

# CORVAN ANTICS



May/Jun 2020, Vol. 48, Issue 3



## CORVANATICS VIRTUAL CAR SHOW

WITH THE POSTPONED CONVENTION, ALL IS NOT LOST. CORVANATICS IS GOING TO HAVE A VIRTUAL CAR SHOW AND SINCE THE CLUB ALREADY HAS THE PRESIDENT'S CHOICE AWARD MADE UP FOR 2020, IT WILL BE PRESENTED. WE ALSO HAVE 100 DATED ANNUAL MEETING STICKERS AND THEY WILL BE SENT TO THE FIRST 100 ENTRIES, SO GET READY TO ENTER.



## TO ENTER YOUR FC

THIS IS NOT A CONCOURS, SO ENTER YOUR FC; THE GOOD, BAD, AND THE UGLY. TAKE A CURRENT FC PHOTO. TO ENSURE IT'S A CURRENT PICTURE, YOU MUST INCLUDE A CURRENT CALENDAR, NEWSPAPER OR THE FRONT PAGE OF THIS NEWSLETTER IN THE PICTURE, MOST OFTEN IT WILL GO UNDER THE WIPER ON THE WINDSHIELD. NO PHOTOSHOPPING, PLEASE! SUBMIT JUST ONE PHOTO. IF YOU ATTACH MULTI-

San Diego Corvair Club  
presents...



San Diego, CA July 6th - 11th 2020

**Postponed until 2021**

PLES, THE FIRST ONE ATTACHED ON THE EMAIL OR IN THE ENVELOPE WILL BE ENTERED. **MULTIPLE FC ENTRIES OKAY. ACTIVE MEMBERS ONLY!**

A PHOTO DISPLAY AND THE WINNER WILL BE IN THE NEXT NEWSLETTER AND POSTED ON THE WEBSITE.

EITHER EMAIL YOUR PHOTO TO [CORVANATICSNEWS@GMAIL.COM](mailto:CORVANATICSNEWS@GMAIL.COM) OR MAIL THEM TO CORVANATICS, 5425 MORROW RD., GLADWIN, MI 48624. **MUST BE RECEIVED BY 5/31.**

**GOOD LUCK!!**

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

## Riding with the President

by Stephen Brown

**H**ello all - The world has turned upside-down since we last talked! Last time I talked about all I planned for the year. Well, no swap meets, no car club meetings, no regional gatherings, and no national convention. Even Clarks and some of our favorite suppliers are temporarily (I hope) closed.

For me, with our rainy and mild weather, I've taken on several projects. I built 2 car body carts (designed for FC and late bodies without suspensions) which turned out nice. And I've dismantled a Rampside and a Greenbrier "parts car" for their good parts and body panels and scrapped the rest. Wow - the Greenbrier was a rust bucket and every bolt and screw was difficult to get undone; all while my wife was sewing respirators.



I had a nice talk the other day with an older gentleman who recently joined Corvanatics. He has owned his Rampside since 1971 and just recently learned about our group. (Maybe we need to do a better job at getting the word out!). Apparently his Rampside is pretty nice, and I asked has he ever changed the axle bearings? He said no. I then asked how many miles on his FC, and he replied 175,000. That must be close to a record. You know, if you take care of these old cars, they can last for quite a long time. I really enjoyed the conversation; hope I have the pleasure to talk with many more of our members.

So, without a 2020 National convention a couple things you should know. For those who renew their membership at the National, you should plan on doing that on-line or by mail. You might consider a multi-year renewal and remember you can get 5 years for the cost of 4 for the "on-line" membership.

Secondly, we normally do elections at the National. So that process will change, although the Board hasn't met to figure exactly how. If you have ever thought about being a Corvanatics Director from your part of the country, you might want to put your name in the hat in the next couple weeks. It's easy, just contact me, Molly, or any of the Directors and we will talk about it. It's actually a great way to learn about the workings of Corvanatics, and maybe you can help make the organization even a little better.

My heart goes out to those who have suffered during the COVID-19 event. For me, being retired, life isn't that much changed, but for some it is terrible. The virus will end...hopefully soon. And the country will start to get back to normal. I hope we all will support those businesses and individuals which have been affected. The Board will meet soon (by phone) and we will let you know of any changes needed to get the program back online.

