

CORVAN ANTICS



Mar-Apr 2021, Vol. 49, Issue 2

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



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



San Diego Corvair Club
presents...

Canceled

San Diego, CA

The CORSA Convention has been canceled for 2021 and will be in Georgia in 2022. Since CORSA/CPF is adding many of the convention events to the Mini Convention in Springfield, IL, Corvanatics will have a chapter get-together there. The actual Corvanatics Annual Meeting is being planned as a virtual Zoom meeting to be held later in the year. Watch for those details.

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

Riding with the President



The Internet and the Virus is causing major changes in the way car clubs serve their members. Corvanatics is no exception.

Switching to paperless communication; on-line meetings; not knowing when we can meet as a group; when will our members **trust** being together as a group....

CORSA canceled their annual convention for the second time. They are hoping members come to Springfield Illinois in May for

their Mini Convention. And they are offering clubs, like ours, opportunities to have meetings at the Mini Convention. That's great and we plan to take advantage of that opportunity. But...who will attend? Some will but I suspect many won't attend. An annual meeting is important for Corvanatics. We will host a meeting there; probably some of the Board will attend.

But there is a lot of unknowns. Will the State of Illinois allow CORSA to have an event? We hope so but we aren't certain. So, we've decided to hold a "Virtual" meeting sometime in late June or early July. We will introduce our current Board members, encourage you to consider being a Director, and will hold our elections all on-line. I'm told that will work. And we will have several presentations and those watching can submit questions which we will try to answer or take action. We will have a lot more information about this meeting in the next edition of CorvanAntics. If that meeting proves successful, as we hope, it will probably lead us to more virtual meetings in the future, even when the virus is gone, and everything is "back to normal".

I had a chance recently to help a member travel to California to pick up an 8-door Greenbrier. It was a fun 3-day adventure. Fortunately, there was almost no snow. The FC was a half-decade restoration project for the previous owner. He tried but he probably he made it worse. Fortunately, it's going to a good home, where the member does outstanding restorations. To me, one member, or two, helping another member is what our club is all about!

I'd like to end by expressing my appreciation to several of our vendors. I needed some sheet metal parts for my Rampside. I contacted Jeff at the Corvair Ranch. He had the metal I needed, although in rather rough shape, so instead he linked me with Steve at Morton's Classic Garage "Corvair Parts and Services" in Napa, Idaho. Steve had what I needed, sent it to me quickly and at a reasonable price. Nice to see vendors working together to serve our club members!

I hope some can make it to Springfield in May, and I hope you'll also be part of virtual meeting. We will try to keep you informed about our plans.

Until next time, as I tell my sons: "keep it out of the ditch".

From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

Winter still has its grip on us here in northern Michigan, but I'm sure spring will be here soon. I'm being optimistic that conditions will be safe for the CORSA/CPF Mini Convention to take place and Corvanatics will have a group meet-up. As you saw on the front page, the Annual Meeting this year will be virtual using Zoom. This should allow many who have never been able to attend our annual meeting to do so. I'm really excited about this opportunity.

Editor



Since the last newsletter :

288 members

4 new members

23 members renewed their dues

12 members dropped

WELCOME !! to our new member

Larry Wolf MO 1961 Rampside

Thomas Mahler CA 1962 Corvan

WELCOME BACK !! to our returning member

Bill Chellis WA 1961 Rampside returning from 2010

Joe VonDerHaar OH 1962 Loadside caught up from 2020



Dues Are 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 March

Michael Bayman	Howard Gaass
Lynn Houk	Don Hudock
Paul Huelskamp	Ed Lindsay
Chris Pickel	

Due in April

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

Due in May

Brandon Canfield	Jim Diell
Gerald Fleming	Kyia Friesen
Chuck Hanson	Wesley Heiss
Richard Krempp	Thomas O'Leary
John Pinnell	Danny Robertson
Gary Rubin	Mike Stanley
Jim Worthington	

Due in June

Kristjan Hilmarsson	Gordon Huner
Bjarki Kristjansson	Ted Moon
Edward Murphy	Patrick Pilon
Greg Vargas	

