

CORVAN ANTICS

Sept/Oct 2020, Vol. 48, Issue 5



Riding with the President by Stephen Brown

We tried. With no convention, we had planned to hold a meeting in August at the Detroit Area Corvair Club's Homecoming. That got canceled. So, the Board discussed our options, and at this point we are looking forward to San Diego in 2021 to have our next Chapter meeting. CORSA is struggling with the same issue and plans to have a virtual Board meeting in October. We have virtual (conference call) Board meetings every 2 to 3 months. Any Corvanatics' member is welcomed to "sit in" on the meeting; just contact any board member (see the back page) and we will make that happen.



You should know that our club is financially healthy. Membership is steady at about 300 (up over 100 members from a decade ago). I'm very proud of our newsletter, certainly one of the best in the CORSA family. We have a well-developed website and many hundreds participate on the Corvanatics Facebook group. The Board decided to extend the current officers and Directors terms for an additional year (usually, elections are held at the annual meeting). We also decided to delay a decision regarding annual donations. You may note that the CPF Scholarship was awarded to only one candidate (see in the September 2020 Communique). And speaking of San Diego, we are now doing a search for presenters for our annual Convention meeting. If you have a presentation you might like to make or have a topic you would like presented, please let us know.

So much has been cancelled for 2020. Locally, there is a late model coupe being prepared for SEMA. This mid-engine, somewhat radical, really well prepared Corvair would have been a real hit for sure in Las Vegas. Yep, canceled.

Hope you know we are always looking for articles for the CorvanAntics newsletter. I hope someday to write an article about my 61 Rampside Camper. This barn find is in really nice shape, but 15+ years with pine needles and leaves in the rain gutter has resulted in some ugly holes in the roof of the cab. I'm working on it and plan to replace the roof. I have a roof from that chopped up blue Rampside you see me sitting in. Don't want to remove the windshield, hope to do very little welding and hope to structurally glue it on. Wish me success; and if successful, I'll write how I did it. Maybe this time next year, hopefully sooner.

I'm sure we all have projects, and I'm sure we've had a year "at home", so we all should be making progress on them. I'm really hoping 2021 will be a great year to show off our hard work. Hope to see you in San Diego if not sooner. Until next time, stay healthy, and "keep it out of the ditch".

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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,

With no convention and annual meeting, I will post the chapter annual financial information here:

July 1, 2019—June 30, 2020

Income—\$4553.33

Expenses—\$2829.77

I hope everyone is staying safe and keeping busy. It's just so quiet with no car shows. Let's hope 2021 will be safe again for events.

Since the last newsletter :

296 members

3 new members

35 members renewed their dues

5 members dropped

BY MOLLY BACON



WELCOME !!

to our new members

Marvin Hickman SC 1963 Rampside

John Amen CO 1963 Rampside

Ken Zindel IL 1964 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 September

John Ackerman	Ed Bartlett
Jay Nugent	Eric Olson
Edgar Perez	Nicholas Richter

Due in October

Benny Bonaminio	Larry Bush Jr
Billy Cannon	Greg Cole
Joseph Lipner	Randy Marble
Jake Neilsen	Timothy Palmer
Larry Sherwood	Kevin Thompson

Due in November

Dave Beck	Joe Covert
Robert Crawford	James Crossland
Hugo Miller	John Shaw
Eddie Stephens	Gary Swiatowy
Joe VonDerHaar	

Due in December

Doug Bell	John Bell
Ron Bloom	Ted Brown
Kevin Clark	Linda Enfield
Alan Gonick	Robert Hickman
Stig Holm	Eva McGuire
Chris Rheinschild	Vincent Rohr
Doug Rojas`	Alan White
Jim Williams	William Wise
Darrell Woofter	
Jean-François Broussaud Defaux	

The Winner Is
Chuck Hoppe

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

Putting Gladys to Work

By Mark Gibson

One of the biggest challenges faced by healthcare professionals during the current pandemic here in England has been getting hold of adequate amounts of Personal Protective Equipment (PPE). Global demand has gone through the roof and unfortunately, we simply weren't prepared.

A few months after our lockdown began my wife, who's a dentist, started to get involved in helping dental practices re-open. Crucial to enabling this was finding and collecting PPE for use by the dentists and nurses to help keep them and patients safe.

Clare works closely with local dentists as part of the local dental committee and has built good relations with the local National Health Service (NHS) who have sourced and procured large amounts of PPE. She got a call from a local NHS office to let her know they had around 10,000 pieces of PPE available and would she like them for the dentists? Of course, she jumped at the chance but then came the problem of how to collect it all. Clare only has a small car and it wasn't possible to arrange delivery of the equipment. She suggested that we put Gladys the Greenbrier to use to help.

