

CORVAN ANTICS



Jan-Feb 2021, Vol. 49, Issue 1

The Bi-monthly Newsletter of Corvanatics
The Forward Control Corvair People



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



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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>.



WE HAVE PRESS!!

**PUBLISHED IN OLD CARS
WEEKLY MAGAZINE
DECEMBER 31, 2020, PAGE 9**

Club Clips

BY GERALD PERSCHBACHER



After 40 years, Corvan club keeps rolling

Some car clubs are lucky to last 10 years. Others stretch to 20. In the case of Corvanatics (editor Molly Bacon), the club not only passed its 30th anniversary but is now enjoying its 40th. Yes, there are things for which to celebrate even in the doldrums of a COVID-19 pandemic. By the way, this is the largest chapter of the Corvair Society of America (www.corvair.org) and centers on Forward Control models.

What keeps a club active? If President Steve Brown is an example, it's things like tearing into a Traville Campside Rampside Corvair to remedy the rust problem. "Wouldn't it be nice if steel didn't rust!" exclaimed Steve. "Just imagine all the energy we focus on keeping our...cars from rusting or repairing those evil rusted out body panels." His project has a mere 60,000 miles to its credit, but rust problems mandated a sand blast for repair. Brown notes patch panels for cab floors aren't readily available. So point #1, is CONSTRUCTIVE ACTIVITY.

Point #2 is being "the FORWARD CONTROL people," as he intimated when expressing preference for the cab compartment. "It's interesting that our Forward Controls

have as much load capacity and interior volume as the Step Van," he mused. In other words, selecting a speciality among collectible vehicles sets a club member on an intriguing path in the hobby.

Point #3: PLANNING, and this organization is rolling up sleeves for its San Diego convention with high hopes for the 2021 event in July.

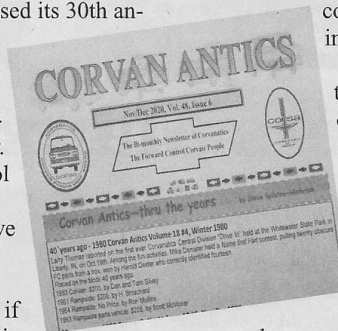
The club editor and support experts are just as busy keeping members abreast of progress. Restoration tips, Corvair insights on Facebook and the Web, technical resources, how-tos plus parts availability fill 16 pages with text, visuals and

color.

There is no real secret to a club's success for 40 years except that club members and their interest are paramount. Give club members what they require to augment their hobby interest, blend it with dedicated leaders, and encourage good results each year. Ultimately, the success of any club, short or long term, is summed in that trio of good will.

Corvanatics
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OC



A QUICK TEST!

I think this is information we should all have at our fingertips. Since I never remember these numbers I am telling YOU so you can remind me!

Below are the production numbers on general CORVAIR production by model and year. Be sure to pay attention to the top four as there will be a test for extra credit!

EM Coupes	677,651
EM Sedans	464,788
LM Coupes	253,492
Vans	106,591
EM Converts	96,540
LM Sedans	82,109
LM Converts	52,322
Station Wagons	32,120
Pickups	20,630



The reason I was so intrigued by this set of numbers is that I didn't realize the Vans were such a large part of the Lineup and that the Pickups were the group with the smallest production figures!

We all know the 1969 Convert had the lowest number of cars (521), but the 1962 Loadside was even smaller with only 369! Also with the lowest of the lows (with only 851) is the 1964 Rampside. These three are the only CORVAIR listings of less than 1000 units.

When you go to a show there always seem to be many CORVAIR Converts which is interesting, because all the Converts together made up only 9% of the total car production.

Since there were so many Rampside at GMCCA last year, it would be interesting to speculate on what percentage of that original 20,630 are still around!

Riding with the President



I WANT TO START OFF BY HOPING EVERYONE HAD A NICE CHRISTMAS AND NEW YEAR'S HOLIDAY.

THIS SEASON HAS BEEN SO DIFFERENT THAN IN PREVIOUS YEARS. THE SUBJECT OF TODAY'S TALK IS "WHEN WILL IT BE OVER?". UNFORTUNATELY, NO ONE REALLY KNOWS THE ANSWER TO THAT QUESTION. WE'VE GONE ALMOST A YEAR WITHOUT OUR MEETINGS, SWAP MEETS, CONVENTIONS, SOCIAL GATHERINGS AND WE WANT THEM BACK.