The Winner Is

Curtis Stewart

\$10 Clark's Gift Certificate

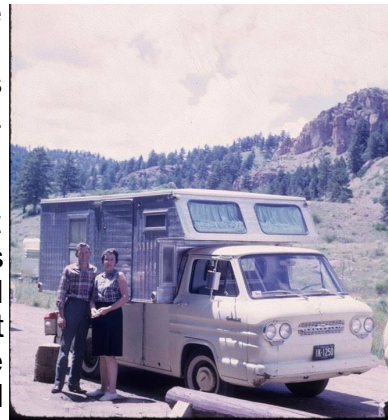
Remember, you can only win if your dues are current

My Rampside Rescue Story – pt. 1

By Ray Coker

Just by chance while speaking with some people 6 years ago I mentioned Corvairs and my passion for them. One of those persons said, “If you like Corvairs I know where there is a Corvair pickup truck no one knows about”. He went on to say he knows someone in Lubbock TX who purchased the truck in 1961 and now he needs to get rid of it because he is in his early 80’s and will be moving to an assisted living facility in the near future. It turned out to be his father.

He gave me his dad’s phone number and I called him the next day and we had a good conversation about the truck and his years of ownership. I mentioned I was interested in owning it and asked him for some photos. He informed me the truck had not been used in 12 years and was sitting in his back yard shed. He sent me some photos and in a few days, I called him again and we made a deal for me to purchase it for \$1200.00. I immediately called his son who had told me about the truck and how much I was paying his dad for it just to make sure no one in his family wanted it. He confirmed no one wanted it and his father was happy with the price and the fact a fellow Corvair nut/owner/crazy person was getting it.



During another phone call the seller told me he needed it moved as soon as possible because of his upcoming move to his new home. Through several phone calls and through the Corvair owner’s grapevine I was put in touch with a Corvair owner in Lubbock who agreed to go look at it for me. He removed the wheels which held rotten tires and I sent him money for new tires so it would roll. I then contacted a wrecker service in Lubbock who moved the Rampside to a public storage facility until I could arrange to go get it. Soon after the deal was made and the truck was relocated, I took off by myself from Central PA heading toward Lubbock TX in my 2003 Dodge Dakota with 160,000 miles on it with a car trailer in tow.

I arrived in Lubbock and to my surprise while giving the Rampside a once over, I noticed the state inspection sticker on the windshield and the Texas license plate were both 40 years old. The seller was incorrect and it had not been used in 12 years as he stated. In fact it had not been used in 40 years. Bless his heart, at his age he was confused. It didn’t matter to me as it made the truck all the more interesting.

Here are some photos from the first time I saw the truck plus one photo of Ken, the original owner, the day it was being winched out of his yard. Can you imagine the thoughts and memories running through his head at that moment?



The unibody and the whole under carriage was very solid with the body sheet metal showing some rust and a large dent here and there. After winching it on my trailer I stopped at the first self-service car wash I found and proceeded to wash away 40 years of Texas dust from every nook and cranny I could reach. I then stopped to purchase some shoe polish and wrote "My Wife's XMAS Gift" on the Rampside rear cab window because it was in the month of October and we all know shopping for our wives can sometimes be challenging. That got lots of thumbs up and thumbs down from many people who saw my treasure on the way back home to PA. I stopped for breakfast one morning and when I walked into the restaurant one guy sitting at a table by himself said, with a smile, "There is the guy getting a divorce right after Christmas". I smiled, he laughed and we both enjoyed it.



In the next newsletter I'll share some mechanical and bodywork news and photos.

Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago - Corvan Antics Volume 9-2, Mar-Apr 1981

The cover photo was Bob Marlow's custom license plate. Tech Topics in this issue were on installing an internally regulated alternator in FC; how to repair door handle posts with stripped knurling; and installing push-down/pull-up door locks in a '61 van.



30 years ago - Corvan Antics Volume 19-2, Mar-Apr 1991

This issue has a couple of unusual articles. One is "A Light Side of an FC Fatality", Bob Kirkman's tongue-in-cheek description of his Corvan wrecked in an auto accident. Bob suggests that the new wedge-shaped roof contour might make it a good dragster, but lamented that he probably couldn't get it titled since it lacked doors and the crushed roof obstructed the forward view.