So, in mid-June I cleared out the back of the van and headed off to the local NHS depot to pick up around 10,000 pieces of PPE including masks, visors, aprons, and other vital equipment. We completely filled the Greenbrier and I then set about delivering to a storage facility housed at the local urgent dental care centre, where Clare happens to work occasionally.



It took 2 trips but eventually all the PPE was delivered. Local NHS dentists were able to come and collect what they needed and re-open to treat all the patients who had to go without a lot of treatment for the best part of 3 months.

Gladys did a sterling job and certainly caught the eye of everyone at the NHS office and along the way. Yes, we could have hired a van but it's a real pain to do and plus it was nice to take the Greenbrier out and about a bit.

Update – Got another call last week to collect another van load of PPE (our NHS now has too much!) so once again I put Gladys into action.



INTERIOR CLEANING

BY TIM SCHWARTZ--EASTERN DIRECTOR

So, we are all "Social Distancing" and have to cancel our social engagements, including car events. So, what we need to do is enjoy our cars and FC's yet stay around the house. So, why not get your car ready for when activities resume? One of the things you can do is clean your car, so you are ready to enjoy the driving season. Right now, I'll concentrate on the interior.

Most Corvairs have vinyl interiors with either rubber or carpet on the floors. When I'm cleaning the interior, I prefer to start at the top and work my way down. The first thing I do is empty the interior of everything that is not attached. Empty the glove box, map pockets, etc. Remove the bottles, pens, change and old fast food bags that are residing under the seats. I rarely find the need to do anything about the headliner, so I've no great advice there. On an FC, you can wipe it down along with everything else.

After emptying the car, I like to wipe down the instrument panel, door panels, and all of the other interior hard surfaces. I use a household cleaner such as Mr. Clean diluted in a bucket of warm to hot water. I use an old kitchen rag, washcloth, etc. It is handy to have a nylon scrub brush and an old toothbrush or 2 to get into the crevices of the embossed door panels. You might need to apply the cleaner full strength to things like the arm rests that have gotten rather nasty. Drying with a clean towel is optional but reduces streaking. You might want to have a second bucket of warm water for rinsing. Change the cleaning and rinsing buckets when the liquid looks like it needs it.

The seats aren't much different from the rest of the hard surfaces. The toothbrush will be helpful on the embossed pleating here too. If you are ambitious you might want to remove the lower rear seat cushion and clean it outside of the car, not to mention cleaning under the cushion. On an FC you can remove the middle and rear seat, if equipped which makes it easier to clean the flooring, also if you have the rear seats out, you can undo the rear of the front seat tracks, slide the seat rearward a few inches, and put the seat in the center section. Then you can really clean up under the front seat, but it will only be necessary every few years depending on how you treat your truck.

Now it is time to get out the vacuum cleaner. Give the car a good cleaning. I usually move the front seat all the way up and star in the back, and then move the front seats all the way back to work on the front. If you have rubber floor mats on your carpet, take them out and give them a good scrub on both sides, then put them out in the sun to dry before putting them back in the car. Be sure both sides are dry.

If you have a Forward Control or a 500 series car with rubber flooring, then the same cleaner you used everywhere else along with a nylon scrub brush will do a good job on the floor too. While you can buy Car specific spray carpet and upholstery cleaners, I find that the home versions that I already have around the housework fine.

I've never been a fan of treatments such as Armor-All but use them if you like the result. I have no experience with leather interiors, but there are plenty of products out there for cleaning leather. To quote the guys from Car Talk, choose any product with the word "Miracle" on the label.

Lastly, cleaning the glass. I've left the glass for last, as if I do it sooner, I wind up redoing it as I've oversprayed or accidentally touched it during the rest of the job. I learned how to do this from NJACE member David Main. Clean the interior windows with the cleaner of your choice. I happen to like a spray on, foaming glass cleaner which I then rub in and dry off with fresh paper towels. THEN have a few clean microfiber towels and polish the glass in a circular motion, much like you might polish a tabletop. The result is excellent. You may need to do the windows in stages, as you should roll them down to clean the edges that go into the top groove. Don't forget the interior mirror as well!

Now take your car for a drive and enjoy that "New Car" feel you've just imparted on your interior but remember proper social distancing and keep your Corvair at least 6 feet from any other cars.

Found on Facebook

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

Visit the [Corvanatics—Corvair Trucks & Vans](#) Facebook group



Dave Kessler
FC at work



Jean-François Broussaud Defaux
Time for camping



Steve Braverman



Ricki Jannise



Ron & Judy Mann & grandson Jacob
& a couple of their FCs

The Corvair Powerglide Diagnosis Guide

taken from March 2014

VairCor, Author Mike Dawson

THIS IS A VERY GOOD GUIDE FOR FINDING "POWERSLIDE" PROBLEMS print it out, save it in your repair manual for future reference. Submitted by Dave Steigauf

The first thing to check in case of a transmission malfunction is the fluid level.