Until then, "keep it out of the ditch", talk to you soon.

# From the Secretary

**BY MOLLY BACON**

Hi all,

You better have your FCs and your camera ready and enter your FC(s) in the Virtual Car Show explained on the front cover. Everyone's FC has a chance to be selected by our president, Steve Brown. This is not a concours. It's what tickles the president's fancy. You've got six weeks to get your photo sent in. The award is a nice engraved wooden plaque. So, send in those FC photos. Remember, only one photo per FC.

**Since the last newsletter :**

294 members

7 new members

11 members renewed their dues

9 members dropped



## WELCOME !!

to our new members

*Sharon Lawson* WA 1964 Rampside  
*Ben Vartanian* CA 1962 Corvan  
*Curtis Stewart* KS 1964 Greenbrier  
*James Ianson* CO  
*Richard Krempf* WI 1961 Loadside  
*Kyia Friesen* OR 1961 Greenbrier

## WELCOME BACK!!

to our returning member

*Chuck Hanson* NV 1964 Greenbrier

## 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 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	

### Due in July

Larry Ashley	Steve Braverman
Jerry Brown	Greg Czopek
Gary Duncan	Nolan Grant
Richard Hall	Mel Herwald
Merv Krull/Loretta Prosser	
Van Pershing	Ray Sego
Al Short	Craig Wilson

### Due in August

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

**The Winner Is  
Jeff Robb**

**\$10 Clark's Gift Certificate**

**Remember, you can only win if your dues are current**



# Director's Corner

DUANE WENTLANDT

## Hello everyone.

This virus thing has me staying at home working on a 66 Corsa. However, I recently completed my 63 rampside and wrote something for the vintage Chevrolet magazine. It may or may not be published so I will share it with you. The truck is finished and has about 40 miles on it since completion. The following is part of what I shared with the vintage Chevy folks.

This truck was purchased a few years ago from California. It had original paint on the floors and interior. When the inside rubber floor mat was removed no rust was observed on the inside cab area which in my experience (after restoring several of these vehicles) is unusual. The body had some rear and right-side damage that needed repair. The side ramp had been scraped by something that made a replacement ramp skin necessary. One of the doors required a small metal patch as rust bubbles became obvious after the entire vehicle was stripped of all paint and previous attempts of repair. I own a rotisserie so the rampside was taken entirely apart and all paint removed from under, inside and outside of the vehicle. I made the repairs which included some filler, many coats of filler primer and a lot of block sanding. I painted the rampside with Glasurit brand paint while it was on the rotisserie. The colors are pure white with a cardinal red stripe just as the truck was painted at the factory. A total of five different colors were used to paint the truck including, inside (60 gloss white and 60 gloss fawn), the bed and undercarriage (60 gloss dark gray) and the body and steering wheel (cardinal red and pure white). In addition, various glosses of black were used on the engine, engine compartment, suspensions and steering components which are not counted in the total above.

During my engine rebuild I found that the engine I have is a one year only 102 horsepower truck motor. It seems GM learned that the common 80 horsepower motor that was the stock motor for the FC was a bit low on power espe-



cially for the heavy vans and Rampside when carrying a load. So, in March of 1963 dealers were sent a bulletin introducing a new COPO (Central Office Production Order) special order. This order allowed for the increased horsepower engine on all FC's. My vehicle was built in the Flint plant in early May, 1963 as indicated by the vehicle identification number. The engine code VD means it is indeed a 102 horsepower FC motor. (The above information was gleaned from an article written by a noted Corvair historian Dave Newell and published in the November 2017 Communique.)

The entire vehicle took me one busy year to find the parts, strip all components, perform the various body work, prime, sand, rebuild the different parts, paint and reassemble.

Besides the Deluxe features this truck has an AM radio, heater, rear reflectors on the tailgate, correct seat belts, right sun visor, two 5 1/4-inch round outside mirrors, cigar lighter, four speed synchromesh transmission and door arm rests.

Thanks for being a member.

Sincerely your Western Director

Duane Wentlandt

# Found on Facebook

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



When starting looking for rust, you'll find it. Everywhere! Doors, floor panels, side panels...so far about \$20K now. Ready for paint and new interior. Anyway. It will be worth it. A great van to be cruising all over Scandinavia.

