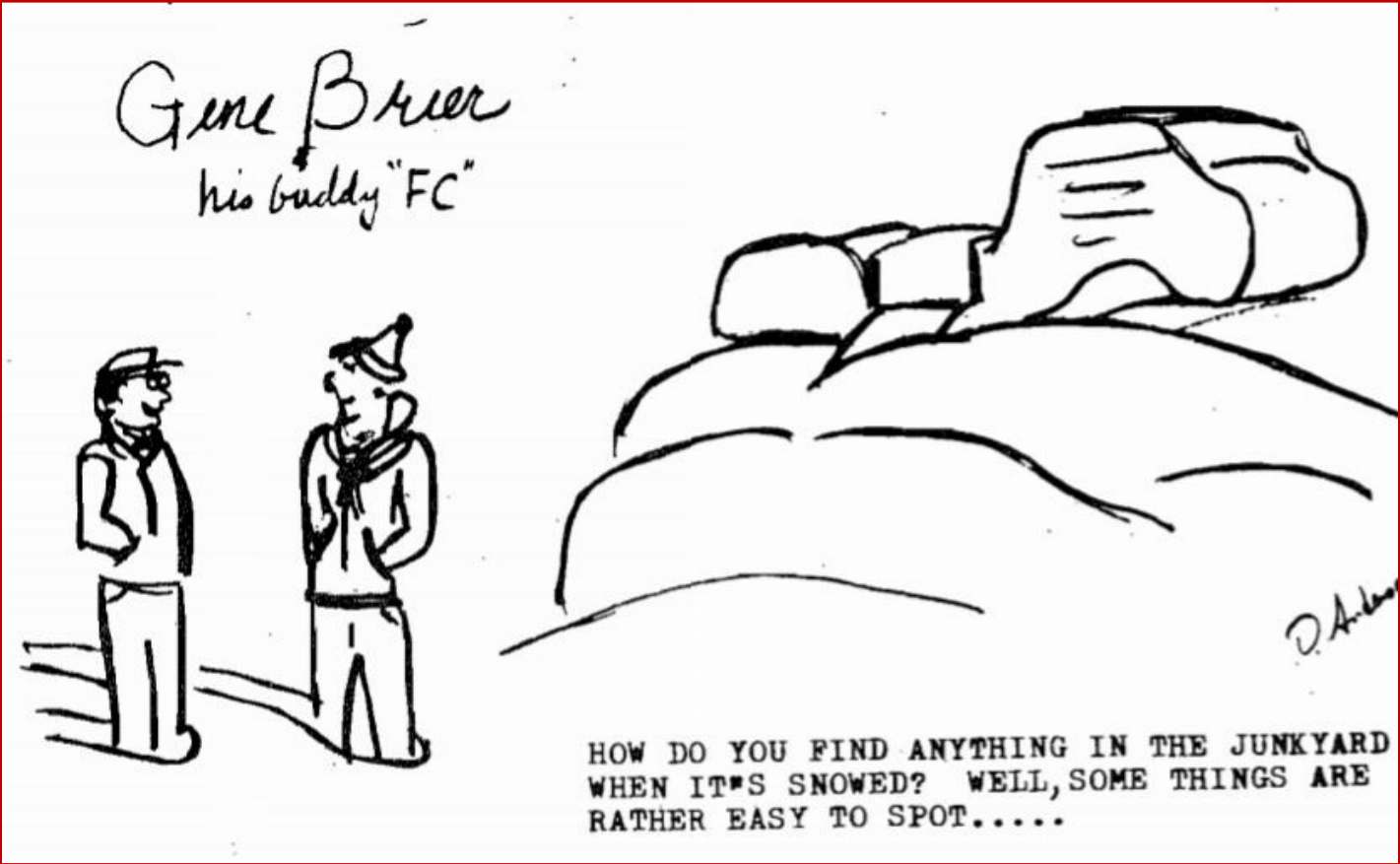


CORVAN ANTICS

Mar/Apr 2020, Vol. 48, Issue 2



LAST EDITION THERE WERE A COUPLE OF DAVE ANDERSON'S CARTOONS. DAVE WAS THE CORVANATICS CARTOONIST STARTING AT THE END OF 1976. HE DREW 60 CARTOONS TITLED, GENE BRIER & HIS BUDDY 'FC'. IF SPACE PERMITS, AT LEAST ONE WILL BE INCLUDED IN THIS AND FUTURE NEWSLETTERS. HOPE YOU ENJOY THEM!

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

From the Secretary

Hi all,

Hope everyone is getting ready for spring and car show season, especially the CORSA Convention. We plan to be there, but not with anything Corvair powered unfortunately. We will also be at the Mini Convention in Springfield, IL. I have rented indoor vendor tables and, as always, you can find me by the Corvanatics flag. Come by, renew your dues, buy merchandise or just stop to say hi! It's always great to see the members.

