the assemblers that this Greenbrier should receive a red Deluxe interior for a 6-door van which would have arm rests for the second rear seat.



The ECLs were deciphered by correlating features of vehicles in the Corvanatics FC Registry, with help from a small number of available window stickers, vehicle “shipper” documents, and original GM documents. Since the original publication I have made headway resolving the 1961 Greenbrier Trim code ECLs, but have also discovered new complexities to the 1963 – 65 paint code ECLs. And the paint codes for vehicles with pure white exteriors remain cryptic.

The tables summarize the ECLs for different years and the configurations of the vehicles they specify. Trim code ECLs are only found on vehicles with Deluxe trim; the alternative was standard trim specified by a trim code of “std”. The Flint assembly line seemed to do things their own way, and ceased to include ECLs with the paint codes on the data plate in 1963. Flint also failed to include a number “5” prefix that was added to the RPOs that same year.

Trim ECLs specified the color of interior vinyl and features of the interior panels associated with certain options. Greenbrier ECLs conveyed which of 4 interior colors would be used, a single left-side interior panel or two panels for left side doors (for 8-door option), and holes in trim panels for the rear arm rests (for second rear seat option). By contrast, other models had (at most) only two color options. Trim ECLs for Corvans also specified if seat vinyl would be for a full bench seat, a driver-side seat, and a passenger-side supplemental seat. In 1964, the ECLs grew from a single letter to two letters, and then were revised mid-year.

Possibly due to the change in the interior color options, the ECLs used in 1962-63 were different than those used in 1961. Until recently the 1961 ECLs were cryptic, but codes I received from sev-

Trim ECLs for Greenbriers (R1206)			
1961	1962 - 63	1964 - 65	Configuration
with Gray ('61) or Fawn ('62 - '65) Interior			
(D) ¹	D	CA / JA ²	6-door
(E)	E	CB / JB	6-door + rear arm rests ³
(F)	F	(CC) / JC	8-door ⁴
G	(G)	(CD) / JD	8-door + rear arm rests
with Blue ('61) or Turquoise ('62 - '65) Interior			
(M)	J	(DA) / KA	6-door
N	K	DB / KB	6-door + rear arm rests
(O)	(L)	(DC) / KC	8-door
(P)	(M)	(DD) / KD	8-door + rear arm rests
with Red Interior			
(I)	Q	EA / LA	6-door
J	R	EB / LB	6-door + rear arm rests
K	(S)	(EC) / LC	8-door
(L)	T	(ED) / LD	8-door + rear arm rests
with Green Interior			
R	(W)	(FA) / MA	6-door
S	X	(FB) / MB	6-door + rear arm rests
(T)	(Y)	(FC) / MC	8-door
U	(Z)	(FD) / MD	8-door + rear arm rests

¹(“) = ECLs not yet found on vehicle trim codes
²“-” = ECLs do not exist for this model/year/configuration
Bold = ECLs documented on vehicle trim codes
³In January 1964 the ECL codes were changed; for Greenbriers the “A - E” series was replaced with the “J - M” series
⁴Rear seat arm rests were included with RPO 269/A59 (2nd rear seat)
⁵Left side doors (RPO 645/E85) substituted two left side interior trim panels for the single large panel used in 6-door models.

Trim ECLs for Corvans (R1205)			
1961	1962 - 63	1964	Interior
A	A	AA / GA	gray ('61) or fawn ('62 - '64) w/ full bench seat
--	N	AB / GB	red w/ full bench seat only
(B)	B	(BA) / HA	gray ('61) or fawn ('62 - '64) w/ driver seat only
--	C	(BB) / HB	fawn w/ driver seat + auxiliary front seat
--	(P)	(BC) / HC	red w/ driver seat only
--	H	(BD) / HD	red w/ driver seat + auxiliary front seat

(Continued on page 7)

(Continued from page 6)

eral '61 deluxe Greenbriers have allowed the letters to be assigned to the configuration shown in the table. It's no wonder ECLs have been confusing - we find some of the same letters are used in both the '61 and the '62 - '63 series, some have the same designations (such as E - G) but several have different meanings (such as M, R, S & T).