No drive in any gear:

1. Low fluid.
2. Front pump drive tips worn out or stripped splines.
3. Loose valve body or blown out valve body gasket at the pickup passage.
4. Snap rings holding front pump drive broken or off of the shaft. (Shaft hit on the end before assembly to differential.)
5. End broken off of shifter cable while selector was in neutral. (Bad battery ground to engine can burn it off.)

Slow going into both low and reverse:

1. Manual valve out of adjustment because of stretched cable – engine speed will also flare on up shifts.
2. Loose valve body or leaking valve body gasket.
3. All of the lip seals are hardened – use TransX.

Slow going into reverse only, or no reverse only:

1. Rear pump bolts loose.
2. Reverse piston lip seals hardened.
3. Reverse piston broken around the center.

Quick upshifts:

1. Incorrect throttle valve (linkage) adjustment.
2. Broken (missing) E-clip on throttle valve and the valve jammed to the rear.
3. The throttle valve lever was broken off and welded back on at the

wrong angle.

4. Defective governor – broken internal parts (rare), or frozen valve inside the shaft.

Late upshifts:

1. Incorrect throttle valve (linkage) adjustment.
2. Badly worn governor outer shaft surface.
3. The throttle valve lever was broken off and welded back on at the wrong angle.

No upshifts:

1. Broken/worn out governor driven gear or a badly worn shaft.
2. Spool valve frozen in governor from sitting for years.
3. Broken (missing) E-clip on throttle valve – a piece of the clip may be lodged in the low drive shift valve.
4. Hardened or broken lip seals in the high clutch.
5. Broken drive legs in the rear pump.

Slips on upshift:

1. Low fluid.
2. Worn out high clutch plates.
3. Hardened lip seals in the high clutch piston.
4. Low band way out of adjustment.
5. Manual valve out of adjustment.

Hard upshifting:

1. Broken hoses on vacuum modulator line.
2. Hole in steel modulator line at rear shroud.
3. Stuck modulator valve (inactive a long time).
4. Blown out valve body gasket at pressure regulator.
5. Hard reverse only: Harden reverse piston lip seals or a broken reverse piston.

Hard down shifting:

1. Idle speed too high.
2. Vacuum modulator bad.
3. Leak in vacuum modulator line or hoses.

Jumps out of gear under a load in low:

1. Low fluid level.
2. Worn out low band or out of

adjustment.

3. Broken ear on the low band at the strut.

Drives in neutral:

1. Shifter cable was not installed into the transmission correctly. (See instructions in shop manual).
2. Gray fluid and a hissing noise in low gear.
 - Bad torque converter.

Blows fluid out of the vent after an hour at high speed:

1. Overheated cheap transmission fluid – switch to synthetic.
2. Bad sprag in torque converter.

Corvairs may be push-started since they have both a front and rear pump. Begin in neutral, when speed reaches 20 mph, turn on key and shift into low.

Corvairs may be flat towed at lower speeds for short distances up to 50 miles without running since they have both a front and rear pump. The fluid must be at the correct level for proper lubrication. Watch for fluid loss or possible engine rotation if the cable is out of adjustment.



THROTTLE PLATE adjustment

SOMETIMES A PERSON WANTS TO MAKE A THROTTLE PLATE WITH NO 'BITE' OUT OF IT, SUCH AS IN THE THROTTLE PLATE (T.P.) ON THE SECONDARY CARB OF A 140. THE FACTORY DID MAKE T.P.S WITH NO BITE BUT PERHAPS YOU HAVE



LOST YOURS OR BUNGED IT UP DURING CLEANING OR SOMETHING. ANYWAY, HERE'S A WAY TO MAKE A SECONDARY FROM A PRIMARY.

ON THE LEFT IS THE 'BITTEN' PRIMARY T.P. ALWAYS MAKE YOUR SCREWDRIVER FIT THE SCREW WHEN DEALING WITH BRASS SCREWS. ONCE YOU STRIP OUT THE SLOT YOU WILL BUY A NEW SCREW.



WHEN YOU HAVE REMOVED THE T.P. FROM THE CARB - CLEAN IT VERY WELL AT THE 'BITE' SITE. THIS IS BECAUSE WE WANT YOU TO FILL THE 'BITE' WITH SOLDER AND THE STEEL NEEDS TO BE CLEAN FOR THE SOLDER TO STICK TO IT. SAME STORY IF YOU USE EPOXY.