Since the last newsletter :

296 members

4 new members

19 members renewed their dues

6 members dropped

BY MOLLY BACON



WELCOME !! to our new members

Thomas Curran MA 1962 Rampside

Lynn Houk MI 1961 & 1962 Rampside

Vaughn Warrington ONT, Canada

Larry Woodfin FL 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 March

Robert Babcock	Michael Bayman
Dennis Cain	Cap Devitt
Ron Fedorczak	Bill Findiesen
Don Hudock	Bryan Jaumot
Elvis King	Sam Schneider
Robert Schultz	William Watertor

Due in April

Ardean Ashelman	Jack Bacon
Paul Broyles	Walt Matenkosky
Jim Reich	Jesse Wright

Due in May

Alex Becker	Stan Gee
Billy Price	Jim Worthington

Due in June

Gordon Hunter	William Kolbensschlag
Ralph Lowinger	Bill McColl
Ted Moon	Gary W Moore
Clair Morgan	Edward Murphy
Rod Murray	Greg Vargas
John Wyss	

The Winner Is
Brandon Canfield
\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

Riding with the President

by Stephen Brown

I was thinking about all the FC/Corvair events happening for me in 2020, which I want to participate in. Of course, there is the San Diego CORSA Convention in July, but also the Fan Belt Toss in Palm Springs in October, Springfest in Helen, Georgia, in April, the NW Econo-Run in Washington State in May. But that just starts it. There are the regional swap meets, for me, in Portland and Boise, Idaho, and then the regional Cruz-Ins and of course you can't leave out the local chapter events. It makes you realize just how important FC's and Corvairs are to me and our friends.



Maybe you saw it, the Eastwood ad in late January, "National Commitment Day", with them working on a late model! Well, I've been busy. Last edition I said I was working on my Rampside vent windows. Haven't finished them, but making good progress... disassembled them, painted the frames, installed the glass, polished the stainless, made the riveting jigs... now just put them together.

I need to address some rust-throughs on the Rampside cab....too many pine needles in the rain gutters over the years. Have a donor Rampside, so I'm going to cut off the roof and find out just how it's put together..... more next time.

The Board has a phone meeting every two to three months. Lately our focus is on San Diego and our annual meeting. We hope to have several presenters from the West Coast that I think you will enjoy. Hope you are planning on attending! And we've started talking about the Atlanta Convention in 2021.

At our annual meeting we elect the Directors and Officers. Serving on the Board has a few responsibilities, but I believe it is a great way to learn about Corvanatics. I want to encourage you to consider putting your name in the pot as a candidate... it's worth it. If you would like to have a profile and position statement published in our newsletter, Corvan Antics, just send it to the Editor (corvananticsnews@gmail.com).

Speaking of the Editor, I hope you've noticed and enjoyed the extended version of Corvan Antics. We went from 12 to 16 pages several issues ago and there is a whole lot more information and articles to read and enjoy. If you get the urge, write an article and send it to the Editor...I know she will appreciate it, and so will our readers.

So until next time..."Keep it out of the ditch"....hope to see you soon.

San Diego Corvair Club
presents...



San Diego, CA July 6th - 11th 2020

2020 CORSA International Convention

July 6th –11th

Corvanatics Annual Meeting Tuesday, July 7, 8:30—10 PM

Don't miss the meeting!! We'll have giveaways, door prizes, guest speakers, and officer elections. Fun times where you can meet other members and the chapter officers.

ZUG

by Gary Baxter, Technical Editor

HAULING TREE BRANCHES HAD TAKEN ITS TOLL ON MY RAMPSIDE'S PAINT, SO I TOLD MY WIFE, MARY, THAT I WANTED TO FIX MY TRUCK BACK UP AND THEN WOULD NO LONGER HAUL SUCH THINGS. SHE SAID THAT WAS NO PROBLEM, JUST GET HER HER OWN RAMPSIDE. SHORTLY AFTER THAT I TOOK SOME PARTS TO ONE OF OUR FRIENDS, J.C. ASH, WHO HAS, I THINK, AT LEAST TWO OF EACH YEAR RAMPSIDE. I TOLD HIM TO LET ME KNOW IF HE EVER WANTED TO PART WITH ONE OF HIS UNRESTORED TRUCKS SITTING OUTSIDE, AS MARY WAS LOOKING FOR ONE. A FEW DAYS LATER HIS WIFE, MARILYN, CALLED AND SAID SHE WAS TIRED OF HAVING THIS TRUCK JUST SITTING IN FRONT OF THEIR SHOP. IT HAD BEEN THERE ABOUT TWENTY YEARS, AFTER HAVING SPENT A SIMILAR AMOUNT OF TIME AS A YARD TRUCK AT SAPULPA GLASS.