ECLs for Paint Color, Except RPOs 521 & 545				
1961 - 62	1963	1964	1965	Configuration
Solid color RPOs except RPO 521				
A	A	AA	AA	Solid color R10
Two-tone RPOs except 545				
E	E	AB (or AA)	--	Two-tone R1205
F	F	AB (or AA)	AB (or AA)	Two-tone R1206
G	G	AC (or AA)	--	Two-tone R1244/54

The paint code ECLs for Corvans became more complicated in 1962 with the introduction of a second interior color option (red) and supplemental passenger side seat, increasing the number of ECLs from 2 to 6.

Trim ECLs for Rampsides and Loadside (R1254 & R1244)			
1961	1962 - 63	1964	Interior
A	A	AA / GA	gray ('61) or fawn ('62 - '64)
--	N	AB / GB	red interior

Rampside (and Loadside) ECLs never exceeded 2, since two interior colors were the only options. I have seen the "P" ECL, but it was from a Rampside. It's possible that the plate had been moved from a Corvan or that this was a special order Rampside with a driver side only seat; alternatively, there is more pickup ECLs than I'm aware of.

The Paint Code ECLs are simpler (except for pure white vehicles). RPOs with solid colors always carried ECLs of "A" ('61 - '63") or "AA" ('64 - '65"). Two-tone FCs usually carried somewhat model-specific ECLs: Corvans - "E" or "AB", Greenbriers - "F" or "AB", Rampsides and Loadside - "G" or "AC". However, in 64 - '65 two-tone RPOs sometimes carried the ECLs "AA", and it is unclear how these vehicles were configured differently than those with the standard ECLs.

But the biggest mystery remains the ECLs for pure white FC - RPOs 521(solid) and 545 (two-tone). Beginning in 1963, all models shared ECLs for RPO 521 but had model-specific codes for RPO 545. I believe that these ECLs pertained to equipment that had to be custom painted only for pure white FCs - bumpers, hubcaps, and maybe outside rear view mirrors.

ECLs for Paint RPOs 521 and 545 (Pure White)					
RPO 521 (solid)		RPO 545 (two-tone)			
R10	Configuration	R1205	R1206	R1254	Configuration
1963					
A	?	E	F	G	?
B	?	(H)	(P)	(M)	?
(C)	?	(I)	(Q)	(N)	?
(D)	?	(J)	(R)	(V)	?
(E)	?	(K)	(S)	(W)	?
F	?	(L)	(T)	(X)	?
G	?		(U)		?
1964-65					
AB	?	(AA)	BA	CA	?
BA	?	(AB)	(BB)	(CB)	?
BB	?	AC	BC	CC	?
CA	?	(AD)	(BD)	CD	?
(CB)	?	(AE)	(BE)	(CE)	?
DA	?	(AF)	(BF)	CF	?

For all other RPOs, standard equipment hubcaps and bumpers were painted cameo white, and these were painted pure white for vehicles of that color. The D29 west coast junior rear view mirrors were also painted cameo white, and although there is no mention of them being painted pure white in GM literature, I suspect that they were.

The groups of 6-7 different ECLs for each model listed in the table could, therefore, be referring to different combinations of painted vs chrome optional equipment. For example, for a Rampside the hubcaps and bumpers would both be painted white with standard equipment, only the bumpers would be white with RPO P01 (Wheel Covers), and neither would be white with RPO V37 (Custom Chrome). If the optional D29 mirrors were also part of this system, more ECLs would be needed to encode the different combinations of painted equipment.

But this is just speculation, and I have not been able to confirm whether D29 mirrors were painted pure white. Answer would be found in late model FC window stickers from vehicles that were painted pure white, since these list all the options and the ECLs.

Please check to see if your FC is in the Corvanatics Registry (<http://www.corvair.org/chapters/corvanatics/VINregistry.php>), and if not send me the VIN, paint and trim codes and a photo -- your FC may hold answers to the ECLs mysteries.



