

CORVAN ANTICS



Nov/Dec 2020, Vol. 48, Issue 6



Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago - 1980 Corvan Antics Volume 18 #4, Winter 1980

Larry Thomas reported on the first ever Corvanatics Central Division "Drive In" held at the Whitewater State Park in Liberty, IN, on Oct 19th. Among the fun activities, Mike Demeter held a *Name that Part* contest, pulling twenty obscure FC parts from a box, won by Harold Dexter who correctly identified fourteen.

Placed on the block 40 years ago:

1963 Corvan: \$200, by Dan and Tom Silvey

1961 Rampside: \$200, by H. Broschard

1964 Rampside: No Price, by Ron Mullins

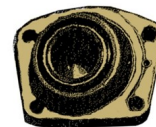
1963 Rampside parts vehicle: \$225, by Scott McVicker

30 years ago - 1990 Corvan Antics Volume 18 #6, Nov-Dec 1990

This issue has Bob Kirkman's interesting article about the design of the FC rear axle bearing. Referencing engineering drawings, Bob explains how the earliest designs were installed in a VW Kombi bus used to test the rear suspension and powertrain before the Corvaire 95 body prototypes were available. The bearings passed through several design stages, all distinguished by a rectangular bolt hole pattern before the familiar trapezoidal layout was adopted in the final design.



Prototype



Final Design

Where is it Now? Ralph Gubser wrote about his black and white '61 deluxe 8-door Greenbrier which he purchased from Jim Sullivan. Do we know where this FC is today?

20 years ago - 2000 Corvan Antics Volume 28 #6, Nov-Dec 2000

Fake news - 2000 style. In this issue we find an article reprinted from *Old Cars Weekly* titled "Greenbrier, Chevy's First Minivan". From it we learn that the Corvaire 95 was introduced in 1961 in three versions (Corvan, Loadside and Rampside), the optional 4-speed transmission had a column-mounted shifter, that "*It is a rare find today to locate a factory air set-up in an original Greenbrier*" (indeed!), and that the "*Chevy-Van replaced the Greenbrier and other Corvaire based commercial vehicles, including a passenger version.*" Ugh!

10 years ago - 2010 Corvan Antics Volume 38 #6, Nov-Dec 2010

President John Nickel reported on the 21 FCs and wagons at CORSA/NC's 2nd Annual 'Vairs in the Valley show. We do learn that Mike Moyer sold his distinctive orange and silver Corvan. The only article was from Larry and Mary Schmuhl and about a model aircraft carrier they towed from Florida to Texas.

INSIDE:

DACC Virtual Card Show/ Riding with the President Page 2-3	From the Secretary/In Memorial Page 4-5	Reflector Restoration/ Found on Facebook Pages 6-7	Headlight Anchor/ Cover/ Pages 8	Searchin the Web...site/ Happy Halloween Pages 9-10	Steering Wheel Restoration Page 11-13	Merchandise/Classifieds Page 14-15	About/Officers Pages 16
--	--	--	--	---	--	---	--

Corvan Antics is published for the benefit of the members of Corvanatics. We're the largest chapter of the Corvaire 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.corvaire.org/chapters/corvanatics/membership.php>.

Detroit Area Corvair Club (DACC) Virtual People's Choice Car Show

In normal years, DACC hosts an end of August multi-day Homecoming event. During that time registrants vote on their top 10 selections to great the Top 25 and also a Best of Show. These photos are then compiled and published in a calendar. This year they held a virtual People's Choice. For a few week's people could submit their photos. Then a link to the voting was sent out and finally from the 70-plus entries, the top 25 were presented. Some of our members FC were in the top 25 to include Bob Marlow taking Best in Show. Below are the FC winners. Here is a link to view all of the winners, <http://detroitcorvairs.com/winners.html>, which includes your editor's Ultra Van.