CORSA RECENTLY HELD ITS SECOND VIRTUAL MEMBER MEETING. PARTICIPATION WAS SO-SO. THEY ARE TRYING TO MEET THE MEMBERS' WANTS AND

NEEDS TO KEEP THE ORGANIZATION VIABLE. MAYBE AFTER THINGS RETURN TO A MORE NORMAL LEVEL THESE VIRTUAL MEETINGS MAY PROVE TO BE SOMETHING TO ENJOY AND POSSIBLY DO OFTEN, ALONG WITH IN-PERSON MEETINGS.

WE IN CORVANATICS ARE ALSO THINKING ABOUT POSSIBLY HAVING VIRTUAL MEETINGS IN OUR FUTURE. WE WOULD LIKE TO HAVE YOUR THOUGHTS ON THE VIRTUAL MEETINGS. PLEASE CONTACT ME OR A BOARD MEMBER AND SHARE YOUR THOUGHTS.

KEEPING A POSITIVE MIND SET, WE ARE STILL PLANNING FOR THE SAN DIEGO CONVENTION IN JULY. WE HOPE THAT SEVERAL CORVAIR EVENTS WILL ALSO HAPPEN BEFORE THEN.

THE OTHER DAY AS I WAS READING SOME OF MY CORVAIR LITERATURE AND SPENT TIME LOOKING AT TECHNICAL SERVICE BULLETINS AND CHEVROLET SERVICE NEWS BULLETINS, I CAME ACROSS ONE TITLED "CORVAIR REAR WHEEL BEARING REPLACEMENT" (VOL. 33 NUMBER 8). OVER THE YEARS, I'VE PULLED DOZENS OF BEARINGS OFF AXLES AND I'VE STRUGGLED, ESPECIALLY WITH EARLY AXLES TO NOT DESTROY THE OUTER DEFLECTOR IN THE PROCESS. AFTER READING THE ARTICLE, I'M HAPPY TO LEARN THAT CHEVROLET ALSO "STRUGGLED". THEY SAID, "PRESS TO COLLAPSE OUTER DEFLECTOR". I THINK THAT IS WHY THE LATER AXLES DIDN'T HAVE THAT DEFLECTOR. TO MAKE A LONG STORY SHORT, THERE'S ALWAYS SOMETHING TO BE LEARNED FROM THESE PUBLICATIONS. I WOULD ENCOURAGE YOU TO OCCASIONALLY LOOK AT OUR WEB SITE AND IN PARTICULAR LOOK AT ALL THE TECHNICAL DATA ABOUT FCS. THERE IS A SURPRISING NUMBER OF ARTICLES, PUBLICATIONS, BROCHURES, AND PHOTOS READY FOR YOU TO HELP YOU LEARN. THERE ARE MANY PEOPLE TO THANK FOR THAT COLLECTION, INCLUDING STEVE SPILATRO, OUR HISTORIAN, DAVE NEWELL, LARRY CLAYPOOL, AND MANY OTHERS.

SEVERAL WEEKS AGO, I VISITED ONE OF OUR LOCAL CLUB MEMBERS AND HE IS AN EXCEPTIONAL MACHINIST. FORTUNATELY, HE LOVES WORKING ON CORVAIRS. HE WAS REBUILDING AN ENGINE FOR A MEMBER WHO WAS STRUGGLING WITH HEALTH ISSUES. WAIT...LET ME CHANGE THAT TO HE WAS "REMANUFACTURING" THE ENGINE AND PROBABLY MAKING IT BETTER THAN CHEVROLET EVER DID! THIS GESTURE OF HELPING MEMBERS, OF KEEPING IN CONTACT, AND VOLUNTEERING IS WHAT I LIKE ABOUT CORVAIR PEOPLE AND I HOPE I NEVER FORGET TO BE JUST LIKE THEM. I REALLY, REALLY HOPE WE CAN GATHER SOON TO SHOW OFF OUR FCS AND TALK CORVAIRS. I'M PLANNING TO BE AT SAN DIEGO AND HOPE YOU ARE TOO. UNTIL NEXT TIME, "KEEP IT OUT OF THE DITCH".

From the Secretary & Newsletter Editor

Hi all,

I hope everyone has stayed safe and is looking forward to a new year. We'll keep hoping things will stay on track and it will be safe to have the CORSA Convention along with many other events we missed last year. For those of us in the north, stay warm.