Corvanatics
Dedicated to the preservation of
Corvair 95 light trucks and vans

Corvanatics Home

The Corvanatics chapter of the Corvair Society of America advances preservation, restoration and enjoyment of Corvair-powered Corvair (TC) vehicles. While members and their friends, the Corvair 95 are joined by enthusiasts for their distinctive styling and design features. Corvair TC's range of the assembly line from 1965 to 1995, with a total production of 127,222 vehicles. Also known as the Corvair 95 (or its 95-inch wheelbase), the Corvair TC was powered with a four-cylinder and had a unique air-flow suspension like the more popular Corvair models. The TC's featured several models, including the seven-panel van, granular international sportswagon, and the ambulance and ambulance pickup truck. Special models included 8-door models with wheelchair doors on both the driver and passenger sides, and cabs with a camper conversion.

Corvanatics was founded in 1972 by Harold W. Henson, Sr. with an initial membership of 12. The club has flourished since that time with membership currently just over 400 members. According to the founder, "Corvanatics" came to his attention through a "Corvair Special" he saw read in one of the early club newsletters published by the National in 1965. The club newsletter Corvan Antics has been published in several issues each year, and is available for download on the Newsletter page.

Corvair 95

HAVE YOU VISITED THE CORVANATICS WEBSITE?

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

YOU CAN FIND:

DOCUMENTATION RESOURCES GALORE

EVERY NEWSLETTER FROM THE VERY FIRST EDITION

SEARCHABLE TECH ARTICLE DATABASE

PHOTO GALLERY

CORVANATICS MERCHANDISE

MEMBERSHIP PAGE—JOIN OR RENEW

(NEW) TECH ARTICLE SEARCH FEATURE

ALL FROM THE COMFORT OF HOME!



Corvanatics
Corvair Pickups Vans 'Bikes

NEW TECH ARTICLE SEARCH FEATURE

By Steve Spilatro

One of the responses from the recent membership survey was a request that Corvan Antics tech articles could be searched according to Repair manual chapters.

In the Survey summary published in the May-June issue of Corvanatics, I noted that this was an excellent suggestion, but doubted I would have time to accomplish this and asked for assistance. Fortunately, someone rose to the call.

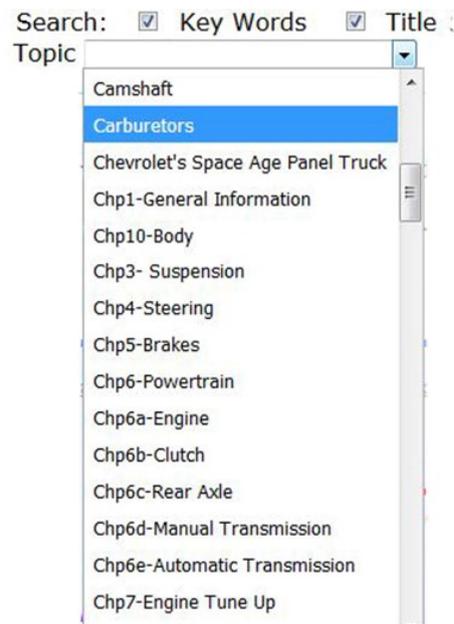
Rob Amsler, a new member to Corvanatics and current president of the Sun-Coast Corvair Club, offered to help. Adding this feature to the tech article search engine had two requirements. Each of the 400+ tech article entries needed to be assigned to the appropriate chapter, and the search engine itself would need some reprogramming. Rob offered to do the former and I did the latter.

This has now been accomplished, and you will find the Repair Manual chapters included in the "Topics" selection menu. The Chapter search is not perfect since the subjects of some articles may have covered more than one chapter, and in such cases the article was assigned to the most relevant chapter.

You will find the Tech Article Search web page at <http://www.corvair.org/chapters/corvanatics/newsletter-search.php> and there is a hyperlink to it from the Newsletters web page.

We hope that you find this feature useful, and I say thanks again to Rob for helping to make this happen.