MARILYN HAD WORKED WITH ONE OF THE TAG AGENCIES TO GET EACH TRUCK A TAG WITH A NUMBER THAT MATCHED ITS YEAR. THIS TRUCK HAD A TAG **ZUG 061**. **ZUG** SEEMED LIKE A GOOD NAME FOR A WORK TRUCK, SO IT STUCK, EVEN THOUGH THE STATE CHANGED THE PREFIXES THROUGH THE SUBSEQUENT YEARS. ORIGINALLY WHEN WE GOT IT, IT HAD AN 80HP, 3 SPEED. I DID NOT EVEN TRY TO START IT SINCE MARY HAD DECIDED SHE WANTED A PG AND MORE POWER. SO, A GOOD-RUNNING CAR 110 WAS PUT IN ALONG WITH THE PG AND 3.55 GEARS. THAT WAS FIFTEEN YEARS AGO. SINCE THEN **ZUG** HAS BEEN HER GARDEN TRUCK AND ALL-AROUND HAUL WHATEVER NEEDED TO BE MOVED; INCLUDING GARDEN TRACTORS, FIREWOOD, AND LOADS OF CORVAIR PARTS.

A YEAR AGO, OUR SON-IN-LAW, SEAN, VOLUNTEERED TO START STRIPPING THE PAINT AND DO THE BODYWORK ON **ZUG**. WE DISCOVERED EVERY PANEL HAD SOME DAMAGE. ALONG THE WAY HE GOT A FULL-TIME JOB, SO I FINISHED **ZUG**; JUST NOW GETTING NEARLY DONE. ALL THAT IS LEFT IS THE BED LINER, WHICH WILL BE INDI-GO BLUE METALLIC TO MATCH THE STRIPE AND WILL EXTEND OVER THE BED TOP EDGES, LIKE ON MY TRUCK. TULSA SPEEDLINER JUST MOVED SO WE HAVE TO WAIT ON THEIR SPRAY BOOTH GETTING FINISHED. WELL THAT, AND PUTTING THE HEADACHE BAR BACK IN. MARY SAYS IT IS TOO HANDY TO TIE THINGS TO TO LEAVE OUT.



Fan Belts Revisited

The Corvair was assigned a specifically designed belt that G.M. used only after rejecting at least four different designs. Since G.M. discontinued the original belt years ago, no other company has duplicated it exactly – I kept an original and compared all of the reproductions. Some are close but not exact. Anybody can have good luck with a belt, but if you want one close to the original, use a 3V560 wrapped, industrial belt. The original belt was 55 $\frac{3}{4}$ " X $\frac{3}{8}$ " (P&A Catalog). The 3V560 belts are sold by most Corvair vendors as "super belts", and the Gates, Bando, MVP, BESTORQ, etc., belts all seem to work well on any Corvair with the correct items as noted here.

Installation Checks:

Drive pulley or balancer should be checked for installation and bolt torque, rust, wobble or separation, and the timing notch on a rebuild checked for a sharp edge that can wear the belt.

Idler pulley should be checked for rust, wobble and dents caused by pry bars. The big washer on the slide end of the bracket must be between the nut and the slide, not between the slide and the casting.

Check fan pulley for rust, wobble and dents and most important for proper height. On the car reference: lay a straight edge across the top of the pulley, measure down to the shroud next to the choke rod (intake flange) on the left side. It should measure exactly 6" for 62-69 and 6 $\frac{5}{32}$ " on original 60-61. This dimension will be wrong if your fan bearing was installed incorrectly or if it has moved in the top cover where it should be an interference fit.

Alternator/generator checks: The pulley must be exactly 3" O.D. Rebuilders change them and even a $\frac{1}{4}$ " size difference will change belt alignment. Look for a loose generator mount on the left end, check for the proper alternator/generator adapter. As with other pulleys, check for rust, dents, wobble, wear and check that the blades are not backwards.

Belt Tension: There should be a $\frac{3}{8}$ " deflection with a 15# load between the idler and the fan (the book calls for 55# if you have a strand tension gauge). You can barely turn the alt/gen fan with your thumb when correctly tensioned. Tension must be checked after a break in period as belts will stretch. I have found that as your speed passes the 70-mph number the stretching can be significant with a new belt so be aware of that. With belt prices hovering in the \$10 range it would be wise to change them anytime the edges show wear (see pulley checks above) or you have to adjust it often, or if you notice the idler pulley is pulled back far enough that the belt no longer lines up perfectly vertical with the balancer.

Belt Guides: The rear guide can easily be installed on any year; the top guide should be in place on any that have the mount holes in the top shroud. Clearance between belt & guide is $\frac{1}{16}$ ".

Spare Belt: Obviously it is wise to carry a spare belt and the tools necessary to change it on the road. Keep the belt stored flat, not coiled.

And finally: Always check your two warning lights for function every time before you drive: with the engine off and key on, you should see two red lights.

If the GEN/FAN light comes on, stop ASAP. Determine if the belt is working or not. If it is, you can drive the car but have the charging system checked as soon as possible. If the belt is off, replace it with a new one before driving. Once a belt comes off, the cords are bent and it will continue to flip.

If you must drive, follow the owners' guide instructions for operation without a belt. (Short drives with the heater fan on high) NEVER drive a Corvair with the TEMP/PRESS light on; you are already at 550+ degrees. Remember, if you ruin an engine by overheating, it probably cannot be rebuilt due to softened aluminum in the heads and crankcase. A tow charge is much quicker and cheaper than a replacement engine.

HELLO FROM FRANCE

Hello, I'm Jeff (in reality, Jean-François) living in France, 40 years old, 2 kids and a wonderful wife !