Since the last newsletter :

296 members
4 new members
22 members renewed their dues
6 members dropped



WELCOME !!

to our new members

Tony Gerhold UK 1964 Greenbrier
James Enlow PA 1964 Greenbrier
Darin Miller KS 1961 Greenbrier
John Spofford NY

BY MOLLY BACON

Editor



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
Remember that your dues date is on your membership card!!

Due in January

James Cheek III	Stan Darke
Norman Gilmoure	Chuck Hoppe
Frederick Marsh	Terence McKenna
Stacy Milnes	Ray Mitchell
Willard Moody	Jon Peters
LeRoy Rogers	Russ Thuleen
Christopher Woolhorton	

Due in March

Robert Babcock	Michael Bayman
Eddie Embrey	David Feasel
Howard Gaass	Lynn Houk
Don Hudock	Paul Huelskamp
Robert Langdon	Ed Lindsay
Jerry Moyer	Chris Pickel

Due in February

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

Due in April

Ardeen Ashelman	Brenda Brittan
Bruce Coleman	Herb Du Plant
James Hanson	Sharon Lawson
Walt Matenkosky	Douglas Middleton
Jim Reich	Curtis Stewart
Ben Vartanian	MiLana Wright

The Winner Is

Paul Huelskamp

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

RESTORING FC WINDOW CRANK HANDLES

By Steven Spilatro

Reproduction FC window cranks are available from a number of suppliers since they were used for several Chevy trucks; however, many restorers prefer the stock handles. The stock cranks are GM # 4237908, which is embossed on the back side of the handle. The stock handle has two significant differences from the repros: the set screw of the stock handle is angled, which allows easier tightening. Additionally the splines extend further toward the base of the handle, allowing better grip of the shaft, which is particularly important for deluxe FCs with the thick interior vinyl panels.



Unfortunately, NOS or even excellent quality used handles are getting very hard to find. Re-chroming of the handles would be straightforward were it not for the plastic knob. The knob needs to be separated from the handle, restored and then reattached after the handle is re-chromed. Here is a method for doing this.

Removing the knob requires $3/36$ " and $17/64$ " drill bits, reattaching it requires a drive rivet. Drive rivets are secured into a blind hole by tapping a drive pin with a hammer to expand the shaft within the hole. The rivets I used are BayFast # 38-106-08-16.



The knob is separated from the handle by first drilling a $13/16$ " diameter hole about $7/16$ " inch deep. The dimple of the original rivet provides a good center guide, and the pot metal of the handle drills very easily. This is the hole in which the drive rivet will be later anchored. Next, the head of the original rivet is removed by drilling it with a $17/64$ diameter bit.

With the original rivet head removed the handle will slide out. The hole in the handle usually has two small plastic flange bushings (although some handles lack these), which can be removed from either side. These will be inserted after the handle is re-chromed. The washer that is released will also be reused.



(Continued on page 6)

(Continued from page 5)

I discovered that restoring the plastic knob was trickier than expected. A variety of rubbing compounds, ultra-fine sand paper and fine steel wool didn't work well, leaving the surface dull even after waxing. What did work was first removing dirt and grime with mineral spirits, and then wiping down the knob with lacquer thinner. The lacquer thinner slightly dissolves the plastic, which, when done right, leaves a smooth surface, even removing scratches. The knob is then polished with an auto body wax.



Reattaching the knob to the rechromed handle is relatively easy. The flange bushings are reinserted into the handle followed by the knob shaft. The washer is placed over the end of the knob shaft, and the drive rivet is inserted into the hole. A solid whack with a hammer is sufficient to secure the rivet in place. I then used a Dremel tool to cut off the rivet drive pin flush with the rivet head leaving a nice finished appearance.



ROD MURRAY HAS BEEN GOOFING AROUND.

First, with one of the Midgetoy '55 Universalles. One afternoon he decided to break out the Testor paint bottles and small brushes. He hasn't painted a diecast since my tootsie toys when I was a kid.

Next, he created a couple of clocks (Last edition's Found on Facebook showed the clock John Oostdyk made). For those not as ambitious, we have a clock similar to the one on the left for sale at the Corvanatics Café Press store, <https://www.cafepress.com/corvanatics>



Work on my Greenbrier

by Dale Young

I STARTED THIS PROJECT BECAUSE THE PAINT AND FILLER HAD CRACKED IN SEVERAL PLACES AND WAS POPPING OFF WITH RUST BENEATH, PLUS THERE WERE SEVERAL DENTS AND RUSTED-THROUGH AREAS.