"The Wonderful Electric Forward Control" is a fictional account of "Gene Brier's" efforts to turn his non-starting 8-door Rampside into a net energy producer, taking advantage of the dubious principles of perpetual motion. Written by Larry Scrivener, Gene Brier explores the possibility of cranking the starter fast enough to reduce the current draw while simultaneously turning the generator fast enough to power that starter. [Makes sense to me!]

20 years ago - Corvan Antics Volume 29-2, Mar-Apr 2001

In two adjacent articles, Fran Schmitt first described using his Rampside to haul a lawn tractor around, and in the second article, using the tractor to tow the Rampside. That necessity arose while on a mowing foray and one of the FC's rear axles snapped (yep, not spline rot, snapped mid-shaft), leaving the Rampside unable to move under its own power. So, the little-tractor-that-could was disen-ramped and tugged the Rumpy home.

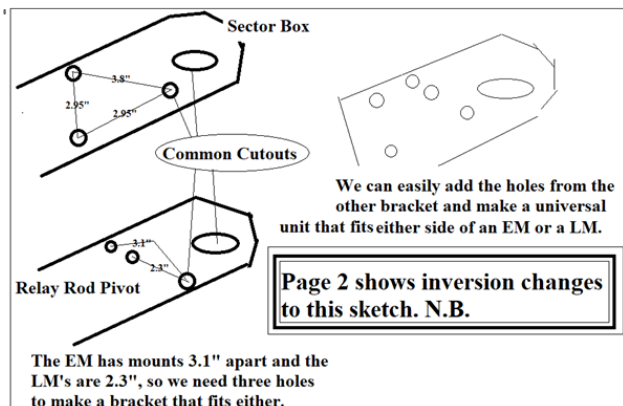


10 years ago - Corvan Antics Volume 39-2, Mar-Apr 2011

Three feature articles in this issue. First – Gary Swiatowy reported finding a rare Yonezawa #607 fantasy toy airport service truck on eBay. There is a reprint of a newspaper article about the 1961 Corvan repainted as the Scooby Doo Mystery Machine. Painted by David Greene and friends in Killen, Alabama, it was a real attention grabber parked at Green's auto car lot. [Note: there is also a 1964 van with a similar paint theme.] Finally, Dave Palmer reported on the utter destruction of the cam gear in Valveeta, his 1964 Greenbrier.



TOWING YOUR CORVAIR!



If you have ever needed to move your Corvair, by means of a towing vehicle, you know there is no good way to hook on to your front end. I think I have a solution. Here is a bracket that can be bolted onto existing spots on your two outside anchor points to properly secure that front end. I made a pair of brackets to fit my EM and then measured a LM to find there was need for another hole, so, I added one.

All of this is of little concern when you look under your FC as there are four fine towing holes purposefully built in.



On the cars, this 1/4" steel plate should bolt up to your front stub frames and will accept a J-hook nicely. They would add 2.5 pounds to your front weight, so I would suggest you install the bracket and leave it there forever. Like your FC! Maybe you'll never need it, for an emergency, but some of us have 'show' cars that get hauled around... some even get sold to overseas buyers!



On the left is a little sketch of the layout, showing the bracket for each side. Also, how it can be made into a universal bracket that will fit either side of an EM or LM.



A standard J-hook, like this, which is common on tow trucks is also used for show cars. It slips into - and turns - in the long hole of the protruding portion of this new bracket.

The three mounting bolts on the EM Sector are the same as on the LM Sector box so there are only those three holes that need placement, on the left side. Here's a Sector Box showing its mounts.



The holes for the Pivot side also require three drillings as the EM and LM have different spacings, but we accommodate them by using one of the other three, that are for the Sector Box. All in all, we only need five drilled holes to carry the plate that has the J-hook receiver.

Two identical plates are needed to accomplish this unique fixture being able to secure your CORVAIR into or onto any truck, plane, trailer, or ship.

Maybe guys who carry their show cars around using a three-point (Bob?) hookup will re-consider and build/install a pair.



Boy Scouts are "Always Prepared", so how about CORVANatics being prepared.

Keep-On-CORVAIRing, Fran

PARTS AND TOOL INVENTORY FOR TRAVEL IN YOUR CORVAIR

Author asked to remain anonymous.