SECTION INDEX	
SECTION	NAME
1	GENERAL INFORMATION
2	LUBRICATION
3	SUSPENSION
4	STEERING
5	BRAKES
6	POWER TRAIN
6A	ENGINE
6B	CLUTCH
6C	REAR AXLE
6D	TRANSMISSION—MANUAL
6E	TRANSMISSION—AUTOMATIC
7	ENGINE TUNE-UP
8	ELECTRICAL SYSTEMS
9	FUEL AND EXHAUST SYSTEMS
10	BODY
11	ACCESSORIES
12	SPECIFICATIONS



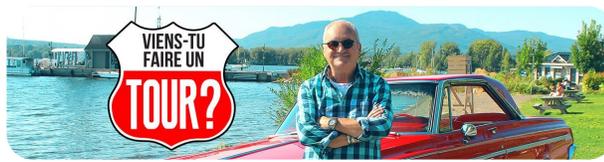


Rampside on TV

TAKEN FROM DANIEL VALLÉE'S FACEBOOK POST (WITH HIS PERMISSION)

I would like to mention, as a foreword, that this is not a "car-truck" show....as normally seen in other TV shows.

Hi Guys !!



Following the bad advice of my friend Richard Morency, I have been chosen to present my Rampside to a French TV show called "Viens-tu faire un tour?" or "Do you want to come for a ride?". It is hosted by a popular French stand-up guy named Michel Barette..I had 4 weeks of intensive labor to bring up my Rampside to best looking condition. The storyboard of this 1 hour show is a recollection from local French comedians (or singer or actor) of their youth neighbourhoods, schools or meet with special individuals that have been important to them at that time.

Every week, the vehicle used to carry the guest is replaced by another one...Sometimes there is a connection between the guest and the car, sometimes not. The shooting took 2 days, 1 for each guest. The Rampy took aboard Maxim Gaudette (Sherbrooke) & Sarah-Jeanne Labrosse (Repentigny & St-Eustache).

It has been a wonderful experience that I hope you can live too... The broadcast will be aired CanadaWide on August the 4th at 20:00 on the CBC French channel. I hope some of you can listen to it... I'll include some pictures from the shooting.

It will be a pleasure to discuss about it on a future meet...
Oups, petit-fils s'est invité dans les photos ;-))

ed - Since this was taken from Daniel's Facebook post, there was a question about the 3-point seat belts. Here is Daniel's answer, "This is the remaining of the old leather bench seat that was installed for Francine.....she wouldn't have run into a vehicle without seat belts.....but I missed time to go through all the little stuff still remaining to do...or undo..!!

More on the company handling the show can found here, <https://ici.radio-canada.ca/tele/viens-tu-faire-un-tour/site/emission/concept>



TECH TIP: LED DOME LIGHT

by Bob Marlow

LED lighting is all the rage these days, and with good reason. LEDs are brighter, remain cool to the touch, use less power, and are long-lasting. Still, I am not rushing to replace all my Rampside's bulbs with LEDs, since there are not yet ideal replacements available for all applications. But I did want to update the dome lamp.

The FC interior can be a bit of a cave at night, and an LED promised to brighten things up and cool things down – the stock dome lamp bulb gets plenty hot. I've seen melted dome lamp lenses and you may have too.

So I rummaged around online and decided to try an LED replacement found on Amazon and described as

“LUYED 2 X 570 Lumens Super Bright 3014 48-EX Chipsets 569 578 211-2 212-2 LED Bulbs Used for Dome Light, Xenon White.” Sold as a pair for a little under ten bucks, I made the purchase. I am an Amazon Prime member so the shipping was free.



The first photo shows the difference between the stock bulb and the LED replacement, and the second photo shows the LED replacement as installed. Installation was a snap (literally, because both the original bulb and the LED replacement snap into place), and the results are what I desired: Brighter light, cool operation, and reduced power draw.



The third and fourth photos show the “before” and “after” illumination, although I suspect that the difference will be more apparent in the digital edition of the newsletter than in the print version. It's not a dramatic difference, but it's a nice difference.

By the way, this LED dome lamp will work for your Corvair car, too.

TOOLS I Wish I'd Had Decades Ago

By Bob Hall

Taken from the May 2019 Group Corvair Comments newsletter

My wife and kids first learned I could swear when they watched me working on cars. One of the most frustrating things for me was working on small connections such as on a starter solenoid or the ignition. When you're on your back or bent over the engine and disconnecting and reconnecting a coil, points or the starter solenoid, gravity can be a real pain in the posterior. Small nuts and washers disappear under the car or down into the engine skid plate area making a straightforward job a royal pain to complete. My oldest son remembered my outbursts recently and sent me the pictured magnetic cuff for my last birthday. The brand name is RAX, but I suspect the same or similar products are sold under different brand names—I'll bet Harbor Freight has one. I recommend it highly.