SINCE I HAD SOME TIME OFF BECAUSE OF COVID, I GOT OUT MY SANDERS AND 40-GRIT PAPER AND STARTED. THIS HAS BEEN A JOB SINCE THERE WERE FOUR LAYERS OF PAINT WITH BODY FILLER BETWEEN SOME OF THEM. IT IS TAKING MUCH LONGER THAN ANTICIPATED.

WHEN CUTTING OUT THE CENTER SECTION OF THE FRONT PANEL, I DISCOVERED THE PERSON WHO DID THE ORIGINAL BODY WORK THOUGHT THAT IF A LITTLE BODY FILLER WAS GOOD, A LOT MUST BE BETTER.



AFTER A FRIEND REPAIRED THE RUSTED-OUT AREAS ON THE FRONT PANEL I HAD PURCHASED, I HAVE BEEN CUTTING IT TO FIT PLUS WORKING OUT THE DENTS IN THE LOWER FRONT CORNER PANELS, ANOTHER PLACE FULL OF BODY FILLER.



TO STOP THE BARE METAL FROM RUSTING, I AM PAINTING IT WITH POR-15 AND SINCE I ALSO WANTED TO TRY OUT A NEW PAINT SCHEME, I PAINTED THOSE

AREAS WITH THE YELLOW AND WHITE AS SEEN IN THE PHOTO.



NOW I AM READY TO WELD THE CENTER PANEL IN PLACE, START REPAIRING OTHER RUSTED-THROUGH AREAS, AND APPLY THE BODY FILLER TO SMOOTH EVERYTHING OUT FOR THE PROS TO DO THE FINISH WORK AND PAINT.



P.S. I AM LOOKING FOR A PAIR OF HEADLIGHT BUCKETS THAT ARE NOT RUSTED THROUGH. EMAIL: RDYNCZZZ@EMBARQMAIL.COM

\$\$\$ Auction Fever \$\$\$

By Gary Swiatowy

I am sure many of you have attended an auction locally, or maybe have been lucky enough to make it to one of the large, televised auctions. One thing that sometimes I shake my head over is how an item, or a vehicle gets run up to a price which seems unreasonable, but to the purchaser, the desire to own far outweighs any other consideration.

Recently I ran across the auction results of the May 2020 RM Sotheby's auction and was stopped in my tracks. There was a red and white 1963 Chevrolet Corvair Rampside Pickup which sold for \$88,000!



<https://rmsothebys.com/en/auctions/0120/driving-into-summer/lots/r0199-1963-chevrolet-corvair-95-rampside-pickup/897053>

What stopped me in my tracks was the fact that I knew this vehicle, and it had come from Western NY. Click the link and take a look at the auction pictures and I bet many of you may think this is familiar. Indeed, it is an unusual vehicle to start and the color stands out. But to be exact, there were actually three red Corvair Rampside in the area in recent years. One was in Barker and made the Olcott cruise on occasion. Another was in Ransomville and made many shows and events in the area on a very regular basis. That one sold 2 years ago at auction due to the passing of its owner.

The one in the Sotheby's auction though once belonged to Dennis Dorogi from Brocton NY. who did the restoration? It made several appearances in shows like the AACA show in Elma, and the Autumn Sports Classic in Como Park. In 2006 when the CORSA International Corvair Convention was held in Buffalo NY, this was the second highest scoring vehicle in the concours class. I knew Dennis Dorogi well, and in fact several years ago did a photo shoot for an article in the Corvair CORSA magazine.

Dennis passed away 3 years ago now. As much as I wanted to buy this truck, I knew it was far out of my price range, which happened to turn out to be a fraction of the sale price. In any event, I did buy one of Dennis's other vehicles, a 65 Corvair Monza Sport Sedan.

Here are some pictures which I took, and some Dennis sent me.

<https://www.flickr.com/photos/swi66/albums/72157716271995631>

The truck when Dennis started was not in particularly good shape. Dennis actually cut out rotted sections and re-created them out of sheet metal. He took two gas tanks and sectioned them together to make one tank, but the detailing is perfection. For a living, Dennis was an artist, and also built musical instruments, so he excelled at fine work with an attention to detail.