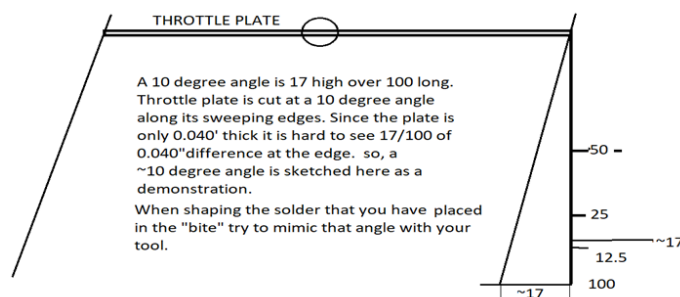
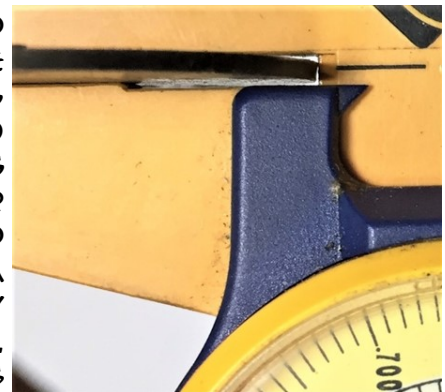


NOW, IN SHAPING THE SOLDER (FILLER) TO MATCH THE T.P.'S PROFILE YOU SHOULD BE AWARE OF THE STAMPED LEGEND ON THE FACE OF THE T.P. SEE WHERE IT SAYS 10° ?

HERE'S A SKETCH OF WHAT IS 10° AND A PHOTOGRAPH OF THE T.P. IN THE JAWS OF A CALIPER. THE CALIPER'S JAWS SHOULD BE PRETTY CLOSE TO SQUARE, RIGHT? THE 10° T.P. IS TOUCHING THE EDGE OF THE CALIPER

JAW AND SHOWS A TEENSY GAP ... PROVING THERE IS A

SHAPE TO THAT EDGE. WHEN YOU ARE SHAPING THE MATERIAL THAT FILLS YOUR OLD BITE, THIS IS THE ANGLE YOU SHOULD TRY TO MIMIC.



KEEP ON CORVAIRING, FRAN SCHMIT

Tech Editor's note: The brass screws are bradded over on top to prevent coming out. You should file or grind the top before removing to reduce the tendency to twist off.

Corvair 95: Stock was. . .

Part IV

By Steven Spilatro

We have been looking most recently at doors, so let's check out a few others and then move on to some other features of the FC exterior.

Engine Access Door

Overall, the early style engine access door was a rather clumsy affair. Its purpose was to allow inspection, minor repairs and tuning of the engine without having to remove the engine cover. The latch often did not adequately pull the door panel tight against the seal, especially if the panel had been bent from mechanics leaning on it. The little door latch handle was a flimsy affair and awkwardly designed to curve around and over the license plate.



Open, the door was supported with a pair of check arms that folded back when the door was shut. Subject to oil, dirt and grime the check arms tended to foul and hang-up when opening and closing. Ostensibly to rectify this problem but probably also as a cost reduction, in mid-'62 the check arms were replaced by rubber coated metal chains that bolt to the door. Too bad I feel, because the bolt heads are exposed on the exterior of the door.

1961 - '63



1964 - '65



The 1964 models arrived with an entirely redesigned engine access door. The door was of fiberglass construction and more prone to cracking than bending. On the left side a recessed license plate housing included an integral light, eliminating the accident-prone early style lamp housings. The new door retained the chain supports and the same basic latch mechanism, but the flimsy latch handle was replaced with a much more substantial handle.

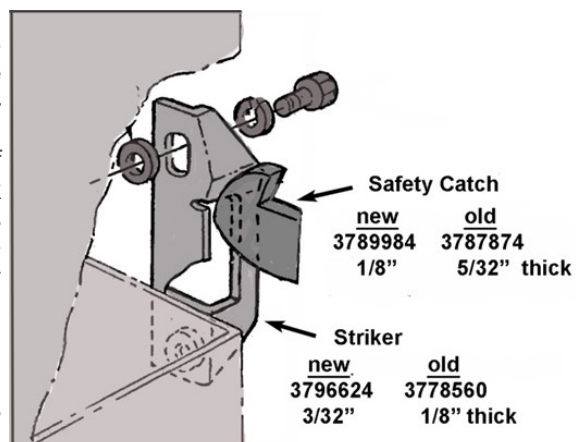
Speaking of those early style light housings (#5952343) that straddle the license plate, they were accident-prone because they were one of the few plastic items in the whole vehicle. Inside the housings was the lamp socket assembly (#5952682). Now, maybe this is best filed under "Stock wasn't but should've", but the 1960 - 61 Corvair car used a similar lamp socket (#5952338), that also incorporated a clear thimble-shaped glass lens (#5949532). That lens fits perfectly the FC unit, begging the question whether it was intended for FCs also. Alas, the evidence suggests not; the lens is not shown in the FC assembly manuals and the parts and accessories catalogs list the lens for vehicles "exc. Lakewood, FC" – probably another cost-savings measure. Nevertheless, it's a nice addition if you can find them.