**Stig Holm**



**Tim McCann**



**Larry Schmuhl**



1964 Chevrolet Greenbrier Van - cars & trucks - by owner - vehicle...

maine.craigslist.org

**Andrew Baca**  
Look what I just bought



**Patrick Skiver**  
Keeping a 6' minimum



**Steve Braverman**



**Mark Gibson**  
UK's Stars and Stripes Event



**Stan Gee**

**Jean-François Broussaud Defaux**  
See what happens during a French quarantine





## NEW MEMBER, CURTIS STEWART

I found this Greenbrier on Facebook marketplace. Sounded too good to be true at \$1500, but I took the chance and showed up with cash. Steve (Morton) and Becky turned out to be great fun people and they wanted cash to finish off their 63 Corvair convertible. Steve had flushed the gas tank, did the brakes, and gave it a tune-up. It purrs like a kitten. I was in trouble with everybody in my family for putting it in the driveway! Minimal rust, it has been repainted at some time. The inside has mud dauber nests all over it, but it drives and stops. Steve was convinced it has 75,000 miles on it and I am beginning to think he is right.

I'm now an official member of Corvanatics.

Please nobody tell my wife until I sell my 1960 Ford falcon wagon! LOL





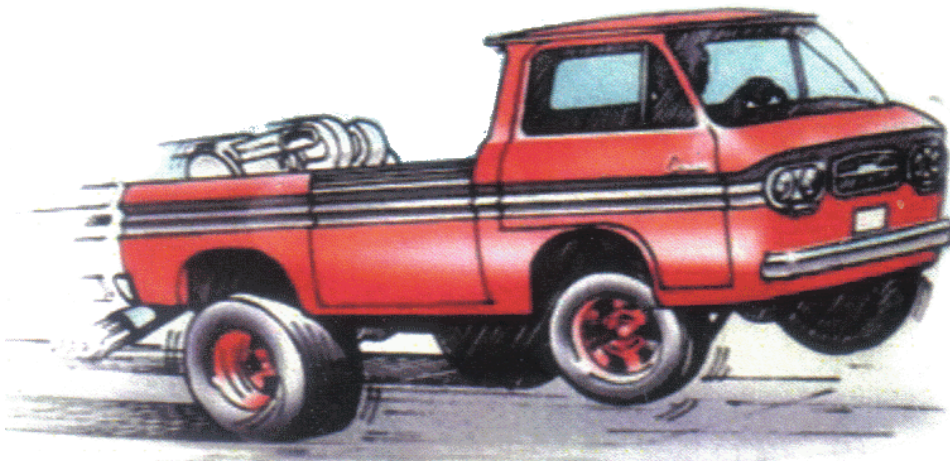
## FC CARICATURES

OUR VULCAN CORVAIR ENTHUSIASTS 'THE OIL DROP' ISSUE FOR JUNE 2019 WAS LOOSELY BASED AROUND OUR BELOVED FORWARD CONTROLS (FCS) OR CORVAIR 95S. I HAD ORIGINALLY PLANNED TO DO THIS ARTICLE AND HAVE BEEN COLLECTING OR CREATING IMAGES OF THE SUBJECT FOR A WHILE. THEN MY RECENT UNFORTUNATE 'DROPPED VALVE SEAT' EVENT ON NAVY RAMPY (RENDERING BELOW) SEALED THE DEAL. SHE WAS GOING TO CRUISE WITH FLAGS FLYING THE WHOLE MEMORIAL DAY WEEKEND BUT THAT WASN'T TO BE. RECOVERY WILL PROBABLY INVOLVE THE WHOLE SUMMER, SO SHE IS FOR NOW, "IN DRY-DOCK".



AFTER READING THE OIL DROP ISSUE, MOLLY BACON CONTACTED ME VIA EMAIL AND ASKED IF I WOULD 'ADAPT' THE ARTICLE FOR THE CORVANATICS NEWSLETTER.

SO HERE WE GO.....