(ed – brand is actually RAK and it's on Amazon for \$15.99. There is also a Matthew brand for \$7.99 plus Amazon's top-rated Magband for \$9.99)



Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago 1979 Corvan Antics Volume 7 #4, Winter 1979

Only 4 issues this year and vol 7-4 was the winter issue. This was a time of rapid growth of the club and that holiday season there were 184 card-carrying Corvanatics members – hmmm...were there membership cards in 1979? That’s up from 148 at the beginning of the year (Spring 1979, vol 7-1) and 116 a year earlier (Spring 1978, vol 6-1); and one year later (Winter 1980, vol 8-4) membership had ballooned to 240!

A welcome was extended in this issue to a new technical advisor, some guy from the Chicago area named Larry Claypool. The other technical advisors at that time were Walter Brennemen (Kalona, IA), Dean Hansen (Chatsworth, CA), and Larry Thomas (Goshen, OH). Retired GM Engineer, Bob Kirkman explained how to install a late model ('66 – '69 Saginaw) 4-speed transmission in a FC.

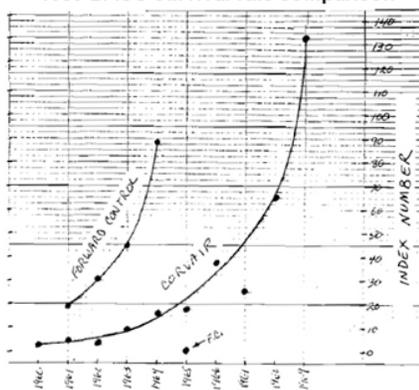
30 years ago - 1989 Corvan Antics Volume 17 #4, Jul-Aug 1989

There were two articles in this volume that were of particular interest to me. The results were published of a survey (no Survey Monkey back then!) of member’s FCs organized by Larry Thomas. The Table shows the percentages of each model among the 62 vehicles in that survey, along with similar data from our current FC Registry and the original production numbers. Despite the differences in total number of vehicles, the 1989 Survey and 2019 Registry both find Greenbriers similar in percentage to the original production, but Corvans under-represented and Rampside over-represented. It would be great to find the original data from that survey.

	Total #	Greenbrier	Corvan	Rampside	Loadside
1989 Survey	62	41%	25%	28%	6%
2019 Registry	961	38%	15%	43%	4%
Original Production	130,362	39%	45%	14%	2%

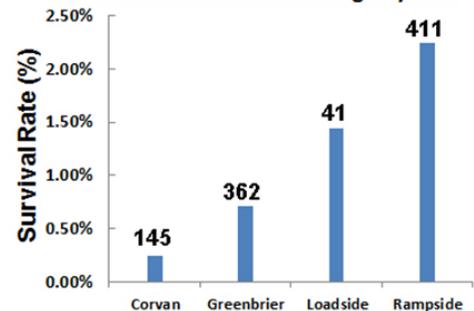
A second article from the Detroit Area Corvair Club (DACC) used member

1989 DACC survival rate comparison



survey data to compare the “survival rate” of Corvair cars to FCs. A survival rate “index number” for each production year was calculated from the number of vehicles owned by DACC members as the percentage of the original production. For DACC owned Corvairs in 1989, FCs had a higher survival rate than cars, although the author admits that the comparison is based upon relatively few vehicles (242 cars and 45 FCs). The validity of the comparison is also questionable because FC total production was so much lower than that of cars, each remaining FC van or pickup is weighted more heavily. But survival rate was an interesting notion, so

Model Survival Rates 2019 Registry Data



I tried a similar comparison for different FC models based upon the 961 vehicles currently in the Corvanatics FC Registry, plotting percent of the original production remaining for each model (with the actual number above each bar). Pickups seem to have survived best, although, the low production of Loadside inflates the apparent survival rate for the few remaining ones.