Rampgate and tailgate

OK, well technically not doors, but both open. Around February 1961, the latches of the R1254 rampgate were modified. As explained in Technical Service Bulletin DR-464, the primary locks and safety catch for the rampgate were modified to improve gate retention for all pickups beginning with F102775 (in Flint) and S107214 (in St Louis). The length of the primary lock bolts and the size of the safety catch hook were slightly increased, and the former lip-type striker was replaced with a new window-type opening to receive the hook, preventing the hook from disengaging. Additionally the loop of the safety catch release handle was enlarged.

Also in 1961 the latch of the tailgate was modified, although I'm not sure of the exact nature of that change. The original left and right-side latch assemblies had part numbers 3776623-4, which were superseded by 3787755-6.



(Continued from page 8)

Emblems

Since we're looking at features of the vehicle exterior, let's check out the chromed name emblems, which all FCs carried on the cab doors. Emblems for Greenbriers always read "Greenbrier" but designated all other FC models as "Corvaire 95".

The '61 - '62 emblems used scripted lettering. The Greenbrier emblem for these years is the only one that was entirely chrome, whereas the Corvaire 95 emblem is staged on a red bar.

The names were italicized for '63 and '64 emblems. Below the names a half-length chrome banner was engraved with "by Chevrolet", painted black, and chased by the Chevy bowtie in a recessed red rectangle.

The emblem of '65 Greenbriers is distinctive on several accounts.



The name in block letters is embossed on a black banner above a small right-justified triangle with a red and blue bowtie logo. Additionally, unlike the previous four years, the emblem placement was moved down into the upper of the door panel double coves.

Emblem location 1961 - '64 (left) and in 1965 (right).

The only other chrome emblem used on Corvaire 95s was the "Chevrolet" name secured to the back end. This emblem was found on pickup tailgates during all production years, but was not provided for vans until 1962. It is placed in the center of the tailgate on pickups and near the bottom of the right-side rear door in vans.



WHAT IS YOUR AXLE RATIO?

HERE IS A SIMPLE TECHNIQUE THAT CAN BE USED TO FIND YOUR AXLE RATIO ON STICK-SHIFT CORVAIRES. AS LONG AS YOU HAVE AIR IN THE TIRES AND THE CLUTCH DOESN'T SLIP. 1. SHIFT TO HIGH GEAR. IGNITION OFF! 2. PUSH THE CAR A FEW FEET TO GET EVERYTHING SETTLED AND MAKE SURE THE CLUTCH ISN'T SLIPPING. 3. PUT A CHALK MARK ON THE ENGINE CRANK PULLEY AND ANOTHER MARK ON THE BOTTOM OF A REAR TIRE. 4. PUSH CAR IN SAME DIRECTION AS STEP 2 UNTIL THE ENGINE MAKES 4 TURNS. THIS WILL BE 6-7 FEET. 5. LOOK AT POSITION OF THE MARK ON THE TIRE. IF THE MARK IS AT A 3:00 POSITION, YOU HAVE A 3.27 RATIO, 4:30 = 3.55 RATIO, AND 6:00 = 3.89 RATIO. IT WOULD BE A LITTLE DIFFICULT TO PUSH THE CAR BACKWARDS AND COUNT THE ENGINE REVOLUTIONS, BUT IF YOU DID, THE TIRE WILL END UP IN A 9:00 = 3.27 RATIO, 7:30 = 3.55 RATIO, AND 6:00 = 3.80 RATIO. YOU CAN DO THE SAME THING BY PUSHING THE CAR ONE REVOLUTION OF THE TIRE AND THEN CHECKING TO SEE WHERE THE PULLEY IS. IF THE MARK IS ALMOST BACK TO THE TOP, YOU HAVE A 3.89 GEAR. IF THE MARK IS ON THE BOTTOM, YOU HAVE A 3.55 GEAR. IF THE MARK IS ABOUT 1/3 OF THE WAY AROUND, YOU HAVE A 3.27 RATIO.