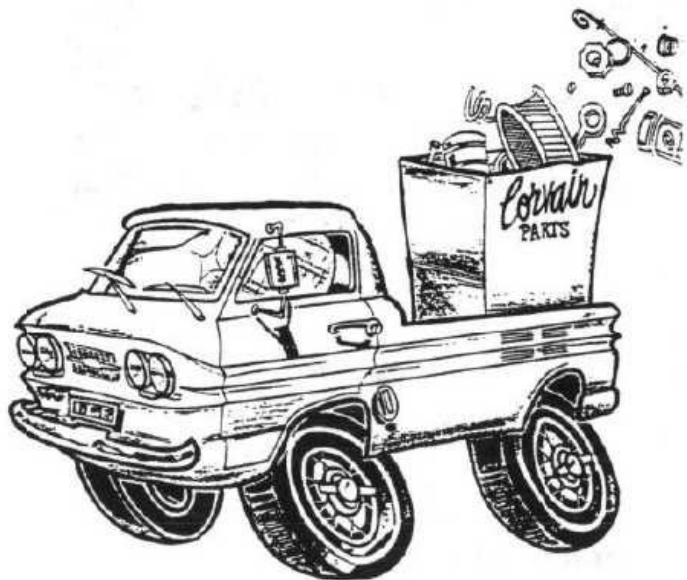


FIRST OUT OF THE GATE IS THE CARICATURE OF RUSS THULEEN'S 'RED TRUCK' (RAMP ON IT).

THE GRAPHIC IS ON THE TAILGATE OF HIS TRUCK AND ON MANY OF HIS BUSINESS CARDS THAT HAVE LITERALLY, BEEN

THROUGHOUT THE UNITED STATES AND EUROPE. DRAWN BY A FRIEND OF A FRIEND IN VEGAS RIGHT AFTER THE TRUCK WAS FINISHED WAY BACK IN THE MID-NINETIES.

THIS PENCIL DRAWING OF A CORVAIR 95 DOING WHAT IT DOES BEST WAS FOUND ON THE INTERNET.





AS WAS MY ADAPTA-  
TION OF A HOT ROD  
A100 WITH CORVAIR 95  
'ATTRIBUTES'.

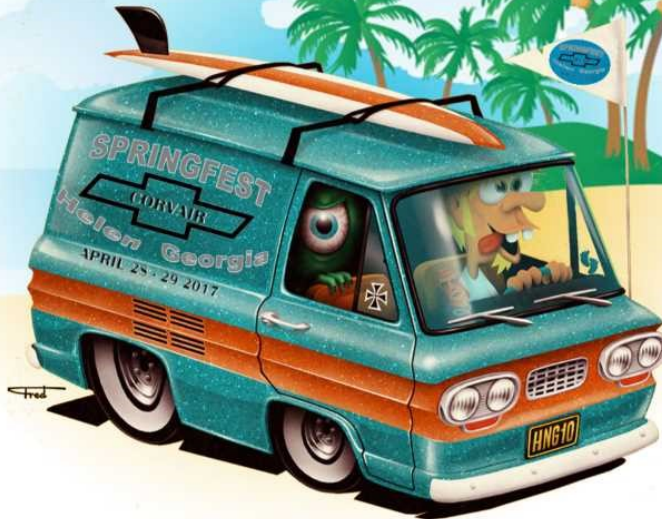
DO YOU REMEMBER JOHNNY  
QUEST? HERE IS HIS DAD'S  
RAMPSIDE GOING ON ONE OF  
MANY ADVENTURES IN  
SOME REMOTE JUNGLE..



AND THEN WITHOUT THE LOAD,  
THE 'CORRECT' TWO TONE  
PAINT SCHEME, AND SOME  
MODERN AFTERMARKET  
WHEELS.



Like, WoW Dude...I'm headed to Helen!



TWO YEARS AGO AT SPRINGFEST 2017, WE WERE INTRODUCED TO "SURFER DUDE" WITH THE SPRINGFEST LOGO ON THE SIDE OF HIS CORVAN.

BASED ON THE SURFER DUDE TEMPLATE, MY SISTER, LORETTA CANNON, DID A COLORED PENCIL RENDERING OF RUSS THULEEN'S LOADSIDE 'SHORTY'.



THERE ARE MANY MORE EXAMPLES OUT THERE. CHECK THEM OUT!

HAVE FUN.....