20 years ago - 1999 Corvan Antics Volume 27 #4 Jul-Aug 1999

The Classified Ad included Dave Palmer’s replacement springs for saggy FC door handle, and a used relay (“boomerang”) arm for \$40. Ben Stiles was offering up a small stockpile of “Corvair Baby” dealer promo 45s, by Paul Revere and the Raiders. (Ben, do you still have any copies?)

The life and times of Keith Cox’s ‘63 Greenbrier was chronicled. Passing to, from and back to Keith’s ownership, it was at various times a nine-to-five service vehicle delivering freight and donuts, or relaxing as a family vehicle. At the time of this issue of Corvan Antics, the speedometer was estimated to have turned 366,000 times.

10 years ago - 2009 Corvan Antics Volume 37 #4 Jul-Aug 2009

The cover feature is the Rt 37 Building Supply, Inc. Corvan - sporting its distinctive orange above white paint with an orange and black contour line – pulling a Scamp camper trailer with a matching exterior. The van originally was an emergency vehicle for the Redwood (NY) Volunteer Fire Department, and after being decommissioned it eventually passed to Dave Bearup Sr., who gave it its distinctive paint job. The van reportedly was used for company advertising and local parades. [A quick check with a Redwood City resident reported that the van is still being displayed in parades, but recently blew the engine and is presently out- of-commission.]

Rod Murray contributed an article and pictures of the ‘64 Greenbrier he had recently purchased in Vista, CA and was now restoring. 2019 Update – Rod is tenacious! He has now completed essentially the full restoration and will be sending the van off to be painted.

DIRECTOR'S CORNER

BOB MARLOW—DIRECTOR-AT-LARGE



It's summer, and it is prime FC driving season. Yet I, who for many years used Corvair trucks and vans as my daily drivers, don't drive mine very much any more. Why?

Well, the age of the vehicles is certainly a big reason. When I was in high school and got my driver's license (during the Nixon administration), I started driving a 1964 Greenbrier that was simply a reasonably common used car at the time. A succession of other FCs followed, one of which accumulated 226,000 miles before it moved on to a subsequent owner.

But through the years the Greenbriers, Corvans, and Rampsides (I never owned a Loadside) went from used cars to old cars to collectible cars, and today, of course, the newest FC is well over 50 years old. Today a Corvair 95 is seen far more often at a cruise-in or on the show field than on the road. Yes, I know that there are some of you who still drive your FCs daily, but you are in the minority today, along with those who drive any other car that is 50+ years old.

By no stretch of the imagination am I a mechanic, and a vintage vehicle requires a level of maintenance that is more suited to a weekend hobby car than to a daily driver. In 1985, I bought a new Chrysler minivan and the daily-use torch was passed for good. Today the latest in a string of Chrysler minivans is my regular-use car, and my 1963 Rampside – the only Corvair I now own – is a plaything.

But aside from the fact that FCs are now old cars, another factor looms large in my choice to drive the Rampside infrequently: Crash safety. It has never been a secret that the crush space in a Corvair 95 is occupied by one's lower extremities, but this was never much of a concern for me – until I got married. Having my wife with me almost instantly changed my relatively cavalier attitude about the crashworthiness of an FC to an intense concern for her well-being. And it changed my attitude about my own well-being, too, since I was now responsible for matters greater than just my own.

A slight benefit, if we can call it that, of the crash safety offered by an FC is that it made me a far more attentive driver than I might have been otherwise. Even before my marriage I viewed every other car on the road as a potential threat and to this day I drive with evasive and defensive actions in mind.

Also in defense of the FC, its handling and braking performance is far better than its peers and better even than many ordinary passenger cars of its era. Many of you have made the upgrade to front disc brakes, and while I won't dispute the value of such a change, I find well-maintained stock FC brakes to perform very well. Fade resistance is perhaps the only area where the stock brakes come up well short of modern systems, but I don't live in the Rockies. In the calamitous traffic of the greater NYC area high-speed stops are infrequent and the FC brakes are up to the task.

Finally, I must acknowledge that the FC isn't the only thing that has become old. I have aged along with it, and while I still find Corvair 95s to be remarkably comfortable, my modern car is quieter, smoother, has features such as A/C and cruise control, and is simply more appealing on a day-to-day basis. I am becoming an old codger. I make no apologies for it.