Exhaust Fumes in the Garage

by Fran Schmidt

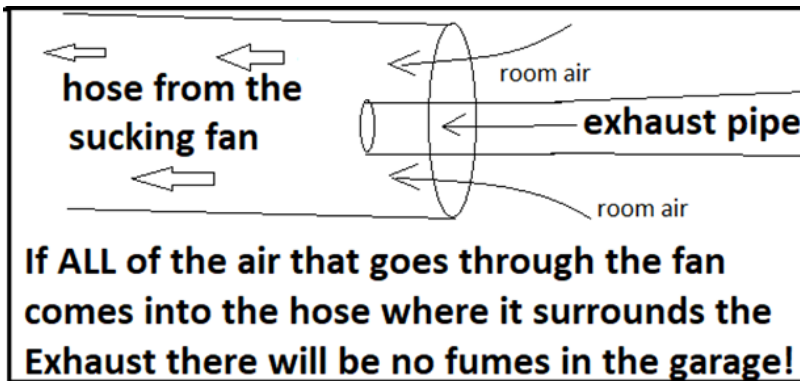
I often run my engines in the garage. So, I figured I'd put a fan in the wall and direct the exhaust to the fan with some hoses (two hoses for duals). Then I bought a fan that could go into the wall. It didn't look like it would make a good fit so I bought another fan with a nice grill on it, but the grill was on the inside (sucking) side of the fan and I had thought it should go on the outside of the building, so I wasn't too pleased with that one either.

I noticed on the paper that came with the fans that they would each move about 300 m³/hour. I wondered how many m³ would be from my CORVAIR. As I didn't want to melt the fan blades.

At 600 RPM a four-stroke engine puts out 300 times its displacement as the engine only fires three of those cylinders per rev. So, 300 times 164 in³ = 50,000 in³ per minute. OK, says I, how many m³/hr is that? There's 60 minutes /hour so I have to multiply that by 60 and there's 16 cm³ in a in³ and a million cm³ in a m³, so I have to multiply 50,000 by 60 and by 16 and then divide them all by a million to get 50 m³/hour for the CORVAIR engine at 600 RPM.

That tells me I can suck out 3 or 4 times as much room air as I have exhaust fumes, so whatever is going through the fan (air plus exhaust) will be mixed/cooled before it hits those plastic fan blades. I don't know how to anticipate the air temp except by figuring two volumes of air 100 degrees apart will mix to 50 degrees apart. If the ratio is 3 times then I can halve that again, so they'd only be 25 degrees apart. Still don't have a good handle on that air temp hitting the fan blades.

Put two T/Cs in the two pipes on my FC and found the average temp to be about 150°F. So, mixing that four times (about) should get me down to around 100°F air - that would hit the plastic blades of the fan. OK, I think.



Anyway, I think my fan will be OK in the wall of my garage even if I run the engine at two or three times the idle speed.

These two fans are rated about the same flow rates. The big one sounds faster and feels as if it blows a lot more than the little one, yet they are rated nearly the same. The little guy is rated a few percent more flow than the bigger one! Since Dual exhausts are five feet apart I think I will use both fans and put one fan on each side of the garage so I won't have to have such a long hose going to the 'other' side.

This is how the outside vent appears after one fan is installed.

Wish me luck, as I Keep on CORVAIRing, Fran



LED LIGHTS AND FLASHERS THAT DON'T FLASH

BY FRAN SCHMIT



Give me that OLD TIME religion! I mean many years ago, when I was a lot more youthful than I am now!

On the Ignition Coil there was mounted a capacitor – in those days of AM-only radios it was a necessary piece of equipment. We called it a noise suppressor. It was bolted down just like the one inside the distributor, with a strap around it and a wire coming out one end that went to the + terminal on the Coil.

This + terminal on the Key was, and is still today, the same terminal that the radio hooks to. That means the Key turns them both ON. Great idea, one that we can all agree to! Only problem then was – noise on that wire went into the radio!

Here's my story, and why I'm telling it to you today.

Fast forward about 50 years and you will find very few AM radio listeners, especially in cars. Also consider our old-beloved CORVAIRs that also have CD, FM Multiplex, etc. players in our old cars and, all is well, right? Turns out, as times go by, other things also develop – in my case I changed my Signal Lighting to LEDs. I've written about them from time to time and mentioned how an LED is also a diode so the current can only flow inside of it, in one direction. 'Stuff like that' is the meat of most of those articles. Here's yet another conundrum that bit me in the rear end, with my LEDs.