Best of Show
Bob Marlow
1963 Rampside

James Speas
1961 Rampside



Kevin Clark
1963 Corvan



Patrick Skiver
1961 8-door Greenbrier



Chris & Molly's
1968
Ultra Van

Riding with the President



I was thinking....Wouldn't it be nice if steel didn't rust! Just imagine all the energy we focus on keeping our FC's and cars from rusting or repairing those evil rusted out body panels. I've got a couple Rampsides, one which is a 61' with a Traville Campside camper. I'm trying to bring it back to life. With about 60,000 miles on it, the body is pretty nice but the cab floor and areas around the rain gutter have the deadly rust problems. I decided to get serious so about a month ago I spent the day sand blasting the cab interior and the lower cargo bed. Geez.....sand blasting is a terrible task. Those who sand blast as a profession deserves our respect. 150 pounds of green sand later and my work looks pretty good. And then you start staring at the floor panels which sort of looked OK and realize they aren't. Oh, if only our friendly CORVAIR vendors made patch panels for FC cab floors. So now I'm welding in patches....much like a jig saw puzzle. Wish me luck...wish me luck.

You may have read that CORSA is having a virtual Board meeting on November 10th and has welcomed CORSA members to join in. Well we in Corvanatics will have our regular bi-monthly Board meeting on Wednesday November 18th at 9 PM eastern time. Usually about an hour long, our meeting is focused on our Website, newsletter, and convention planning. If you would like to listen in just contact our Secretary (corvanatics@gmail.com) for instructions on joining us.

I've had reasons to be talking with some of our older Corvanatics and CORSA members. By the way, I include myself as "one of those older members". What I've noticed is that most want to be part of what's going on, but it gets harder and harder for them. I'd like to encourage our members to reach out to them, every club and state has a few... and assist them in keeping their vehicles on the road and maybe give them a lift to a club meeting and most importantly encourage them to continue to be part of our hobby. Just one success will make you feel good.

We think our ourselves as the Forward Control people. The other day, I was looking at a 61' Chevy truck brochure. It started with the little trucks to the big ones. So forward control vehicles was at the beginning. They went through the Corvan, Rampside and Loadside. And then it talked about the Chevy "Step Van" the other forward control truck. It's interesting that our FC's have as much load capacity and interior volume as the Step Van.

Our planning for the upcoming San Diego convention is progressing. We're planning our meeting, which I think will be well worth attending. Of course we will have a booth in the indoor vendor area (where you can renew you membership); will have various Chapter brochures and novelties for sale; will record the meeting for those who couldn't attend; and many of the Directors and Chapter Officers will be on site if you want to talk FC or about Corvanatics. It's been a tough year for all, really hope 2021 goes better and hope to see you in San Diego in July.

Steve Brown, President

From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

I hope all are well during this very interesting year. Please be careful so we can see each other again when it's safe.

EXTRA GIVEAWAYS—For this holiday season I will be giving out extra items during our drawing to three members. A large, a small Corvanatics 2021 calendar, and a Corvanatics Christmas card with a holiday music CD. I hope those winners will enjoy them.

Editor



Since the last newsletter :

297 members

6 new members

19 members renewed their dues

6 members dropped

WELCOME !!

to our new members

Carlo Neger

WA

Ralph Castor

NH

1964 Greenbrier

George Hicks

CA

1964 Rampside

Endrik Meyer

Germany 1962 Corvan

William West

PA

1963 Greenbrier

Dennis & Nicholas Rafferty WA 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 November

James Crossland	Hugo Miller
John Shaw	Eddie Stephens
Joe VonDerHaar	

Due in December

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

Due in January

David Barclay	James Cheek III
Jess Corrigan	Phil Dally
Stan Darke	Ash Dovel
Norman Gilmoure	Chuck Hoppe
Frederick Marsh	Terence McKenna
Stacy Milnes	Ray Mitchell
Willard Moody	Jon Peters
LeRoy Rogers	Philip Sheridan Jr
Russ Thuleen	Christopher Woolhorton

Due in February

Christy Barden	L D Brent Jr
Michael Burgio	Michael Callhan
Phil Domser	Kenneth Drye
Ralph Gubser	Ronald Hansen
Mark Lewis	Keith Martin
Kenneth Ragan	David Sanger
Patrick Skiver	Lindsay Sorenson
Richard Stinson	

The Winners Are:

L D Brent Jr - Large calendar

Jay Davis- Small calendar

Trianna Smith - Holiday CD

In Memorial

Robert Schield 6/5/72-9/7/2020

Taken from the Belleville News—Democrat at legacy.com

Robert David Schield, 48, of Belleville, IL, born June 5, 1972, in Belleville, IL, died Monday, September 7, 2020, in Belleville, IL. Rob was a loving husband, father, son, brother, uncle, and friend to many. Rob was a lifelong



member of Zion Lutheran Church in Belleville. He retired after twenty years of faithful service with the East St. Louis Fire Department and was an honored member of the IAFF Local #23. Rob loved firefighting and dedicated his life to public safety. Rob's love for the brotherhood was unwavering. Rob was the founder and CEO of Fire Cam Police and Fire Cameras in Belleville, IL. He proudly served his country in the United States Navy from 1991 to 1995 as a Damage Controlman. Rob enjoyed being outdoors. He loved fishing trips with his family, RVing, photography, music, hosting annual bonfires, and at home he loved his pets and was the cook of the house. Rob lived life to the fullest. He was the life of the party, always serenading friends and family with his favorite songs and had quite the fancy dance moves. Through their very busy lives Rob and Jami loved their down time and enjoyed having breakfast together every morning and frequented Fridays South for his favorite Stag draft. He was affectionally ad-

ressed by many names including Robbie, Daddy, Roberto, Robin, Bob, Funcle, Shot King, and his personal favorite, Idiot. Rob greatly enjoyed meeting new people, and with the growth of Fire Cam, he was able to make friends worldwide. In his retirement, Rob was finally able to rejoice in his love of vintage cars. He pridefully lived out his dreams by not only acquiring a Chevrolet Corvair car, but also his beloved "double cab". He will be greatly missed by all. He was preceded in death by a brother Ronald T. Schield; his father-in-law and mother-in-law, Anthony and Lyn Thole; and his maternal and paternal grandparents. Surviving are his wife, Jami, nee Thole, Schield; two daughters, Darian and Madelyn Schield; his parents, Ronald R. and Judith, nee Dill, Schield; a brother, Randy (Lynn) Schield; a sister, Julie (Dale Hoelscher) Schield; a sister-in-law, Jodi (Nichole) Thole; aunts and uncles; many nieces, nephews, great-nieces and great-nephews; and many cousins. In lieu of flowers, memorials may be made to Zion Lutheran Church, Belleville, IL, or to a college fund for Madelyn Schield, in care of Jami Schield. Condolences may be expressed to the family online at www.rennerfh.com. Visitation: Friends may visit from 4 to 8 p.m. Sunday, September 13, 2020, and from 10 to 11 a.m. Monday, September 14, 2020, at Zion Lutheran Church, Belleville, IL. A firefighter walk-through will be held at 7 p.m. Sunday at the church.

Standard CDC guidelines, including masks and a limited number of visitors at any one time will be observed. Funeral: Funeral services will be held at 11 a.m. Monday, September 14, 2020, at Zion Lutheran Church, Belleville, IL, with Rev. Brian Downs officiating. Burial with military honors for family members only will be at Jefferson Barracks National Cemetery, St. Louis, MO.



REFLECTOR RESTORATION

BY DOUG ROJAS

One of the many joys of owning a Classic Vehicle is the hunt for those hard to find parts and accessories that will complete your overall vision. After recently acquiring my first Corvair, a 1964 Rampside, I began learning of small parts that come up missing over the years. Two of those items were the rear tailgate reflectors. The attachment holes were there but the reflectors were nowhere to be found.

I began to search through all the usual venues and quickly found out locating an original pair in good condition was going to be difficult and costly. I was finally able to locate a very reasonably priced original pair on eBay. The reflectors were very weathered with faded paint and scratches but overall, still well intact. I decided to purchase them and attempt to restore them. Upon arrival I was able to better inspect them and plan my attack. The reflectors are no more than a clear plastic lens sprayed with a coat of translucent orange paint followed by a coat of silver for its reflective intent.

My first step was to remove the old paint without damaging the plastic. I did this by wet sanding both sides of the lenses using 1500 grit wet/dry sandpaper. Once all of the orange and gray paint was removed I then wet sanded both sides of the lenses with 2000 grit wet/dry sandpaper.