I've been into old cars since 1998 and had a lot of air-cooled VW's. After 3 splitty busses, I was always looking for a something different but still old and air-cooled ...

Last year I saw a Corvair van on an English website.... Corvair was in my mind for years; this one was looking good and at a fair price. After some emails and a few photos, I took a bus ticket to England and that was really EPIC!



Leaving Paris around 11pm, all night on the bus (that was toooooo long!, I'm a bus driver, but I get sick when I am not driving...) I arrived in England at 5 am and saw the Corvan for the first time! I Loved it ! Started it and drove it back to France! I took the first ferry and drove all the day :) Not bad for a first time in a Corvair! The drive was like my VW bus. I arrived at home after crossing Paris. I have lots of good memories!



Ferry to France



Vintage Camping Gear

Now safe at home, I have some work to do on it, but that was part of the deal ! I will make it into a camper to enjoy the van with family and I also own some 60's camping trailers and hope to tow them with the van soon!

I really love that van and will keep it for years enjoying it! I also really like the Corvair people; in France, UK, or USA! Can't wait to come to USA and meet some of you one day. It will be kool!

Thanks a lot,
Jean-François, proud first French member of the club :)



Found on Facebook

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



Rob Schield



Bob Marlow



**Gerald Fleming
'Dreamsicle'**



Jim Williams



**Eva McGuire
Her wind-up Corvan**



John Policella



**John Miller
Just an FC kind of morning**

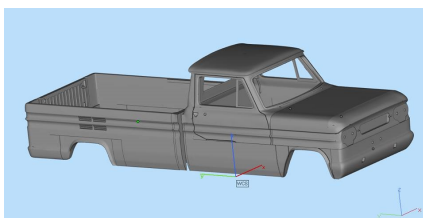


Dean Gemberling



Michael Timmons

**Robert Burns
Some of his models**



This is a concept to show what GM may have done to compete with the Dodge L700
Started with a reject Corvair casting. Will use the chassis from the Lindbergh L700.
Thank you for reading



Floor Jacks rule !

TRUE story, sad to say—by Fran Schmit

Having CORVAIRS that are fifty+ years old means they have been raised up a few hundred times – in their lifetime – using a jack of some sorts. The pinchweld back by the rear wheel gets a little beat up as the decades roll by - so, I thought I'd ease the pain a bit by placing a nice wide steel plate across all those humps and bumps so the jack could lift it with no chance of digging into "something".

Looks like this: The plate is a foot across so there was not much need to even look under there to see if it was lined up because it would have to be lifting on something – right? Well, I did this for years and felt fortunate to have had the foresight to make such a good choice. **WRONG!**



Just the other day, an unfortunate set of circumstances proved this to have been a poor choice. The broad platform certainly spread out the support. The 1/4" steel plate was not too heavy to lift and was yet strong enough to do the job. That all seemed like a good plan.

When you use a pine 2x6 to spread the load it works fine, except for the fact that the wood splits up and you might have to get a new one every so often. That's not too much of a problem but the steel seems "indestructible".

Here's the rub, as I see it, now.

A floor jack has wheels under it because it has to roll ahead as you raise the load, because the pad swings so far back from its initial position...unlike a bottle jack that simply goes up and down – the floor jack pad **must move** back and forth, a lot! About a foot!

There was a problem in this design. The plate was smooth on both sides. Not only would that allow the plate to move across the pinchwelds, but it could also allow the plate to move relative to the pad on the jack. The pad on the jack has "teeth" on it so that it is supposed to grab hold of what is being lifted – the 'liftee' – and not let it slide.

I had always figured the weight on the plate would lock them together and the wheels would accommodate the side force. I also failed to account for the fact that I had recently picked up some Floor-Dry that had larger chunks of rocks in it than usual – I didn't pay attention to that. I did take the air hose and blow the chunks out of the way but failed to check that every chunk had been moved back. As it turns out, it only takes one chunk to stop the jack from rolling and when the jack's steel wheels don't roll the side force on the steel plate interface goes up. The higher you are lifting the greater the dimension being pushed aside and therefore the greater is the side force.



(Continued on page 9)

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Needless to say, I exceeded the conditions and the car shot sideways so far that the jack was outside of the vehicle right where there is/was a \$100 Aluminum strip along the side. You know, on a '64, there is a wide flat shiny piece of trim... that one. It totally had to be replaced!

Where's the lesson in all of this? Nothing wrong with a floor jack and nothing wrong with a load spreading platform. Failure to accommodate the movement of the jack's wheels is dumb. Failure to use load-spreading material that won't slide is dumber. A 2x6 will grab on both sides, top and bottom. Actually, for what I was doing, a set of ramps was a much better idea. Or, as Gary would say, "get a hoist!"

Anyway, a lesson learned by me and a lesson told to y'all, so you might possibly avoid the same mistake.

Keep on CORVAIRing, Fran

Tech Ed note - Always center the jack saddle under the jacking point on the vehicle to prevent the jack from being pushed out from under it.

BLING!