Parts:

- 1 ea New fan belt
- 1 ea New or Used Starter
- 1 ea New or Used Alternator or Generator
- 1 ea New Fuel Pump
- 1 set New Spark Plugs
- 1 ea breaker point plate w\points & condenser
- Or Petronics Type
- 1 kit
- 1 ea Clark's take apart clutch cable for standard trans
- 1 ea 1-gallon Red plastic gas can (empty)
- 1 qt 10W-30 Motor Oil for every number of miles engine uses oil
- 4 or 4 ½ qt. 10W-30 Motor Oil and filter for every 3,000 miles traveled
- 2 ea HiLo Headlight bulbs
- 2 ea #1057 turn-signal/stop lamps
- 2 ea #1056 backup lamps
- 1 ea #67 license plate lamp
- 1 ea #621 courtesy light lamp
- 1 set of all fuses
- 1 ea engine oil pressure sensor



Tools: in a Toolbox 16" x 8 ½" x 8 ¼"

- 1 complete set of 3/8" and ¼" sockets with ratchet handles & 13/16" x 3/8" drive spark plug socket
- 1 ea carpenter's claw hammer (for Alternator front mounting bolt removal)
- 1 ea ½" drive breaker bar
- 1 ea pair of paper cutting scissors
- 1 pr Vice Grips 10WR
- 1 pr Vice Grips 5WR
- 1 pr Channel lock pliers
- 1 pr 6" needle nose pliers
- 1 pr 6" dike wire cutters
- 1 ea ½" round 10" file, fine cut
- 1 ea 3/16" blade 4 ½" screwdriver

- 1 ea #1 Phillips 3 ½" screwdriver
- 1 ea 5/8" blade 4" screwdriver
- 1 ea Phillips stubby
- 1 ea straight blade stubby
- 1 ea 7/16" blade 13" screwdriver
- 1 ea 1 1/16" Oil Pressure Sensor socket
- 1 ea Exacto Hobby Knife
- 1 ea 12' locking measuring tape
- 1 ea stubby golf pencil
- 1 ea piece of white chalk
- 1 roll black electrical tape
- 1 ea battery terminal cleaning brush
- 1 ea 6" putty knife
- 1 ea 6" scratch awl or ice pick
- 1 ea 6" adjustable crescent wrench
- 1 ea self-centering punch
- 1 ea standard punch
- 1 ea 3/8" drive swivel "U" joint
- 1 ea 3/8" drive ½" deep socket
- 1 ea ¼" – ¾" x 3/8" drive Gator Grip
- 1 ea ¼" drive 10mm deep socket
- 1 ea 3/8" x 5" cold chisel
- 1 ea 12-volt test light with cord
- 1 ea Multimeter

Wrenches:

Open end box-

- ¼" x ¼"
- 3/8" x 3/8"
- 7/16" x 7/16"
- ½" x ½"
- 9/16" x 9/16"
- 5/8" x 5/8"



Box-

- ½" x 9/16" off set
- 3/8" x 7/16" off set
- ½" x 9/16" ratcheted

Open end-

- ¼" x 5/16"

Brake line-

- 2 ea 3/8" & 7/16"
- 1 ea ½" & 9/16"
- 1 ea 5/8" & 11/16"
- 1 ea 10 mm & 12 mm



59-year-old dimmer switch bites the dust

The other day I was over at Gary's helping him install the 'newer than new', oil pan reinforcement rail on a customer's car. One of you guys! That rail is a nice piece of hardware – I like it! The C13374 even comes with a set of longer pan bolts to accommodate the thickness of the new rail, old pan, and a new gasket.



As the evening progressed and I began to fade, it was time to go home, which was after dark! My headlights didn't come on! Pushing on the '61 FC's dimmer switch lit up the High beams but only as long as my foot was on the button. Difficult to drive a stick if your left foot is already busy. I jumpered the hot lead to the low beams and



drove home.