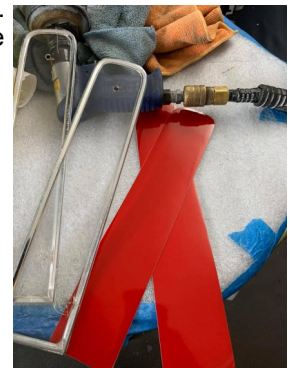


Lastly, I moved to 3000 grit wet/dry sandpaper to finish removing any remaining scratches. The reason to sand both sides of the lenses is to try and make them as

smooth as possible before moving on to polishing. Polishing plastic can be sensitive. The trick is to take your time and use lower buffing speeds to keep the friction and heat down. I used a 3-inch pneumatic buffer with a standard buffing pad and compound. Once I buffed the lenses to a good shine, I switched the buffing pad to a polishing pad and used polishing glaze. The polishing glaze will remove any buffer scratches and will augment the plastic's shine.



I wanted to have a reflector that offered better visibility, especially at night. Instead of replicating the original paint process I decided to have red reflective tape cut out to fit. Mike Wade at Velocity Graphics (702-485-5110) cut my reflective strips to perfection. The reflective tape attaches to the back of the lenses and will certainly serve its purpose for many years to come.



Materials:

1500 grit wet/dry sandpaper
2000 grit wet/dry sandpaper
3000 grit wet/dry sandpaper
Rubbing Compound
Polishing Glaze
Red Reflector Strips

Tools:

3-inch pneumatic buffer w/ speed control
3-inch foam buffing pad
3-inch foam polishing pad
Spray Bottle w/ clean water



Found on Facebook

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

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



Rod Murray



Greg Blakeley



Gary Swiatowy-check out the back door



Stan Gee's new addition



Jim Diell, Ed Bartlett,
John Oostdyk



John Oostdyk
& his Rampside clock

HEADLAMP ANCHOR**BY GARY BAXTER**

The FC headlamp anchor was used on the Early Corvair cars as well as other GM vehicles. It is the part that the headlamp adjuster screw goes into. As the plastic ages, it is prone to failure by cracking at the top of the tube that holds the screw. The force of the retaining spring then can cause the screw to slide in the tube and the headlamp is no longer aimed where it should be. The screw will turn easily, but not actually adjust the light's position.

When that happens, you have the choice to repair or replace the anchor. To do either, first requires the removal of the headlamp bezel and headlamp. One of the best tools I have found for removal and installation of the spring that holds the lamp retaining ring is the tool designed to remove the windshield and backlight trim on Late models.



After unhooking the spring, the lamp assembly can be slid loose from the adjusting screws and the wiring unplugged. Removing the screw from the failed anchor usually allows the crack in the anchor to close. I use lacquer thinner to clean the anchor before using JB Kwik or JB Weld to cover the top of the anchor.

There is not much clearance between the anchor top and the headlamp housing, so you might want to remove the anchor for better access or opt to replace it instead of repairing. New anchors are available individually as a kit from Clark's that comes with screws, lock washers, and nuts to mount the new anchor. They are also available from other sources without the mounting screws as a box of 10, Au-ve-co part number 3178.



To remove the old anchor, drill off the top of the two rivets holding it and use a punch to drive the rivet out. While the kit works well on Early cars, where you have some access to the back side of the housing to install the lock washers and nuts, it is less so on a FC.

There is no access to the back side without removing the housing. I found that by tapping the holes in the housing that the rivets were in with a #12-24 thread allows mounting the anchor without using nuts. The holes in the two mounting legs of the anchor must be carefully drilled out using a 3/16" or 13/64" drill bit. This allows the larger # 12 screw to fit through them. I would recommend using screws at least 1/2" long to have plenty of room to work. Do not over tighten the screws.

Picture 4 - Install the adjusting screws in the anchor. Note: the screws fit tightly, so it is a good idea to hold the anchor with pliers as you turn in the screw to prevent breaking the top off the anchor. Plug the lamp back in and slide the assembly into the slots on the adjusting screws. Attach the retaining spring and aim the headlamp. If one anchor is broken, don't be surprised to find more. There are eight anchors per vehicle.



A car cover for a PT Cruiser fits great when put on backwards on a Rampside

Al Short, Bartlet, IL



Searching the Web . . . site

Part 2- Resources Page

By Steve Spilatro, Corvanatics Webmaster

This is the second in a series of articles exploring the Corvanatics website. Our website encompasses over 35 web pages and links to over 150 supporting files and outside sites. This series is intended to help members better know what's there and where it is. We now will look at one of the major branching points of the site – the Resources page.

The Resources page is the hub of the Corvanatics web with threads to most of its offerings. For now, we will surf over them, leaving a deeper dive into some for later articles.