FRAN FOUND A PAIR OF COOL MUD-FLAPS A WHILE BACK AND DECIDED HE COULDN'T RUN WITHOUT THEM.

HERE'S A LITTLE BLING HE HAS ADDED TO THE UNDERSIDE OF HIS FC. GRANTED IT IS NOT REALLY NECESSARY IN MODERN TIMES TO WORRY ABOUT SPLASHING MUD ON YOUR NEIGHBOR, AS WE DON'T MUCH DRIVE IN MUD ANYMORE, BUT THE WHITE BOWTIE WITH THE HEARTBEAT LOGO KIND OF SELLS IT.

FRAN SAYS HE'S GOING TO KEEP THE FLAPS, EVEN IF SOME GUYS LAUGH!

OF COURSE, WE'LL HAVE TO SEE HOW THEY WEATHER, AND AS SUCH THEY MAY NOT LAST VERY LONG ANYWAY!

FRAN WISHES Y'ALL GOOD RUNNING AND HOPE'S YOU KEEP ON CORVAIRING!



WONDERFUL NEWS!!

We were all pleased to hear the great news that Corvanatics' member, Raymond Paul, received his much needed lung transplant. My understanding is it will be somewhat uncomfortable adjusting to the size of the lungs due to his atrophied chest cavity. We wish Raymond well as he progresses.

For those of you who may want to send him a much appreciated card, you can send it to his daughter's home as follows:

Raymond Paul c/o Kristie Cook
2639 Pebblecreek Lane
Murfreesboro, TN 37130

Corvan Antics—thru the years

by Steve Spilatro—Historian

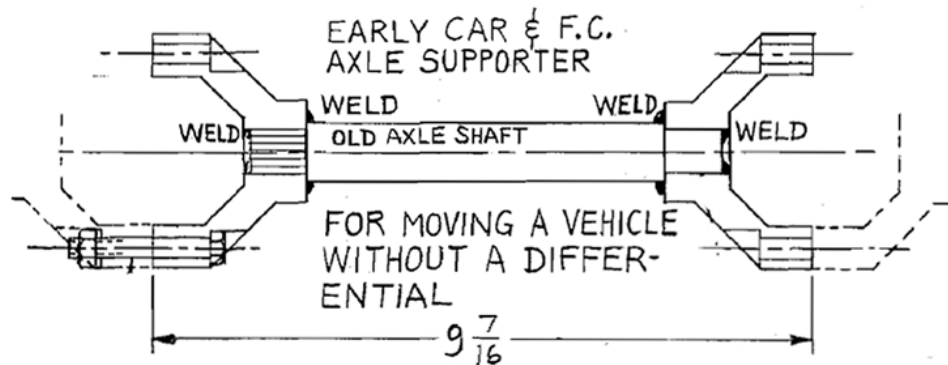
40 years ago 1980—there was no spring issue of Corvan Antics

30 years ago - 1990 Corvan Antics Volume 18 #2, Mar-Apr 1990

In this issue we find a report by A.J. Rollin about aftermarket steering wheels. A.J. reported no less than 8 suitable steering wheels were available through J.C. Whitney, in a variety of diameters and design. He chose a 16 3/4" heavy duty four-spoke stainless steel wheel with a black cushion rim.

A somewhat younger Clark Hartzel, then President of the club, described fabricating an axle supporter (see picture) that could be used to transport a FC or EM car lacking a powertrain.

Technical Editor Bob Kirkman explained why the FC front suspension is secured by three bolts that are removable and a fourth bolt that cannot be removed because it was installed from the top of the undercarriage sill during the vehicle assembly. Bob explained that when a gas heater was installed the ducting would have made it very difficult to access the nut if the bolt was installed from below. Apparently to avoid potential assembly line snafus, the bolt was installed facing downward in all FCs.



20 years ago - 2000 Corvan Antics Volume 28 #2, Mar - Apr 2000

Duane Wentlandt wrote about the '61 Rampside he had recently purchased which had been "Lost in the Seventies". Apparently, after developing engine problems the pickup was placed in dry storage and later submerged within a collection of 30+ other vehicles packed in around it. There it remained essentially untouched until acquired by Duane.

There is a short article about Clarks Corvair Parts' remanufacturing of FC deluxe interior vinyl panels. Cal Clark is quoted as saying that this had been the most difficult interior reproduction project they had ever undertaken, but had been a "labor of love". And we are all very thankful for the willingness of Clarks to take on risky reproduction projects like this over the years.

Dave Palmer explained how to install a cam gear onto a cam shaft. Chill the shaft in the freezer for a couple of days; then heat the gear in the oven at 450°F for about 30 minutes. Due to the expansion and contraction of the parts, the gear will slip onto shaft relatively easily.

10 years ago - 2010 Corvan Antics Volume 38 #2, Mar - Apr 2010

Tim Werner described renovations to the '61 Rampside he had recently purchased. In particular he explained how three new instruments (volts, oil pressure and oil temperature) were installed in the dash.

The cover of this issue has a picture of Pete Koehler's "Crampside", a somewhat truncated version of the Rampside.