The next day I pulled up the carpet to see what was going on and saw these two Chevrolet Clutch-Head screws staring back at me. WOW! I hadn't seen one of those in a decade, or two. Lucky thing I have a few of those clutch-heads in a toolkit and



was able to screw the old guys out with no problem - I'm guessing they were, "original". Somebody could easily have changed that switch some time back in the last century but I'm guessing he would have changed out those screws. Needless to say, I replaced them with 3/8" hex head screws. Once I had the FC ready for the road, I was curious as to what had gone wrong after 59 years. I had to



(Continued on page 9)

(Continued from page 8)

look inside. The switch has a ratcheting feature which turns a three lobed contact over six terminals. Each time you step on it the three lobed piece rotates just one step. Since four of the terminals (see photo on right) are hot, the rotator puts three of its lobes on two hots and either the high beam bump or the low beam. The next 'step' continues to rotate the triple-contact, so we again have two hots and a load bump which is now on the other guy. A new switch is around ten bucks so there's hardly a reason to fix an old one, but I did take it apart to see what the problem was really. It's an elegant design, clean and robust. When I was looking up the price of a replacement, I couldn't help noticing that a modern car dimmer switch that also does the turn signals is only 25 bucks. Fun to think about, I guess.



Our old fellow probably should have been greased but it did last quite a while dry, didn't it?



This photo (below, left) shows the innards and the broken nylon pin at the bottom. The ratchet that turns the three lobed piece has to float, back and forth [spring loaded on a three-sided shaft] as the rotation happens. Here, on the right, you see the three lobed ratchet piece that has to turn and slide at the same time. It has grease on it now as I was playing with the possibility of



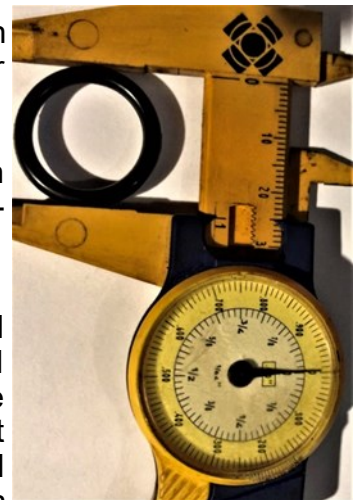
resurgence. BUT! I would say It got a little too hot for the Nylon guide-pin and a slight misalignment came about so the sliding ratchet couldn't go any more and the rotation stopped. There was also some evidence of arcing, which may have produced that heating, [again, it is a good idea to grease electrical contacts!] so we concluded the time of death to be 2019!

I recorded a video clip of the ratchet changing the contacts with each step. I'll see if Bob can put it on our website at corvairminnesota.com.



As long as we can see at night with both high and low beams, we'll Keep-On-CORVAIRing.

P.S. While I was at Gary's I mentioned I had a drip off my PG filler tube which I was not able to tighten any further. He gave me a one-inch O-ring (with 1/8" wall) that fit exactly inside that port. I tilted my '64 up high, with a jack, (and jack-stands!) so the oil would flow to the other side and opened up the connection. I put in the '1-incher' before a cup of oil could escape.



Bingo! No Drip.

What a life! Let's keep on CORVAIRing, Fran

Found on Facebook

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

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



Doug Rojas
Funny looking Corvair



MiLana Wright
Corvan on it's way to Corvair
Ranch for restoration



Eric Prorise
Winter FC



Mark Gibson—Hi from UK

**Jean-François
BROUSSAUD DEFAUX**
Hi from France!

PG CABLE LEAKS ONTO THE FLOOR

By Fran Schmidt

Years ago, I thought I had stopped the leak in my PG cable. The leak had been caused by a rubbing bracket that was not supposed to last for fifty years!



Anyway, I put silicone on the hole and shrink tubing over that – so I figured I had done the deed. Turns out that after several years it started to leak again.

This time I got a new gasket for the pan as I knew I had to re-attach the cable's BALL-end that way.

Took down the pan and let it drip for a day or two then cutoff all the old “fix”, so I had a nice clean shift cable with a hole worn in it from the bracket. This time I hosed down the entire cable length from the PG forward to the tunnel – what did I use to hose it down? CARB cleaner/starting fluid.... Boy! did that stink up the garage - - but the plastic-coated cable felt nice and dry after that - so I pumped a whole lot of Silicone onto the cable – for about two feet! – and slid the shrink tube down over that big gooey mess! The heat gun aimed in the middle of the tube caused the shrinking to move out from the center to each end – squeezing the silicone



out towards the end, as I went along. I used a long enough piece of shrink tubing to cover the cable from the tunnel all the way up to the attaching screw at the PG. I went that far back to cover the possibility that the sheath may have been compromised, over the years, at that end. Now, everybody is covered...BIG time!