We'll begin near the top, where we find information about the standard four Corvair 95 models, and then about customized full-size FCs, big and small.

Corvair 95 Models



Corvan Panel Van	Rampside pickup	Loadside pickup	Greenbrier Sports van
----------------------------------	---------------------------------	---------------------------------	---------------------------------------



Specials



Professional Car	FC Camper (Ben's Bus site)	Fleet vehicles	Toys
----------------------------------	--	--------------------------------	----------------------

Professional cars are FCs modified to serve as ambulances and other types of emergency and rescue squad vehicles, and this page has information on existing vehicles or those known only from historical records. **“FC campers”** hyperlinks to Ben Stiles excellent “Ben’s Bus” web site, rich in information about the GM optional camper packages and the varied aftermarket add-ons for vans and pickups. The **Toys** page includes descriptions of over 70 miniaturized FCs, vintage and contemporary, from 19 different manufacturers. The **“Fleet vehicles”** web page is “under construction” (well not really, but eventually) and is intended to feature fleet vehicles such as the Bell Telephone Co. vans.

The next two rows have links to lots of technical resources. The top row has links to assorted **repair manuals**, including the 1961 Corvair 95 repair manual, and the 1962, '63, and '64 revisions. The **Technical Resources** link will take you to a collection of articles and other resources contributed by members on a wide variety of topics. Click on the **Powertrain codes and information** for the part numbers, production codes and much more about the major powertrain components. This page provides codes for engine, transmission, differential, carburetors and other components. For people interested in more on the technical side, you'll find this among the **Engineering Documents**, such as Truck Data Books, Engineering Features, and Technical Service Bulletins.



Corvair 95 Documents and Technical Resources



Repair Manuals, Guides and Other Resources	Technical Resources and 'How To' Articles	Powertrain codes and information	Engineering Documents
All About Options and Accessories	Exterior Colors & Paint Interior Colors and Materials	Paint and Trim Codes Exception Control Letters (ECLs)	ECLs for Other RPOs

(Continued on page 10)

(Continued from page 9)

The **Options and Accessories** page does indeed cover that and related topics, such as the special features included in the deluxe trim (Custom features) package for different models and years. The **Exterior Colors & Paints** link covers the body color combinations, as well as the colors for wheel rims, bumpers and mirrors. All of the **Interior colors and materials** are on a separate page. This includes the fabric patterns and designs used for different models. On the more technical side are the two web pages presenting the Exception Control Letters for the **Paint and Trim Codes** and for the **Other RPOs** (Regular Production Options).

Further down you'll find the **Equipment Change History** which chronicles the design changes implemented each year. **Monthly Production Numbers** provides the first and last VIN serial number for each month of production on each assembly line. This is a great place to identify the month (and sometimes even the week) that your FC was assembled. The **FC Registry** holds records for almost 1800 FCs, most with pictures and the paint and trim codes, and including the VINs of over 400 FCs from historical records of various sorts. The **Pricing Documents** page provides public, dealership and internal GM documents with pricing information for models, options and accessories.

Equipment Change History	FC Monthly production numbers (at Flint & St Louis assembly plants)	FC Registry	Pricing Documents
Sales Brochures & mailers	Dealer Albums, Model Descriptions & Sales Incentives	Corvair 95 Novelties	History

The links to **Sales Brochures and Mailers** and **Dealer albums and Sales Brochures** hold a collection of over 80 pdf reproductions of mailers and handouts, showroom albums, as well as in-house incentives to the sales personnel. Look for images of assorted ancillaries on the **Novelties** page, such as Corvair 95 post cards, match books, and other frippery. Finally, there is a collection of documents on the **History** of the Corvair 95 and Chevrolet.



HAPPY HALLOWEEN



Eva McGuire, Sunny, and Corvan 'Blupy'

Chuck Hanson
Mesquite, NV—
Zombie Parade



Steering Wheel Restoration — by John Cleveland

I hope! After making the decision to attempt a restoration of the van steering wheel I set about investigating what was available and poring through YouTube videos on different methods of restoring vintage steering wheels. As with most things internet there are as many different methods as there are people who take the time to record how they did it.