BILLY CANNON, CORVANATICS DIRECTOR-AT-LARGE

## TECH TIPS

### *The Gutless Wonder*

Or

#### How Bad Can You Mess-up a Corvair Engine Rebuild

by Bill Prichard

**T**his is a story that all you engine guys out there will enjoy and the rest of you Corvair enthusiasts should read because you might learn something you didn't know about what makes your Corvair engine run good or not!

During my 45 years of fooling around with Corvairs, I've seen a lot of crazy things done by people trying to rebuild an engine and make it run like new. Sometimes the results do not turn out too good and the mystery into what's wrong begins. I have several more stories like this I can share with you later, but this one is the simplest because the rebuilder made one big mistake and it just ruined the performance of the engine.

I spent quite a few years working at new car dealerships solving what's called "drivability" problems where a car comes in "sick" but not really broken. The car just doesn't run right but you can't see with your eyes what's wrong. Recently, I got to find and cure a problem with a 1963 Monza convertible that had no power and was extremely sluggish. it had 0 to 60 mph times measured in hours, not seconds.

The owner had moved here to the mountains of Western North Carolina from Central Florida. The car drove OK in the flat lands but when he approached the mountains it got slower and slower to the point where he thought he wasn't going to make it. His home here is located at about 3,000 feet altitude, where he had been at maybe 30 feet above sea level, and no hills. We had met the previous year at our 'Vairs in the Valley' show, so he called and had me come over and take a look.

The engine started OK and ran smoothly and quiet with no smoke. It stalled the first time I put it in gear, it's a Powerglide. He said it had been rebuilt about 4,000 miles ago out west in Oregon. The engine was clean with no oil leaks, so I pulled the spark plugs out and they were black with gas fouling. I noticed there was no gas squirting out of the accelerator pump nozzles when I worked the throttle, so I pulled both carburetors apart and discovered the return springs on the accelerator pump assemblies were missing. This is when he told me the previous owner had drilled out the main fuel jets a little because that would give it more power. The engine

code number said it was an 84 hp, and it was a PG, so it's not going to have a lot of power anyway, but this car was pathetic. So, I asked him how much did he drill them out? He said he used a #51 drill bit.

Anyone figured out the problem yet? Stay tuned, it gets worse, much worse. The base engine with PG trans came with .049 main fuel jets. This guy figured drilling them out to .051 would not be too much and being near sea level should give it a little more power. Wrong! Drill bit numbers do not indicate their diameter in thousands of an inch. A #51 drill bit is .067 inches in diameter. Good grief, this thing was drowning in gas, and at this altitude there is less oxygen in the air also. This resulted in an extremely rich air/fuel mixture. That's why the spark plugs were fouled so badly.

I had a new set of .050 jets handy, so I put them in and installed the missing accelerator pump springs and got it running better. Then I checked the spark timing and it showed 45 degrees advanced. What? This engine has the stamped steel crank pulley so there is no harmonic balancer slip here that could give a false reading. I reset the timing back to 16 degrees and it died, would not run. So back to 45 degrees and a test drive showed a little more power, but still slow and with no spark knock. My vacuum gauge indicated lower than normal intake manifold vacuum. I kept saying to myself, "There is something bad wrong with this car." It felt like it was towing a 5-ton trailer! It didn't shift into high gear until about 35 mph. Once it finally got up to highway speeds it seemed to run fine, almost normal.

About this time, I remembered there was an article in the CORSA Communique a while back that showed how tricky it could be to get the timing marks on the crankshaft and camshaft gears lined up properly. It also said this can be checked in the car by pulling the oil pan and setting the crankshaft on top dead center with the pulley timing mark on '0'. Then look on the side of the cam gear that faces forward and the '0' mark should be at the parting line between the two block halves. if you don't see it, then crank it over one more turn to top dead center again. Remember, the crank turns twice for one turn of the cam.