The back cover shows a trainload of FCs. I am intrigued by the colors of the FCs in the picture, many of which seem to be non-stock. Just a case of poor color rendition, or maybe a colorized version of an originally black and white photo?



Corvaire 95: Stock was. . .

Part III - Rear Door

By Steven Spilatro

The Stock Was... series is exploring design modifications to our favorite vans and pickups. This third installment will look at modifications to the van rear door.

But first... a front door addendum

In the previous article I had discussed changes to the front doors. However, I missed another early '61 modification, deletion of the weatherstrip (#3778499) attached to the door itself. This is shown but not labeled on page 113 of the '61 assembly manual and noted as removed. Deletion, noted in the 1962 Truck Engineering Features booklet, was "a result of tests which indicate adequate door sealing is provided with the remaining door opening seal". But as already noted, apparently not, since it was necessary to add the short weatherstrip in 1963, as previously noted.

1961 removed
weatherstrip

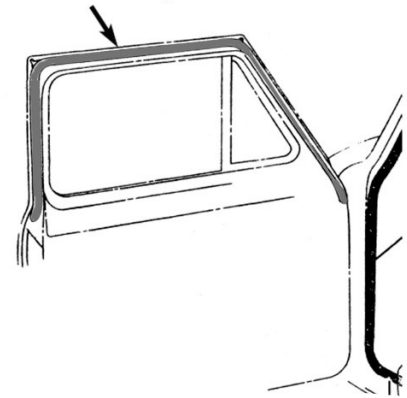


Fig 1. Front door weatherstrip

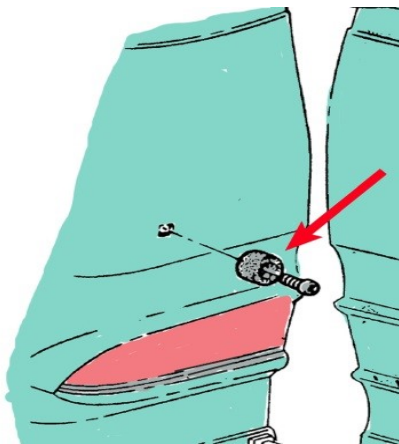


Fig 2. Location of rear door outer bumper

The Rear Door Bumper Conundrum

Why keep a bumper that gets no thump? That question has been much pondered by FC owners when looking at the "rear door outer bumpers" located on the rear corner body panels. The origin and history of these bumpers has been tied to that of the rear door hinges, which as originally designed allowed the doors to open far enough to hit the rear corners. But even after the door hinges were modified to limit the swing of the doors, the bumpers were still installed. This conundrum disappears if cushioning a door thump were not their sole purpose, which I believe is the case.

Let's first consider the problem involving the rear corners of the vans. As production of the FCs commenced in September 1960, the assembly lines reported that the rear corners of the vans were more frail and susceptible to damage than expected. The Flint and St Louis assembly line built the vans using body units preassembled at the Chevrolet Indianapolis plant, which included large side panel units with the rear corners attached. It would have been no small problem to have the corners of these large side units damaged during shipment or assembly. The assembly lines also found that the corners could be dented from a rear door, possibly caught by the wind, that vigorously swung open and hit the corner. These concerns would have extended to the vehicles after being sold and on the road.

From 1961 - '63 van rear doors used L & R hinges #3773775-6, easily identified by their three interlocking knuckles. Like the side cargo doors, the rear doors could open far enough to reach the body panels. To cushion the impact, "rear door outer bumpers" were placed on the rear corner body panels, but as mentioned these were not sufficient under some circumstances.

Unmodified
early style
hinge



Fig 3. Early style FC rear door hinge

(Continued on page 12)

(Continued from page 11)

With production underway, a solution was needed quickly. The decision was to modify the hinges by welding on a metal tab that would limit how far the doors could open. This would have been faster and cheaper than scrapping the stock pile of hinges already on hand and creating the dies to forge new ones.

Some early vans have unmodified upper hinges but lower hinges with a small welded metal tab. This looks like a preliminary fix possibly performed at the Flint or St Louis assembly plants. The weld is not ground smooth and applied only to a single hinge per door – sufficient to keep the door away from the corner and not slow assembly any more than necessary. Eventually, both upper and lower hinges received a larger metal tab and the weld was ground smooth (more or less, as shown in the picture). This style hinge is found on essentially all '61 – '63 vans. Which leads us back to the original question, why were the bumpers still installed if the doors could no longer reach them?

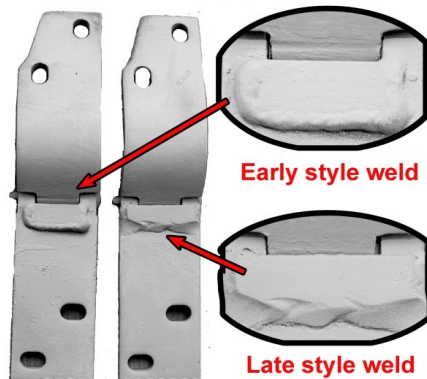


Fig 5. Early and Late Style Hinge Welds

Some of this history comes from Bob Kirkman's 1987 article in Corvan Antics, Vol 15(6) about hinge modifications and the bumpers. In the article Bob speculated that the bumpers continued to be installed because of a large inventory of body panels with the holes already present for the bumpers. I believe they were retained intentionally, because door impacts were just one of the concerns.