It has been decades since I drove an FC year-round, and I do miss the vehicles' remarkable capability in snow. I drove Greenbriers equipped with four snow tires through heavy blizzards that stopped most everyone else, and many years ago a stranger, having watched my Greenbrier ascend a snow-covered hill, asked whether it was a four-wheel-drive van. My front-wheel-drive minivan can't match that.

But time marches on. I'd be happy to be frozen in the past, driving an FC every day, and I miss the day-to-day versatility and the fact that in the pre-SUV era I had a great view over all the other cars on the road. I do from time to time use my Rampside as a truck, when the need arises, and it almost always beats a modern truck for convenience and capacity. But, sad as it makes me to say, in my view the Corvair 95 models are no longer suitable for constant daily use.

Fortunately, the evolution of the Corvair hobby through the years has seen a parallel change. Where once we were all young people driving great but under-appreciated vehicles, today we have more and more collectors and hobbyists among our ranks and the Corvair is gaining the respect that comes with perspective. More people today are preserving Corvair 95s for the future, instead of simply driving them into the ground. Corvanatics, a niche group dedicated to a niche vehicle, has as many members today as it ever has, even if a majority of them, like me, don't drive 'em daily.

Found on Facebook

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

Stan Gee



Alan Bristow at the Museum



Mike Hall, John Miller, Jim Speas—at the Museum



Rob Schield

Dave Feasel



**Eva McGuire
Baddest Corvair award**



**Mike Slotwinski
Cruisin Ocean City**



Read about Eva online, ['Corvair Lady'](#)

The **Hard Luck Award** went to Mike Timmons for multiple issues prepping his Corvan for the trek to Alamosa. Most people don't want this one, but after seeing the trophy created by Wayne Russert, there was some envy.

Michael Timmons

Best Forward Control: Mike Timmons, 1961 Patina White Corvair 95



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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.

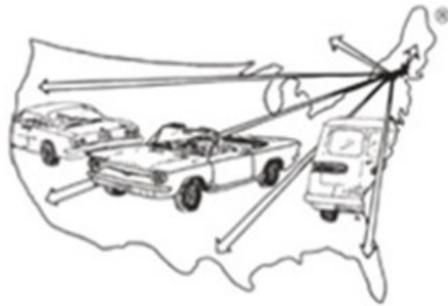
Corvanatics encourages membership in CORSA. Visit their website, www.corvair.org

Corvanatics Merchandise



Details, pictures and how to purchase at [http://www.corvair.org/chapters/corvanatic,s/merchandise.php](http://www.corvair.org/chapters/corvanatic/s/merchandise.php)

Item	Price
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Corvanatics Roster (available to members only)	\$4.00
Corvair 95 Toys & Models Update Booklet	\$4.00
Powerglide Transmission Book by Bob Ballew	\$10.00
Differential Booklet	\$5.00
3-Booklet Set <ul style="list-style-type: none"> • Paint Codes (includes cars thru '64) • Prices and Options • Paint and Trim Combinations 	\$5.00



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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (COSA). 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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Corvanatics Annual Meeting Wednesday evening 8:30 - 10:00 PM



Held at Pheasant Run Resort, 4051 E Main Street, St. Charles, IL 630-584-6300

Special Corvanatics Merchandise—Convention Pricing

New & special items, some one of a kind, will be available for sale at the Convention with special prices (website prices will be higher to include shipping). Stop by the Corvanatics table to shop. Find it located in the indoor vendor area, Tuesday through Friday.

Look for the flag.



REMINDER!!

Corvanatics Business

This is important for all members!!! Not just annual meeting attendees.

Officer Elections

Officer positions are open to any member in good standing that is willing to fulfill the duties of the office as described in the bylaws (find those on the website, here: <https://www.corvair.org/chapters/corvanatics/files/documents/CorvanaticsBylaws.pdf> or contact the Secretary). **There is still time to submit a name for nomination.**

The following positions are open for election **President, Vice-President, Eastern Director, Central Director, Western Director, Director-At-Large** (Secretary/Treasurer has a two year term expiring on even years.)

Anyone interested in running or nominating someone is encouraged to "throw their hat in the ring." Please **DO NOT** assume these positions are taken care of.

We need you!!