The photos show the Cable covered by the shrink tubing “tunnel to PG”, in the top view.

The second photo shows how close the shrink comes to the bolt holding the ‘Ball end’ of the cable to the PG. Also shows my modification to the end of that cable. I cut off the tab that was used to bolt the cable to the PG and substituted an “L” clamp to do the job – this way I could slide a reasonably sized piece of shrink tube over that end of the shift cable.

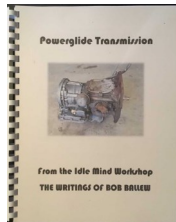
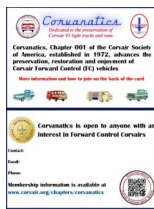


The third shot gives a ground up view from the crossmember forward to the tunnel – one big fat shift cable – all sealed up nice and tight. You will have to get back to me in a few years to see if this ‘fix’ holds, but I doubt it will fail...HA!

I baked new paint onto the pan of the PG, while I had it off. Even slipped a little magnet in an inside corner for posterity. Wish me a little luck to go along with this latest ‘fix’.

Let's keep on CORVAIRing, Fran

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)

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Gene Brier
his buddy "FC"



Of course my
my mechanic is good.
Why do you think I
go back each week?

Chadman

PRICE REDUCED!!

For Sale: Amway Super Van, lime green, Chil-
dren'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 be-
lieve these were sold/distributed by Amway in
1977. **\$40.00**, includes domestic shipping.
Contact Ed Thompson, Greenfield (metro Mil-
waukee, WI) 414-379-1025

q53.832@gmail.com (note the "dot" between 3 and 8.)

Photo for reference only, not the actual item.

Amway Bottles

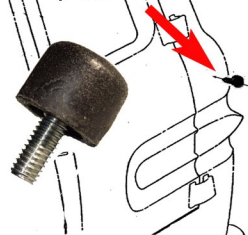
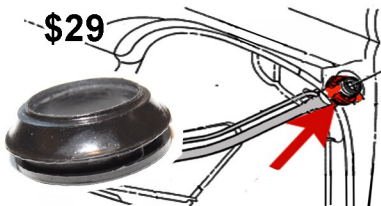
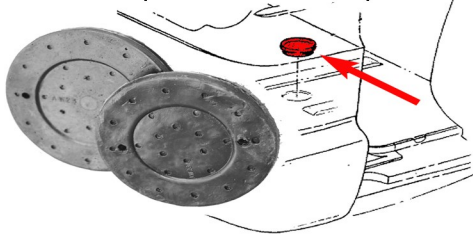
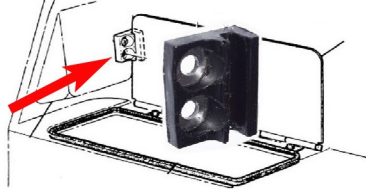
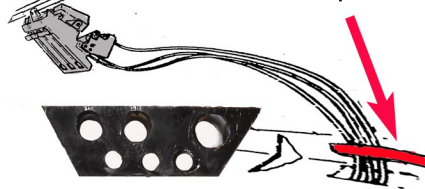
Amway made promotional plastic bottles based upon a 1964 Corvan and were described
in *CorvanAntics 1981 vol.9(2)*. A white "Amvan" introduced in 1965 contained children's
bubble bath, and a green "Super-van" introduced in 1977 contained children's shampoo.
The green bottle could be customized with stickers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



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(740) 374-8778

spilatr@s@marietta.edu

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Bumpers (2)**
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\$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
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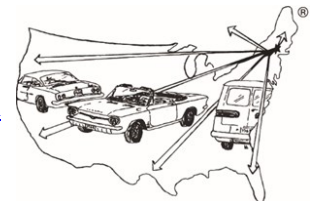
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CORVAN ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative 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:

- 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.

2015 3rd place & 2018 2nd place - Tony Fiore Memorial CORSA Chapter Newsletter Award

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Founded in 1969, **CORSA** is group of automobile enthusiasts working to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Corvair. CORSA'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 CORSA. Visit their website, www.corvair.org