Maybe resolving of the door hinge problem cast doubt on the need for the bumpers and there was a preliminary decision to eliminate them. Some early vans lack the bumpers, and these must have been assembled from panels lacking the bumper mounting holes. This also would explain why the bumpers were included in the 1961 but not in later assembly manuals. In any case, the bumpers remained standard equipment for two more years, not as a "vestigial" artifact with no function, but reengineered for an intended use.

The 1961 assembly manual and parts catalogs identify "first" and "second" design bumpers. The original bumper was #3785718 (#1 in the picture), making it the same as those used as the side door bumpers. This bumper attaches via a pass-through screw to a plastic clip mounted in a square hole in the body panel.

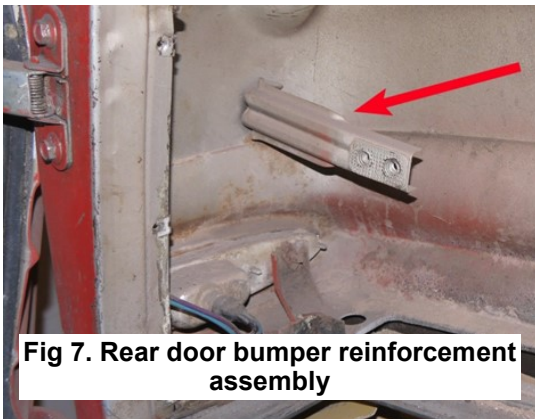


Fig 7. Rear door bumper reinforcement assembly

But already in the 1961 assembly manual, the original bumper was superseded by bumper #3812749, which is the bumper identified as #3 in the picture. The 5/16-18 bolt of this bumper would not fit the original square hole and required a larger round hole in the corner panel. However, I have seen several '61 – '62 vans with a bumper similar to #2 with a smaller gauge bolt, possibly an undocumented interim bumper used with preexisting panels with the square hole.

The larger bolt of the "second" design bumper began to serve its function in mid-1962 when the "Rear door bumper reinforcement assembly" (#3812732) was introduced. This metal bracket located behind both left and right corners (see picture) was secured to the bumper bolt and attached to the rear interior body panel. As the

name conveys the bracket served to strengthen the rear panel corners against minor impacts, not from the doors but other from other assaults. The bracket was installed through the 1963 production year.

The hinge modification served the problem at hand, but was not a very satisfying solution. Where the hinge bottomed out on the metal tab the paint was damaged leading to a rust line. To remedy this, the hinge was reengi-

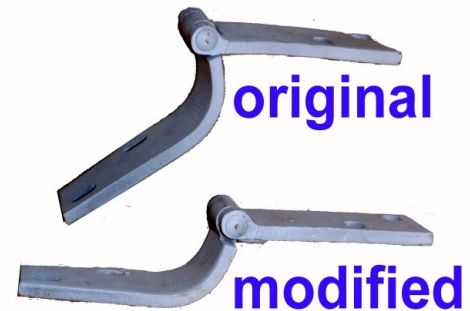


Fig 4. Rotation of original and modified rear hinges.



Fig 6. Three designs of rear door outer bumpers

(Continued on page 13)

(Continued from page 12)

neered. The new hinge (#3842361-2) had 4 knuckles and a center paw that checked the rotation of the hinge by striking an edge rather than surface of the hinge, thus preventing paint damage. This hinge first appears in the 1963 assembly manual, but installation appears not to have occurred until 1964.



Fig 9. Late style FC rear door hinge

And in 1964 when the redesigned hinge was introduced, the rear corner bumper and reinforcement assembly were deleted. By 1964 the dire FC sales situation had not improved and certainly GM was looking for other ways to reduce production costs. Compared to the cost saving measures taken the previous year, deleting these bumpers and an otherwise hidden bracket would have been an easy decision.



Fig 8. Typical rear corner dent.

Rear Door windows

Those cost saving deletions imposed in 1963 have been much discussed in the past. Since we're focusing on the rear doors, this is a good time to mention that one of those measures was elimination for Corvans of the **rear door windows** as a stock item. The rear door windows became RPO A12, and this reflected forward to the left front door. Since in the absence of rear windows the inside rear view mirror was superfluous, it was also eliminated as a stock item. But GM did understand that is important for a driver to know what's behind the van, so the round outside rear view mirror on the driver side door (which was RPO D32 for other FCs) became standard for Corvans models. If option RPO A12 (rear window) was ordered, the inside rear view mirror was restored and the ORVM was removed.



Fig 10. Rear window delete in Corvan. Thanks to Kevin Clark for the picture of his van.

The Chevrolet Rear Door Script

One change beginning with the 1962 models was the placement of the "Chevrolet" emblem on the right-side rear door of vans (it can be seen in the picture of the green van above). This chromed emblem was present on the Rampside tailgate in '61, but was not present on the vans during the first production year.