There are specific unique characteristics between the 2 vehicles, which validate that this is Dennis's Rampside. These include: The red retractable seatbelts, which were from a 65 Monza. The support for the motor lid, and the fact the lid is hinged now, something not original, but matches. The white bumpers. The interior is for a Deluxe model, so is the windshield chrome. A Deluxe would have chrome bumpers. So, is \$88,000 a crazy price? If you got the money and you want the best there is, why not!

But results like this is going to make every person who has a rotted out Rampside, or a bondo wagon think theirs is worth almost as much.

Jay leno has one of these and had said something to the effect, "Here you take a \$600 vehicle, invest \$60,000 and end up with a truck worth \$20,000. I don't remember the exact quote, but it was something similar to that. Certain vehicles will spike in value when you never expect it, and some will come down a lot over the years. It is a gamble.

One thing I did not mention in the article is the fact that the guy who restored the Rampside, Dennis Dorogi, was also the subject of another article I wrote which was published in the Communiqué a few years ago and is available online on the Hemming's Blog. <https://www.hemmings.com/stories/2014/07/11/cosmic-provenance-the-resurrection-of-carl-sagans-corvair-spyder>

Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago - Corvan Antics Volume 9-1, Jan-Feb 1981

We find in this issue another segment of "The Corvair 95 - Chevrolet's Space-Age Panel Truck", the Society of Automotive Engineers (SAE) report by Alex C. Mair, this one on the Chassis and Steering System.

With the forced air heater needing repair, Technical Director Nico DeJong describes putting a propane catalytic heater in his Greenbrier. He installed a 6000 BTU Therm'X Caravan Mark 11A (I've shown a picture of the unit), originally intended for a RV. Requiring a propane source, Nico reported the need to carry a 20 lb. tank behind the front seat. [I think I'd prefer to fix the air heater.]



30 years ago - Corvan Antics Volume 19-1, Jan-Feb 1991

The cover of this issue presents the ACC (American Conversion Company) Corvan modified to serve as a transport for handicap children. ACC is the company that also produced the Corvair 95 Amblewagons. [I wonder how many of these conversions were actually made?]

Ken Krol inquired about FC pickups used by the US Navy on aircraft carriers! He noted that a '62 Loadside recently listed for sale was described as a "Navy truck". The owner noted that it had US Navy serial number plates on the dashboard and on the doors. Wouldn't we still like to know more about this and similar Navy FCs?



20 years ago - Corvan Antics Volume 29-1, Jan-Feb 2001

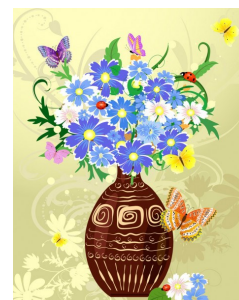
Our good friend Dave Palmer was doing his best to keep the newsletter afloat and made several contributions to this issue. He provides tips for keeping your engine clean. At the top of the list is replacing any bad gaskets, O-rings, and seals – good advice 20 years later. He also wrote about the possibility of the vacuum advance hose conducting electricity and cause spark misfire, and the importance of using a proper muffler hanger. And there was an ad for his repro spring for repairing FC door latches. Thanks to Dave for all he has contributed over the years.

10 years ago - Corvan Antics Volume 39-1, Jan-Feb 2011

In this issue we find two "how to" articles. Duane Wentlandt describes and provides pictures of the restoration of a '61 Rampside, focusing on the repair of a rotted section of the lower side panel. Working on the interior of his "Rampala", Jim Diehl describes how he made a custom console that sits in the leg-space between the driver and passenger. Made with left over vinyl from the reupholstered seat, the console has a clock and spaces on top for a coffee cup and a Kleenex box, as well as storage space within.



Ben Stiles spotted this unique application to a Rampside as a flower truck. The Rampside was previously owned by Corvanatics member, Jerry Moyer.



Found on Facebook

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

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

Here is a photo of my Rampside with the original owner and his wife. The date and location of the photo is unknown.



Progress on the 1961 Rampside



Raymond Coker—previous owners
and current progress



Daniel Vallée



One of Greg Renfro's latest projects combine three of his hobbies. The Corvair affliction is represented by the image of his Rampside, which Greg painted on to this disc golf disc. Using his artistic talent on a tool of the athletic activity he enjoys.