I settled on a restoration kit from Eastwood that came in a little under \$65. The kit contains a very potent spray plastic cleaner, PC-7 2-part epoxy and a spray can of adhesion promoter to use before primer. It also contains a booklet by a gentleman who restored steering wheels as a business until his retirement several years ago. The booklet is somewhat dated; I found several of the items he used were no longer available. The cleaner and adhesion promoter are modern replacements for what is described in the booklet.

Safety: Most products sold for restoration of plastic are toxic. Find a good pair of chemical gloves that work for the chemicals in your product. Wear goggles and/or a face shield and make sure the work area is well ventilated. Grinding and filing of plastic create dust which should not be breathed. Get a good cartridge respirator and wear it.

Step 1: My first step was to sand the steering wheel with 220 grit to remove as much of the grime and discoloration as possible. In places, especially on the back side this went through the remaining white paint down to the black plastic.

Step 2: The booklet, and most of the internet information I found, recommended opening up the cracks with a narrow file or rotary tool with a cutting wheel. This provides more surface area for the epoxy to bond. Cracks that go to the center metal of the wheel need to be opened up all the way down to the metal. Surface cracks can be opened up with a V cutter on a rotary tool or V shaped file. Riffler files work well for this and have to be used where a rotary tool can't reach.

The picture at right shows the cracks ground out. Both of the spokes on my wheel had cracks down to the steel all the way around the spoke and multiple cracks where the spoke joined the wheel. The deep cracks were ground out with the cutting wheel, then widened at the top with a V cutter on my rotary tool.



The picture at the left shows the cracks at the hub. These also went down to the steel and were on both sides.



The picture at the right shows some of the cracks on the wheel itself. On



the wheel and at the spoke to wheel junction are where the hairline cracks are most difficult to see. I used an acetone-soaked rag and 400 grit to clean as went. It is important that all cracks, no matter the size, be opened up and epoxy applied. When you think you have all the cracks found and ground out, start over, and get the rest of them. If you don't get them all now you will be going back and getting them after the primer is applied. The air trapped in the cracks, no matter how small, will expand with temperature changes and blow the primer out of the crack, leaving a void in the primer.



Step 3: The next step is to thoroughly clean the wheel. I blew the wheel off with compressed air, then washed it with hot water and dish soap. I let it sit for a couple of days to dry. From this point on do not touch the wheel with your

(Continued on page 12)

(Continued from page 11)

bare hands, use your chemical gloves if applying stronger cleaning products or powder free nitrile glove for general handling or painting. Oils from your hands will compromise the adhesion of the epoxy to the wheel. After leaving the wheel to dry a couple of days I cleaned it with the aerosol plastic cleaner from the kit and let dry another day. It is now ready for the application of the epoxy.

Step 4: As stated above there are as many ways to put the epoxy on as there are people to do it. The methods ranged for application with small instrument screwdrivers and pins to working it in by hand and smoothing it out with a gloved finger dipped in water. I chose the latter method and it worked well, although it did result in more sanding in the next step. Make sure the epoxy gets all the way into the cracks so there are no voids. Any trapped air in the cracks will result in new cracks as soon as the restored wheel sits in a hot car for a few days.

The picture at left shows my 'cave man' approach to applying the epoxy. Once applied and worked into the cracks dipping my finger in some water and rubbing the epoxy thinned it. Further rubbing resulted in a very smooth surface. It only takes a drop or two of water and works very well.

The picture at right shows the wheel after the epoxy has been applied and dried. I let the wheel sit for a couple of days. Note the Lazy Susan



the wheel is sitting on. They can be found for under \$15 and make working with the wheel from this point on much easier.



The next two pictures show the epoxy applied to the cracks at the spoke to hub connection which was cracked down to the steel and some deep cracks on the back side of the wheel.



So here we go with the sanding and finishing. I started sanding the epoxy off with 80 grit but found out pretty quick it was too aggressive. I switched to 120 grit to get the thickest parts off, then up to 220, ending with 440.

Fast forward through 8 paragraphs of sanding.....

The end result is to get as much of the epoxy off as possible. When you are finished the only epoxy visible should be in the cracks that were filled. The surface should be smooth with no bumps or depressions from sanding out some of the epoxy. The fill between the hub and the spokes was especially difficult to sand down without removing epoxy from the crack on the outside of each spoke. I had to grind some epoxy out to get some more surface area and apply more epoxy to get the shape back correctly. There was also an issue where one of the spokes met the wheel. Again, I ground some out and re-filled and re sanded, this time with a much lighter touch.