I could not find the mark in either position, so I turned the crank a little more after top dead center and there it was. The

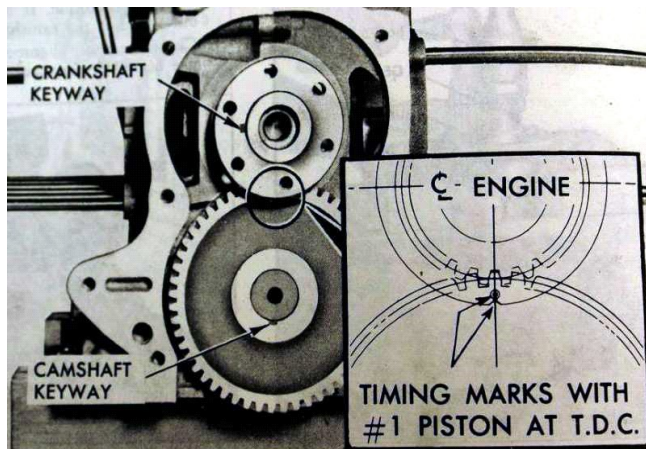
*(Continued on page 11)*



(Continued from page 10)

cam gear mark was 3 teeth off, in the retarded direction. One tooth is equal to 14 degrees of crank rotation. So, the cam was 42 degrees retarded. How did it run? Well, it did, but very poorly, that's why it took so much spark advance to get it to run at all. So that meant a complete tear down to take the camshaft out and reset it properly. When I build an engine, I always draw a line from the timing mark straight to the center of the camshaft gear and one on the crankshaft gear too. This takes the guesswork out of lining up these marks because the crankshaft hub overlaps the cam gear so it's very difficult to see the cam gear mark when they are assembled and at the top dead center.

(Refer to the following illustrations )



The factory did an interesting thing on 140 hp engines with Powerglide transmissions. They retarded the camshaft 4 degrees of crankshaft rotation to raise the engine maximum power point by 400 rpms to give better drivability because you only have two gears to work with. Retarding the camshaft timing raises the peak power point. Advancing the cam lowers it. It's backwards from what you would think. What happened here was the camshaft timing was retarded so much that the peak power point was raised so high it was impossible to reach under normal driving. Have you noticed that some modern engines have variable cam timing? A computer controls this and give more power and economy over a wider rpm range.

During the engine tear-down I noticed a deep scratch in the number one rod bearing insert that lined up exactly with the oil hole in the crankshaft. I replaced it. Also found the eight big main bearing bolts that hold the block halves together were only torqued to about 25 lb. ft. and the crankshaft spun very easily with little effort. Should be 50 lb. ft. and with a slight drag on the crank when the bearing inserts are crushed into place properly. I figured I had better check everything because no telling what else the builder did wrong. I pulled the pistons out of the cylinders and found the ring gaps were aligned in every direction possible. Even found one second compression ring in upside down. They have a slight taper on them to scrape oil off the cylinder.

Next, I checked the cylinder heads and found all the intake valve stem seals were missing. The valves looked new and



(Continued on page 12)

(Continued from page 11)

all the guides and seats looked perfect. Camshaft lobes all looked good as did the lifters, so back together it went. Everything in the engine looked new, it just wasn't put together correctly. Also found the cylinder heads had been changed to 9 to 1 compression, 102 hp heads, so it should have had plenty of power.

First time I turned the key it started instantly. I set the timing to 14 degrees advanced so it can run on 89 octane gas. Now it runs smooth, quiet and fast but still did not shift into high gear until 35 mph. Then I noticed why. The adjustable swivel on the throttle rod that connects to the carburetor cross shaft had almost an inch of threads showing to the end of the rod. This rod also connects to the throttle valve in the transmission and controls at what speed the low to high upshift occurs. I have found most Powerglide cars have about 5/16 inch of threads showing from the swivel to the end of the

rod. A quick adjustment brought the shift point back to the proper 15-20 mph range.

Now the car runs and drives like new. All the power is back, and it climbs the mountains and hills with ease. This is a good example of how one mistake during assembly can ruin the performance of your Corvair. So, the moral of this story is. take your time, check everything, and do it right the first time. You will be pleased with the results.