Greg Renfro

FUSIBLE LINK

BY FRAN SCHMIDT

I know – you are going to say, "You already told us about that!". Well, this is a corollary to my recent admonition to understand – know about – and act on that knowledge! I didn't.

The Earlies did not come with a fusible link and I did put a smaller wire from the Battery to the Umbilical in my '64 but neglected to do so in my '61 Rampside.

Last week I was dinking around with a malfunctioning Ignition switch and in the process of pushing the dash back into its proper space I **SHOVED THE BIG #10 WIRE**, that comes straight from the Battery to the Key, right up against the windshield wiper motor - - **DEAD SHORT!!!**



It took me (old guy, remember) a couple seconds to figure out what had happened and then get out and go back to grab the Battery Clamp off the post. Here's a picture I know you will all enjoy laughing about "with" me. A **BIG HOT** wire makes an awful lot of stinky smoke – I can tell you!

WOW! I had to clear out of the garage for a while till the air cleared.

Yes, I knew what it was and where it came from and what I should have done.

So, I went immediately to the NAPA store near me and bought a fuse holder for a big fuse. This one will hold a 40A, or a 50A or a 60A fuse and comes wired with a #8 fine stranded copper wire built in.

Take a look.

That's what I call a BIG fuse!

Again, the idea of a fuse is to protect the wires downstream from it. So, this guy will go right above the Starter, where the main harness gets its power, and **ALL** the power that goes to the dash will have to pass through it. Wiper, Heater blower, Lights, Ignition, radio and accessories. Before I choose the 'correct' sized fuse I will turn on everything possible and read how much current that is. Then I will think about it for a while and decide how much leeway I want to give myself. A #10 wire is only rated for 30Amps, so the 40 Amp fuse should be a good choice. However; I would really like to be protected – so this doesn't happen again – so I intend to put a meter in the socket with every possible unit powered up - - **ON HIGH!** - - and get a current reading. If I am pulling more than 30Amps, under any condition, then I will need to run another wire and divide my power load.



I still enjoy CORVAIRing, hope y'all do, too.....Fran

Corvair 95: Stock was. . .

By Steven Spilatro

Part V - Outside Rear View Mirrors

Mirrors were never a standard item on FCs and were either a factory or dealer installed option. Larry Claypool gave an excellent accounting of FC outside rear view mirrors in the issue of his "Stock Is" series published in the April, 1989 COR-SA Communique. Some of this information comes from there, but with some newer insights. Much thanks also to Dave Newell who helped sort out history of the round mirrors.

Like so many features of modern cars, outside rearview mirrors were not deemed essential in 1960. Until the introduction of RPO 210 in late 1961 there was no factory installed mirror, and if you wanted an outside rear view mirror, it had to be installed by the dealership. As described below, GM did not have much to offer, and that may be one reason many FC owners opted for mirrors from aftermarket sources. We'll discuss the mirrors in order of their introduction.

Dealer accessory 7½" x 10½" West Coast Junior mirror.

The 7½" x 10½" mirror was the only option available for FCs until the middle of the 1961 model year, when RPO 210 round mirror became available (see below). These were rugged, utilitarian mirrors, with a diagonal arm reinforcing the mounting bracket. Many people consider them large and gaudy, but units mounted on both sides provided an excellent view of the road already traveled. However, the width they added to the vehicle made them somewhat prone to side swipe accidents.

The mirror assembly was #988355 in 1961, superseded in '62 by #985285. Some parts catalogs give #985246, but most sources assign that to mirrors for other C10-C30 series trucks. Although the mirror head (#988183) was painted gloss black in 1961 and cameo white in later years, both styles were identical with a pair of mounting brackets on the back side secured with 6 rivets. Original mirror faces can be distinguished from later repros by the rubber seal which lies within the metal frame rather than being pressed onto the front of the frame.

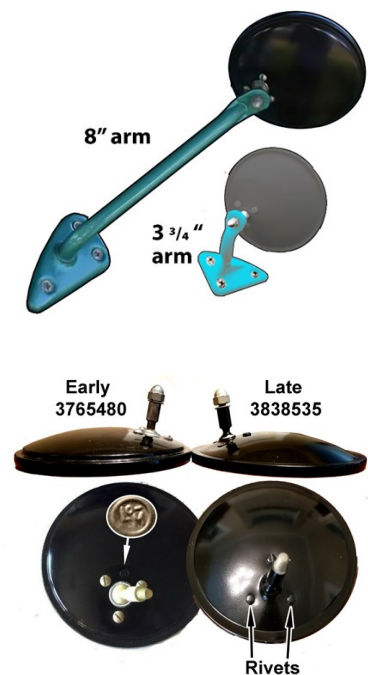
This mirror was discontinued after the '63 model year when it was replaced by the smaller (RPO D29) mirror.