The next step is to thoroughly clean the wheel with acetone. As with the first steps, from here on use nitrile or other suitable gloves to keep any oils from your skin getting on the wheel.

The restoration kit contains an aerosol can of plastic adhesion promoter to help the primer stick to the wheel. I found a plastic Lazy Susan which made spraying the wheel much easier; see the picture. Follow the instructions on the can and make sure you get the wheel com-

(Continued on page 13)

(Continued from page 12)

pletely covered with the promoter. This is a good time to have chemical resistant gloves and a mask and work in a well-ventilated area. You'll see from the picture to the right that I did the rest of the treating and priming outside on the wall at the end of my driveway.

I used one can of high build primer on the wheel. Since I was painting outside, I worked early in the morning to beat the wind. The

bing very lightly. A good tip when sanding wet is to soak the sandpaper in water for a few minutes and use a spray bottle to spritz a little water on the wheel in the area you are sanding. Use a light touch so you don't sand through the primer. Clean all the



LAZY SUSAN AND A BLOCK OF WOOD TO TURN THE WHEEL WHILE PAINTING.



THE HUB AND SPOKE AFTER THE FINAL SANDING.



SPOKE TO WHEEL AFTER FINAL SANDING.

residue off the wheel when finished, then repeat with 1200 grit wet or 0000 steel wool dry. If using the steel wool be very careful not to sand through the primer. Clean all the residue off the wheel when finished, then repeat with 1200 grit wet or 0000 steel wool dry. My wheel will stay in primer until I complete the cab

point is to get most of the paint on the wheel! The can put 11 coats on the wheel. I wanted the high build so I would have some thickness for the next round of sanding.

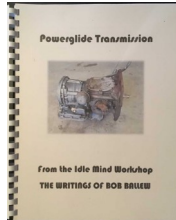
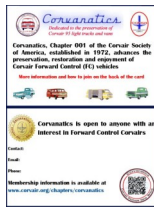
After letting the primer cure for a week, I started in with 1000 grit wet sandpaper, rub-

of the van. I have completed stripping the paint out of the back of van, patching the holes in the floor and dealing with the rust. The back is now all in primer. The inside of both back and side doors are stripped and ready for primer. They should be done as you are reading this. I've got the driver's side door off and am working on getting it ready for primer. It is stripped and I'm filling holes, and dealing with some rust issues on it as well.



This turned out to be a pretty good project, though you won't save a bunch of \$\$ over buying a custom wheel. With all the material my project was over half the cost of some of the custom wheels out there but I have the option on how to paint it and I know it will have that 'original' look.

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

SHOP ON-LINE AT EITHER STORE FOR CLOTHING AND FUN STUFF
EASY ORDERING, SHIPPED DIRECT TO YOU
SAVE - WATCH FOR EACH STORE'S SPECIAL SALES

WWW.CAFEPRESS.COM/CORVANATICS (HAS INTERNATIONAL SHIPPING)
WWW.ZAZZLE.COM/STORE/CORVANATICS

Corvanatics

Established on the preservation of
Corvair 55 light trucks and vans



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 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."



..AND FOR DAD SOME CHROME BUMPERS FOR
HIS GREENBRAIR.