Fig 11. Chevrolet emblem.

Check arm seals

Another 1963 cost-savings change was elimination of the check-arm rubber seals and seal retainer metal plates. Originally, there was a plan to remove all the check arms and replace them with a canvas strap, but this change was canceled as shown in the '63 assembly manual. The final decision was to eliminate the rubber seal and its retainer from all the doors of the Corvan and the rear doors of the Greenbrier.

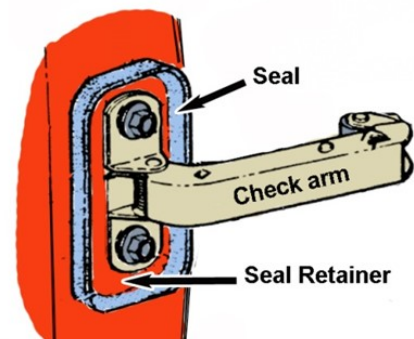
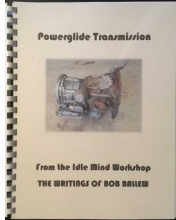
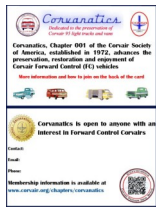


Fig 12. Side or rear door check arm.

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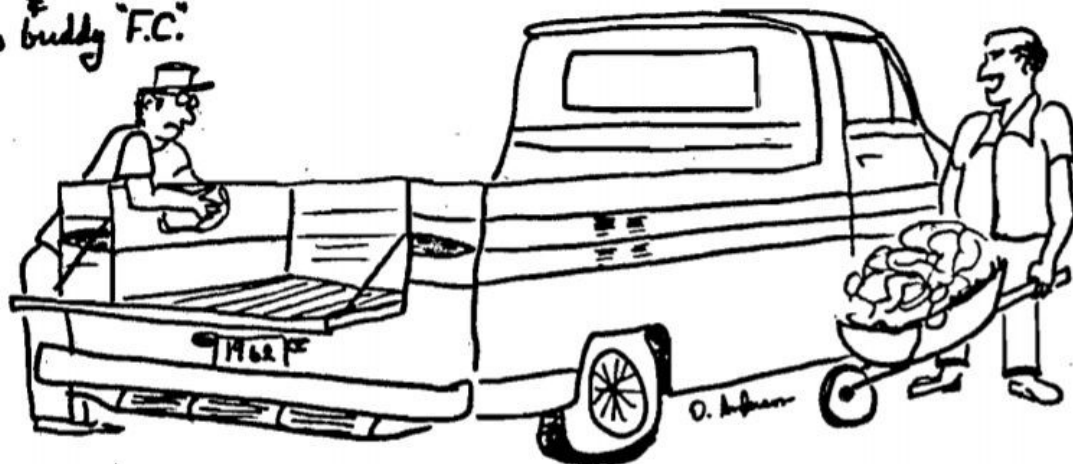
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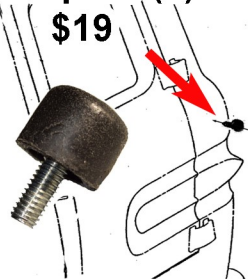
**Rechromed
Window Cranks**
\$59



**Carburetor
Swivel \$19
Linkages**



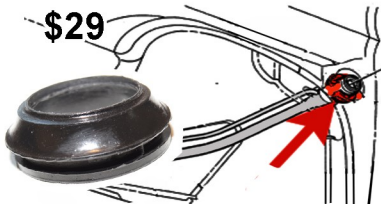
**Rear Door Outer
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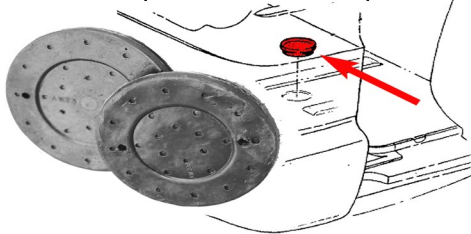
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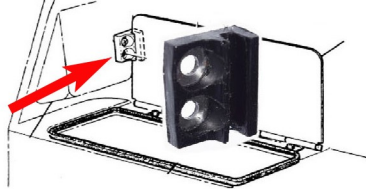
Gas Filler Grommet
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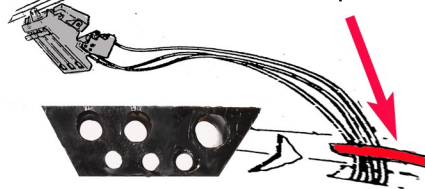
Master Cyl. Floor Plug
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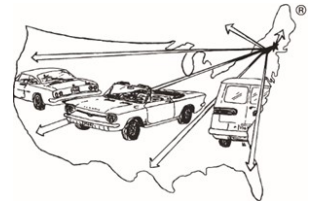
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Corvanatics is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed full color newsletter and \$15 for a mailed black and white newsletter. Application and payment is made to the Secretary/Treasurer either 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.

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