Bill Pritchard  
Corvair Specialties (MC)



## Corvair Essentials

**Ken Schiffner – VP Dikes Peak Corvair Club**

Here are some of the essentials, in this writer's opinion, that you will need:

- ◆ The CORSA Tech Guide. (Available through the Corvair vendors).
- ◆ Books by Bob Helt such as "The Classic Corvair" and "Corvair Basics".
- ◆ A 9/16" combination wrench.
- ◆ A 1/2" combination wrench.
- ◆ A stubby or bent 9/16" wrench to access the fan belt adjustment nut.
- ◆ A Phillips head screwdriver size #2.
- ◆ A set of SAE sockets and ratchet. (Sometimes a swivel extension is helpful).
- ◆ A torque wrench.
- ◆ A timing light and dwell meter.
- ◆ A plastic bag (inspected to be hole-free) to put under the oil filter to catch the oil when you change the filter.
- ◆ A set of valve cover gaskets.
- ◆ At least one roll of Tums or equivalent.
- ◆ A box of Band-Aids.
- ◆ Any book on anger management just in case.
- ◆ A set of Viton "O" rings for the push rod tubes.
- ◆ A set of fuses.
- ◆ A VOM test meter.
- ◆ A CORSA membership and roster (the latter in case you travel and need help).
- ◆ The roster of the local Chapter of which you are a member (for emotional support).
- ◆ Steve Goodman's phone number (303)-279- 4889).
- ◆ The Clark's Catalog.
- ◆ Rags. Lots of rags.

With these essentials, working on your Corvair should be the successful and hopefully injury-free experience you've convinced yourself it should be. Good luck.



## Corvan Antics—thru the years

by Steve Spilatro—Historian

### 40 years ago 1980—no May-June issue

#### 30 years ago - 1990 Corvan Antics Volume 18 #3, May-June 1990

Since the Helen GA Springfest was a coronavirus victim this year, let's Forward Control back to the 1990 event, as described by then Corvanatics President Clark Hartzel. Clark in his '61 Brier and Pete Koehler in his Rampside had tag-teamed it down to that Bavarian-themed little town, arriving Friday, April 27. They had brought wares to hawk at the swap meet, which was also a good opportunity to catchup on old friendships [much older now!]. No mention whether Pete sold any of the chrome wire basket wheels he brought.

The Saturday Concours was delayed by rain, but eventual clearing allowed the show to go on. Clark reported that at least a dozen FCs had come to Helen that year although not all were judged, and the Concours prizes went to John Downer's red Rampside - 1<sup>st</sup> Place, Frank Lutz' maroon Greenbrier - 2<sup>nd</sup> Place, and Fred Heal's white Rampside - 3<sup>rd</sup> Place.

At the Banquet, entertainment was provided by a hypnotist who "mesmerized" volunteers from the audience. Pete struck it big, winning a Clark's gift certificate! Pete was delivering his Rampside to a buyer through a previously arranged sale, so he shared Greenbrier space with Clark for the trip back up north.

Sounds like another great Springfest, and we all look forward to its return next year.

#### 20 years ago - 2000 Corvan Antics Volume 28 #3, May-June 2000

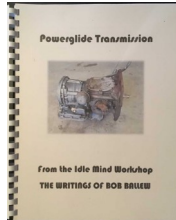
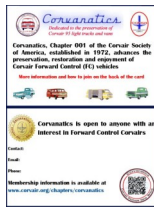
This volume might have been subtitled the Kent Sullivan Issue. In it you will find Kent's definitive discussion of seatbelt options for the different FC models over the years. This includes the factory installations (the driver and passenger front belts for Greenbriers, as of January, 1964) or from the dealer (all the rest). Look also for his descriptions of the 80 MHP and 100 MPH speedometers, and 1964 steering wheels. To this issue Kent contributed a Corvan Antics Newsletter publication history. For each year, 1972 - 2000, the list identifies which issues covered which months (or seasons), as well as when issues were missing (not published) or combined. Finally, we find Kent's letter to the editor about his CorvairKid website FC registries for 62 Loadsides, 64 Rampside, and 65 Greenbriers. Thanks Kent for all your contributions.

#### 10 years ago - 2010 Corvan Antics Volume 38 #3, Mar - Apr 2010

Look on the cover for Phil Domser's retired Fire Department van from Beatrice Nebraska. The article inside about "Beatrice" is by Tim Colson who recounted his work on the restoration. The engine had a full overall, transmission was upgraded from a 3- to a 4-speed, and "I spent a ton of time" Tim said "cleaning and detailing every piece I touched."