The signal lights don't take enough current to drive the Flasher, right? Many of us have discovered this and solved it, usually, by hanging a big resistor in the line somewhere that gives the Flasher something to chew on. In my case, when I got some really fancy Amber signal light panels to mount inside of my parking light assemblies, I also got an electronic flasher. This Flasher unit needs a ground wire so it can tell when you want the Flasher to send out the signals regardless of how much current you need. In the old days we had Heavy-Duty Flashers which could handle lots of bulbs, but this new need is the other way around – not "LOTS of bulbs" but only parts of one bulb, namely only milli-amps. Anyway, the way that the Flasher can do this is by not sensing the LOAD at all, it just runs a tiny timer circuit that sends a signal to a small relay inside the clicker that actually turns the circuit on and off, according to its own clock.

Long story short: after searching for years to find why my signal lights always acted "funny", I finally went after the problem full time. It took many hours of frustrating effort to finally come up with a very old answer.

Not only do I have LEDs for Signal lights I also have transistors in my Distributor turning the Coil on and off, so I get a really - good - HOT spark! When those devices turn the Coil on and off – really, really, fast they jerk the current out of that wire coming from the key. They jerk it out so forcefully that the whole length of the wire senses a pulse – like a heartbeat that is felt along its entire length. After a great deal of digging I found that all I needed was to put a small capacitor between the Ignition wire and ground to take out that pulse to solve my Signal Light problem. That is exactly that same solution that was on my very first car, back in 1949! The noise suppressor did exactly that same thing then as it does now only the Noise shows up in a different place!



This photo shows the empty bracket on my Coil, which will now have an old-time factory capacitor mounted in its old-time factory place to do its old-time factory job of NOISE suppression!

Boy! do I love the sound of that click-click going down so smooth and steady...makes me want to Signal all around the block – even when I'm not turning!

Keep on CORVAIRing, Fran

EASY SEAT BACK BUMPERS

BY MARK GIBSON

ONE THING HAS BOTHERED ME ABOUT MY GREENBRIER SINCE I TOOK DELIVERY OF HER BACK IN 2017, THE FRONT BENCH SEAT SUPPORT BUMPERS.

DESPITE EVERYTHING ELSE BEING IN PRETTY GOOD CONDITION INTERIOR WISE, THE LITTLE RUBBER PIECES ON THE SEAT PITCH ADJUSTERS WERE SHOT AND NO LONGER PROVIDING ANY SUPPORT.

BEING BASED IN ENGLAND, IT'S NOT ALL THAT EASY TO COME ACROSS CORVAIR PARTS SO I SET ABOUT FINDING AN ALTERNATIVE. I BROWSED COUNTLESS WEB PAGES AND THOUGHT I'D SETTLED ON SOME PARTS FROM A LAND ROVER WHICH WOULD DO THE JOB BUT EVENTUALLY SETTLED ON SOME I FOUND ON ROCK AUTO.

I'VE ORDERED VARIOUS BITS OVER THE LAST FEW YEARS AND DESPITE THEIR VERY BASIC WEBSITE I'VE HAD A GOOD EXPERIENCE AND EVEN THOUGH THEY ARE US-BASED THEIR SHIPPING IS VERY REASONABLE.



SO, I WENT AHEAD AND ORDERED SOME 'CHEVY CAMARO HOOD BUMPERS - PART NUMBER **6MK40102056425**'. A FEW DAYS LATER THEY ARRIVED AND A FEW MINUTES LATER I'D REPLACED THE TIRED OLD ONES WITH SOMETHING WHICH LOOKS AND PERFORMS VERY CLOSE TO ORIGINAL I'M SURE.



Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago - 1980 Corvan Antics Volume 8 #3, Fall 1980

Another Convention meeting report in this issue. President Ed Gridley announced that beginning in 1981 CorvanAntics would be published bimonthly rather than quarterly. He reported that because of the long delay between issues, "Most members have indicated that quarterly newsletters are so far apart that one wonders if the last one was missed and if the next one will ever arrive."

Technical Editor and Director Nico DeJong presented a proposal to edit and index all of the previous Corvan Antics newsletters and have Corvanatics sell them. [Was this index ever produced?]

30 years ago - 1990 Corvan Antics Volume 18 #5, Sep-Oct 1990

The Sept-Oct 1990 CorvanAntics creates an historical pivot to the current issue that occurs once every 20 years. The previous one occurred in Sept 2000 and the next one will be in Sept 2040. What is it? For each of these issues a tenth year Anniversary of the introduction of the Corvair 95 occurred as many years earlier. Thus, vol 18-5 was published 30 years ago at the 30th Anniversary of the first Corvair 95; the Sept-Oct 2000 issue came 20 years after the 20th Anniversary of FC introduction, and the Sept-Oct 2040 issue will be mailed 40 years after the 40th anniversary. I'm hopeful Molly will still be editing the newsletter. The 30th Anniversary was celebrated in volume 18-5 with a lengthy retrospective on the Corvair 95 by Dave Newell.