RPO 210/D32 – 5" Round mirror

The first factory optional mirror for the FC was RPO 210. This is the small 5" diameter mirror with an off-center swiveling posts for mounting to either left or right side brackets. The heads of these mirrors were black and attached to arms painted the main body color. The introduction of RPO 210 was a somewhat messy affair, and I thank Dave Newell for helping to sort out some of the details.

RPO 210 was initially scheduled for Fall, 1960, but internal GM documents show a manufacturing problem necessitated postponement. When it was finally made available, in February, '61, the mirror came with an 8" bracket shared with other C10-C30 series trucks. The mirror head (#3765480) is recognizable by the off-center mounting bracket secured with three standard drive screws. The parts catalogs confusingly state the 8" arms (#3773367-8, superseded by 3778719-20) are for the "short mirror", but this is because a longer arm bracket was available for other trucks. Thus, it would seem a factory stock early 1961 FC would not have a mirror, but a later build could have a round mirror with an 8" arm.

The production delay apparently was in the manufacture of the 3¾" arm intended for the FC, and its delivery date was delayed into the 1962 production year. Later versions of the '61 assembly manual show the 3¾" arm (#3795373-4), but a mirror with 8" arm was still being listed in early versions of the '62 Truck Data Book. The short-arm version of the mirror eventually made it to the assembly lines around January 1962.



(Continued on page 13)

(Continued from page 12)

Then, in late 1962 or with the 1963 production year, when the mirror became RPO D32, the mirror head was modified (now #3838535). The new mirror head had some modifications to the stamping of the sheet metal, was slightly thinner than the earlier version, and used two rivets and a screw used to secure the mounting bracket. [Thanks to Thomas Pedigo for providing the pictures.]

This was the only mirror to become standard equipment for an FC, when in 1963 GM made rear door windows an option for the Corvan. Absent rear windows the inside rear view mirror was useless, so a left side D32 mirror was substituted. For all other FCs an ORVM was always optional, and if a '63 or '64 Corvan was ordered with the rear windows (RPO A12), the ORVM again became optional.

Dealer installed accessory chrome "Chevy Bow-tie" mirror.

This is essentially the same chrome mirror as used on the cars with a face diameter of 4 ¾ inches. The availability – and suitability – of this mirror for the FC has long been a mystery, and once again I'm indebted to Dave Newell for helping with the research.

Maybe this mirror should have been designated a "DPO" (Dealer Phantom Option), since it is not identified as a Corvair 95 option in most resources the typical sales person would have at hand. You will not find it listed in the Custom Features booklets, Showroom Sales albums, Fingertip Facts, customer mailer nor dealer incentive brochures. Nor are they listed in the Truck Data, Truck Specification, or Truck Engineering Features books. However, the Chevy bowtie mirror is annually included for the Corvair 95 in the Accessories Installation manuals, regularly in the Parts Catalogs, and periodically in the Confidential Prices and Options booklets.



The earliest listing of bowtie mirror (#988471) for the Corvair 95 is in Section 16 of the Feb '61 P&A 34 catalog. 988471 was superseded by 985169 in Feb 1962, which was also paired with the FC in the March '62 Confidential Prices and Options booklet and the Oct '62 P&A 34 catalog. Under subsequent part numbers, the Bowtie mirror is listed for the FC in 1963 (#985434), 1964 (#985878), and 1965 (#986046). The part numbers likely changed because the installations instructions changed.

In 1961, the instructions for installing the right side are to, basically, flip over and use the left side template, placing the mirror in the same position on both sides. But beginning in 1962, different installation dimensions are given for positioning the mirror on the right-side door, and those measurements were changed in 1963. Thus, the mirror was moved around on the right side, most likely to improve visibility. Possibly it was moved around on the left side also, but we would need to see the templates to know; however, only in 1961 were both mirrors placed in the same position.