Steve's FC Parts Mart

(740) 374-8778

spilatr@s@marietta.edu

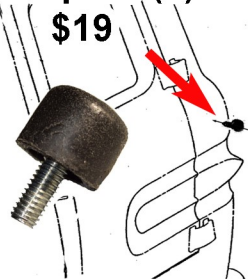
**Rechromed
Window Cranks**
\$59



**Carburetor
Swivel \$19
Linkages**



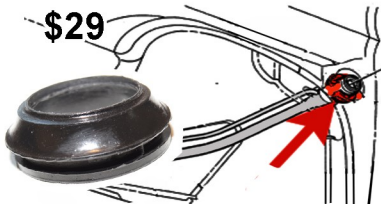
**Rear Door Outer
Bumpers (2)**
\$19



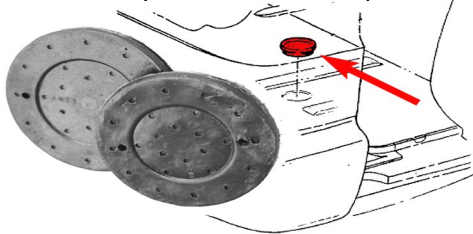
**Side Door
Bumpers (2)**
\$12



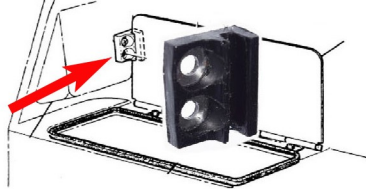
Gas Filler Grommet
\$29



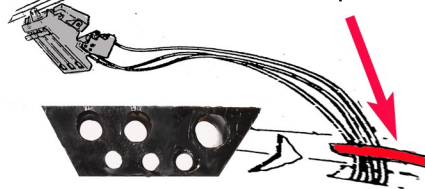
Master Cyl. Floor Plug
'63 - \$39 '64-'65 - \$49



**Battery Compartment
Lid Retainer - \$24**



**Cab Floor Cable
Grommet - \$19**



Hinge Grommets (4)
Side doors - \$25
Rear doors - \$23



Colored - \$119
for 6-door van

New 2019-2025 Clark's Corvair Parts Catalog!

Free with a parts order (you pay shipping)

Over 500 pages in 1 volume

330 interior color samples on 8 pages

All new text & layout

More photos & information



Order just a 2019-2025 Catalog

USA - order Cat-9 - \$8 (catalog & shipping) using credit card
or sent in money

International - you pay the actual shipping (starting at ap-
proximately \$30 shipping)

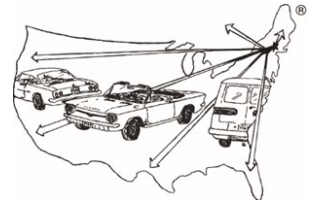
Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA 01370

413-625-9776 Fax: 413-625-849

www.corvair.com

email: clarks@corvair.com



Performance Corvairs

WWW.PerfVair.com

sethbratcer@aol.com
408-247-2237

- Electronic Distributors
- Dash Parts
- Steering Columns
- Steering Wheel Adapters
- Quick Steering Components

Proud Supporter
of Corvanatics

Performance Corvairs
San Jose, CA

Contact Information**President**

Stephen Brown 503-628-0291
 32829 SW Unger Road
 Cornelius, OR 97113
SGBGJB@yahoo.com

Vice President

Ken Hand 248-613-8586
 1896 S. Gregory Road
 Fowlerville, MI 48836
vairmech@aol.com

Secretary/Treasurer

Molly Bacon 989-246-8046
 5425 Morrow Road
 Gladwin, MI 48624
corvanatics@gmail.com

Eastern Director

Tim Schwartz 201-447-4299
 5 Riverview Lane
 Ho-Ho-Kus, NJ 07423
tim@bristolnj.com

Central Director

Dale Dewald 906-482-2872
 49595 Blessent Road
 Hancock, MI 49930
dkdewald@pasty.net

Western Director

Duane Wentlandt 503-632-1710
 15616 S. Saddle Lane
 Oregon City, OR 97045
antkoto@bctonline.com

At Large Director

Billy Cannon 256-839-1672
 2256 Coosa Co Rd. #7
 Goodwater, AL 35072
gtochief@gmail.com

Technical Editor

Gary Baxter 918-645-8451
 7590 North 140 East Place
 Owasso, OK 74055
morsa66@outlook.com

Historian/Webmaster

Steve Spilatro 740-374-8778
 625 Fifth St
 Marietta, OH 45750
spilatr@s@marietta.edu

Newsletter Editor

Molly Bacon 989-246-8046
 5425 Morrow Road
 Gladwin, MI 48624
CorvanAnticsNews@gmail.com

CORVAN ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSAs). 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:

- Full page \$25
- Half page: \$15
- Quarter page: \$10
- Business card (2" x 3.5"): \$5
- Photos for ads are \$6 each and can be color or black/white

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

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

Corvan Antics uses material from many sources and may not always give appropriate credit. If your material appears without acknowledgement, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive and enjoy our Corvairs.



Founded in 1969, **CORSAs** is group of automobile enthusiasts working to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Corvair. CORSAs's long range goal is to promote reproduction of parts and render technical assistance to increase your enjoyment of the Corvair, and to further the general public's appreciation of the car.

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