20 years ago - 2000 Corvan Antics Volume 28 #5, Sep-Oct 2000

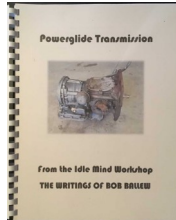
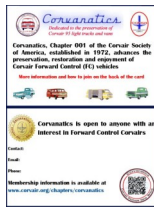
In this issue Ben Stiles reported finding a FC Amblewagon at a junkyard in King Of Prussia PA. Although the exterior was in rough shape, it still had the ACC Amblewagon emblems, running lights and much of the customized interior. Unfortunately, this vehicle could not be saved.



10 years ago - 2010 Corvan Antics Volume 38 #5, Sep-Oct 2010

This issue features the Elvis Tribute Greenbrier on the cover. Covered fore to aft with Elvis images, the van was the creation of Churchill Winston Hill in or around 1978. The accompanying article, a reprint from the Lewiston Daily Sun, describes how Hill conceived of the idea, prepared the images, and painted the van.

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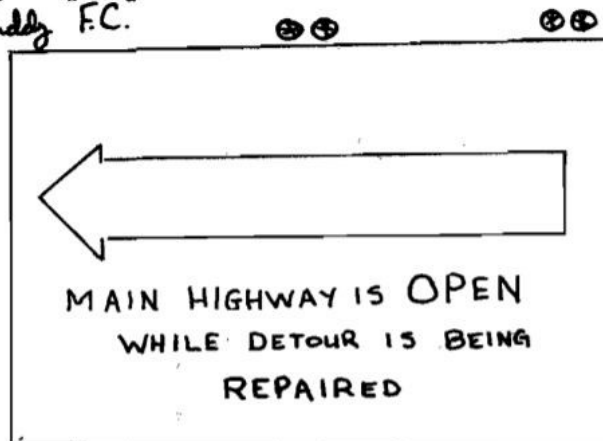
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Gene Brueh
&
his buddy "F.C."

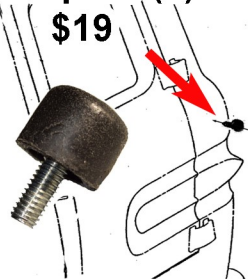
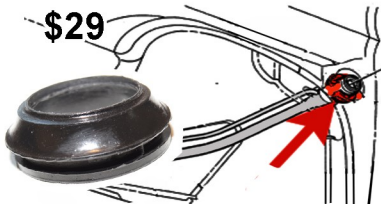
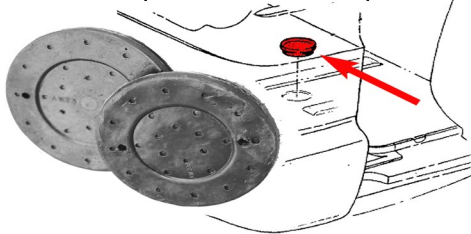
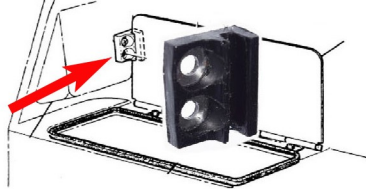
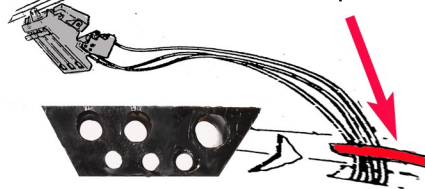


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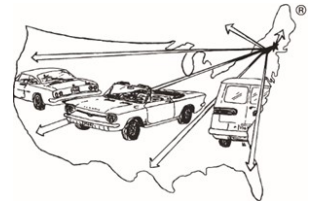
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CORVAN ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative small vans and light trucks, the Chevrolet Corvair 95 Series.



Corvanatics is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed full color newsletter and \$15 for a mailed black and white newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanatics website at www.corvair.org/chapters/corvanatics/membership.php or by mail. If mailed, include a completed membership form. Forms can be printed from the website or obtained directly from the Secretary/Treasurer.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. They can also be sent by email to CorvanAnticsNews@gmail.com. Authors are asked to submit at least a photograph of themselves for the article with any other photos.

Technical material received will be sent to the Technical Editor for review.

For advertising in the newsletter, please contact the Secretary/Treasurer. Members can have a free small ad in the newsletter. Display advertising is also available at the following rates:

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Please submit print-ready or typed copy and pre-payment to the Secretary/Treasurer. Authorization and payment must be received prior to each issue. All ads must be Corvair-related.

Deadline for publication is the 15th of February, April, June, August, October or December.

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