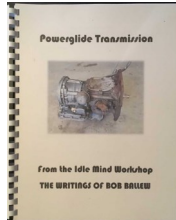
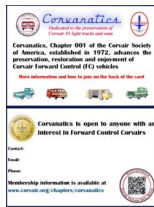
Considering they were poorly suited for the Corvair 95, why was the bowtie mirror an option? Larry Claypool suggested this mirror may have been offered by default for the Greenbrier since they were classified as a passenger suburban vehicle. However, Accessory Installation Manuals identify them for all "Corvair 95" models. I suggest as an alternative explanation.

The timeline for the introduction of RPO 210 with the 3¾" arm began around 10/5/60 but it was not released in 1/2/62. I suggest that along with the substitution of the 8" version mirror as RPO 210, there was a (half-hearted?) decision to offer the Bowtie mirror for the FC. For whatever reason it continued to be available, but never seriously promoted and little used. Thus, the bowtie mirror would be correct for concours, but certainly not a desirable option.

RPO D29 - West-Coast Jr Mirror:

This mirror (#3818422) was introduced in 1964 and available as either a factory-installed RPO (D29) or a dealer-installed accessory. Compared to the '61-'63 west coast style mirror, this was a smaller (10" X 6") less accident-prone version, but also less ruggedly constructed, with no diagonal brace. Unlike its larger predecessor, both the mirror face and the bracket were shared with other Chevrolet trucks. According to the truck engineering specifications book, as an RPO the bracket would have been painted the body color and the head was black, but both were cameo white as a dealer-installed accessory. The same accessory mirror (#985410, superseded by #985771 in '64) was used for the Corvair 95 and C10 – C30 Chevy trucks.

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Gene Brick
his buddy "FC"



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For Sale: Amway Super Van, lime green, Children's Shampoo plastic bottle in the shape of a ("4-door") Corvan, Original box, pretty good condition, plus original decal sheet, no actual shampoo. Replacement dispenser cap. I believe these were sold/distributed by Amway in 1977. \$60.00, includes domestic shipping. Contact Ed Thompson, Greenfield (metro Milwaukee, WI) 414-379-1025
g53.832@gmail.com (note the "dot" between 3 and 8.)

Photo for reference only, not the actual item.

Amway Bottles

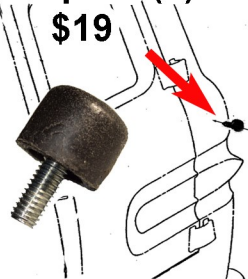
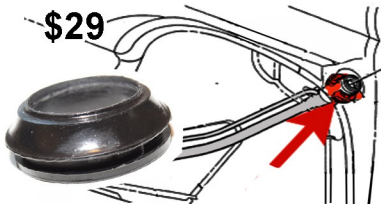
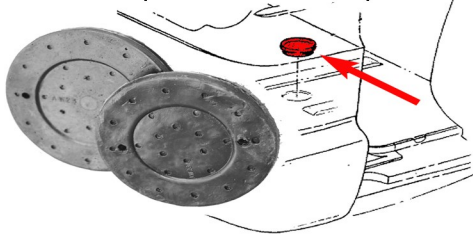
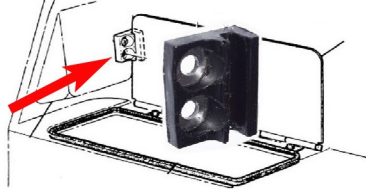
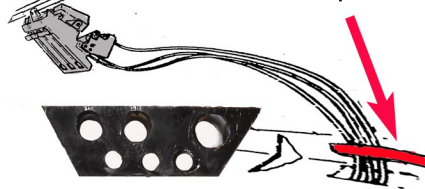
Amway made promotional plastic bottles based upon a 1964 Corvan and were described in CorvanAntics 1981 vol.9(2). A white "Amvan" introduced in 1965 contained children's bubble bath, and a green "Super-van" introduced in 1977 contained children's shampoo. The green bottle could be customized with stickers as a "Drag-N-Van" or "Vacation Van" with stickers. Dimensions: 2.5 x 2.8 x 7.3 inches. Pictures from Gary Swiatow were also published in 2012 CorvanAntics 40(2). Thanks to Joe Darinsig for some of the images.



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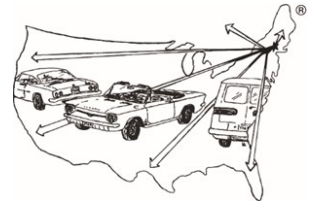
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