Speaking of Tim Colson, Pete Koehler wrote about his plans to restore the "Tim Colson Greenbrier; and convert it into the "MuseumBrier" - a traveling display of Corvair 95 historical items and information. The plan was a 7000 cross-country trek to display the wonders of the Corvair 95 at car shows across the nation.

# Corvanatics Merchandise



See more items, details, pictures and how to purchase::

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

Corvanatics also has two online merchandise stores:

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

<https://www.zazzle.com/store/corvanatics> (US shipping only)

## CORVANATICS MERCHANDISE STORES

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EASY ORDERING, SHIPPED DIRECT TO YOU

SAVE - WATCH FOR EACH STORE'S SPECIAL SALES

[WWW.CAFEPRESS.COM/CORVANATICS](http://WWW.CAFEPRESS.COM/CORVANATICS) (HAS INTERNATIONAL SHIPPING)

[WWW.ZAZZLE.COM/STORE/CORVANATICS](http://WWW.ZAZZLE.COM/STORE/CORVANATICS)

Corvanatics

Established on the preservation of  
Corvair 55 light trucks and more



WHITES & COLORS  
WITH LOGOS

LOTS OF FUN  
STUFF

KIDS, MENS &  
LADIES UP TO 4XL

**YOU SPOKE AND WE LISTENED  
YOU ASKED FOR T-SHIRTS  
AND YOU GOT MORE THAN  
T-SHIRTS**

ALSO, ANY ITEM AVAILABLE ON EITHER WEBSITE CAN BE CUSTOMIZED WITH THE CORVANATICS LOGO AND ADDED TO THE CORVANATICS STORE. JUST EMAIL:  
[CORVANATICS@GMAIL.COM](mailto:CORVANATICS@GMAIL.COM) AND REQUEST THE ITEM

SHOP ONLINE AT YOUR LEISURE AND ORDER AT A SHOP BELOW

[HTTPS://WWW.CAFEPRESS.COM/CORVANATICS](https://www.cafepress.com/corvanatics) (US & INTL SHIPPING)

[HTTPS://WWW.ZAZZLE.COM/STORE/CORVANATICS](https://www.zazzle.com/store/corvanatics) (US SHIPPING ONLY)

Gene Bruer  
&  
his buddy "F.C."



IT MAY BE NONE OF MY BUSINESS BUT IF  
IT TAKES 10 GALLONS OF FILLER DO YOU REALLY  
THINK IT IS WORTH SAVING?

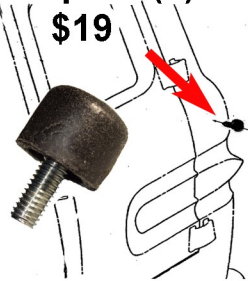
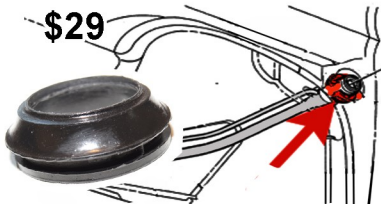
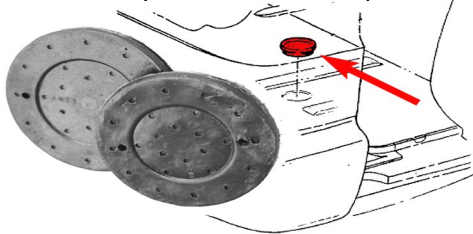
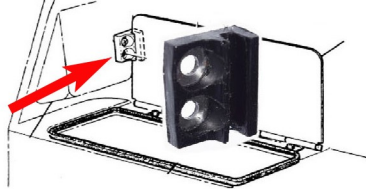
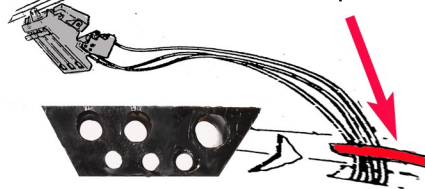
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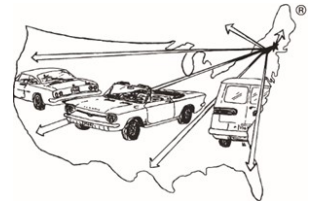
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