

CORVAN ANTICS

Nov-Dec 2021, Vol. 49, Issue 6



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



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



Happy Holidays



ed - Sorry if I missed some.

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

From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

I have a new winter project as newsletter editor. I am going to publish an all tech articles special edition in February, 2022. Be watching for it.

EXTRA GIVEAWAYS: For the holidays we are giving away three Corvanatics items: A red tote bag, a journal and pen, and a magnetic calendar. Randomly drawn winners are listed below.

Since the last newsletter :

- 308 members
- 7 new members
- 19 members renewed their dues
- 6 members dropped



WELCOME !! to our new members

- Catherine Gibb* MI 1961 Loadside
- Anthony Gervasio* NJ
- Gary Collins* AL 1964 Corvan
- Steve Jabben* MO 1963 Greenbrier
- Steve Walker* CA 1963 Greenbrier
- Denis Schoen* CA 1961 Greenbrier

WELCOME BACK !! to our returning members

- Dan Reis* IA 1961 Greenbrier *returning from early 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 due date is on your membership card!!

Due in November

| | |
|----------------|-----------------|
| Gary Greenwood | George Hicks |
| Endrik Meyer | Jeff Stonesifer |
| William West | |

Due in December

| | |
|--------------------------------|-----------------|
| Ron Bloom | Ted Brown |
| Alan Gonick | Eva McGuire |
| Vincent Rohr | Michael Simmons |
| Darrell Woofter | |
| Jean-François BROUSSAUD DEFAUX | |

Due in January

| | |
|-----------------|--------------------|
| David Barclay | James Cheek III |
| Jess Corrigan | Ash Dovel |
| Seth Emerson | Jerry Lentz |
| Terence McKenna | Darin Miller |
| Stacy Milnes | Philip Sheridan Jr |
| John Spofford | |

Due in February

| | |
|---------------|-------------------|
| Thomas Bahler | Thomas Curran |
| Kenneth Drye | Rich Green |
| Mark Lewis | Jerry Murray |
| Dave Palmer | Kenneth Ragan |
| David Sangar | Vaughn Warrington |

The Winners are:

- Red Tote Bag—Michael Burgio**
- Magnetic Calendar—Donald Richmond, Sr.**
- Journal with Pen—Scott Saint**

Riding with the President—Dale Dewald

It is getting to that time of the year for those of us that live in the snow belt, to begin preparing our Corvairs and FCs for storage. Here in the Upper Peninsula of Michigan we have been enjoying an extended period of very mild, almost Indian Summer type weather, though technically it's not as we still haven't had a hard frost.

This summer I had pulled out and drove our all original two-tone 1967 500 4-door (22k miles) far enough to use up a tank of fuel (from 2017!) . Last weekend I filled it up with ethanol-free premium with a good dose of fuel stabilizer. After a thorough wash and a coat of wax it was time to tuck it away until hopefully only next May.

I have a little bit more to do yet with our 1965 Greenbrier. I parked the truck in storage in mid-summer 2018 and took off my custom front anti-roll bar for a client of Ken Hand. I have wanted to upgrade it to a better design anyway. The intention was to construct a new front bar over the winter of 2018-19, but I got several new assignments and an advancement at work and was simply too busy. Then COVID-19 hit, and I was considered an "essential" employee with even more responsibility. Being more comfortably settled in my new job, it was time to bring the Greenbrier out of storage this summer.

But not so fast. The neighbor's garage where I had the Greenbrier stored got invaded by chipmunks. This was obvious by the massive number of acorns stashed all over the place. At least it seemed they were repelled from the interior and presumably the engine compartment by the dozen+ bars of Irish Spring soap I had distributed about, as I didn't see any visible stashes of acorns in either place. I have found that Irish Spring Original has so far been effective also in keeping the mice out.

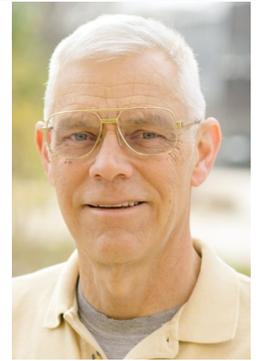
A minute or so after starting the engine, thick white smoke began pouring from the rear. I shut it off immediately and ran for a fire extinguisher. Returning some 15 seconds later I could not figure out where the smoke was coming from but at least it had subsided. I figured the worst, in that either the chipmunks, or perhaps mice had built a nest on the cylinder head or in the lower shroud next to the exhaust manifold. I really couldn't see well enough through the rear damper doors and there was only a limited view of the cylinder head with the spark plug boots off. I needed to move the van soon because the neighbor was selling the house, but I didn't really want to spend hours removing the top shroud to find nothing there.

My rescue came from one of the graduate students I work with. He had just bought a miniature endoscope/inspection camera off Amazon. The unit has only a 5mm diameter head and a 1.5m semi-rigid cable. It uses Wi-Fi to connect to your cell phone, which is used as the display. He generously let me borrow it so that I could do a thorough under shroud inspection, top and bottom. Apparently Irish Spring did repel the critters because there was nary an acorn or slightest shred of nesting material anywhere under the shrouds.

Since there was no apparent danger of fire inside the engine, I decided to use hyper-mileage type driving to make the almost 1 mile to my house, just in case. It went well, except that while the engine started and idled well, it would not rev over 1500 RPM and had no power. Suspicious, I put the camera up the muffler—it was packed with acorns! I put the truck up on stands, removed the right rear wheel and tried to remove the muffler. It wouldn't come off the crossover, so I pulled both off as a unit. The crossover was completely packed with acorns too! I started the engine again and blew more out acorns from the manifold logs. At least this turned out to be a fairly simple problem to solve but I had to get a new muffler as no amount of shaking, tapping or jiggling would get them out.

What is your story of critter problems, lack thereof, or effective measures to keep them away?

ed—I have a good friend who is a licensed wildlife rehabilitator and she had this to say, "I always suggest people use original scent Irish Springs soap (or unused fabric softener sheets) when closing up a car, boat, cottage, etc. You can buy little muslin drawstring bags at feed stores (about a quarter a piece) and put a chunk in it. For something like a muffler it would be much easier to remove and the muslin protects a bit against soap getting on things."



Corvan Antics—thru the years

by Steve Spilatro—Historian

We have a briefer recounting this time as there were Fall newsletters only in 1981 and 2011.

40 years ago - Corvan Antics Volume 9-6, Nov-Dec 1981

It was announced in this issue that Corvanatics had become the largest CORSA chapter, a distinction that I believe we have held ever since.

There was a report on the Corvanatics II Drive-In, held in October at the Whitewater State Park in Liberty, IN. To FCs in attendance awards were given for the :

Longest distance – Harold Dexter’s ‘64 Rampside

Oldest FC – Larry Thomas’ ‘61 Rampside, #1667

Newest FC – Tom Silvey’s ‘65 Greenbrier #1029

Best Greenbrier – Paul Henrick’s ‘64 Greenbrier – equipped with cruise control

Best Pickup – Harold Dexter’s ‘64 Rampside

In regard to Tom Silvey’s Greenbrier, # 1029 (referring to the ‘65 serial number 101029) “. . . the story goes that it was the last Greenbrier sold” - not the last FC assembled, which we know is ‘101526’. The article explains that “this vehicle was damaged in the factory and was repaired and sold after production ceased in December of 1964.”

This piqued my interest. This was a story I had never heard about a ‘65 Greenbrier that was not in Kent Sullivan’s registry of ‘65 Greenbriers. So, I inquired. Several emails later, Kent and Jean Allen (who owned the van for a while) brought back to light the rest of the story, which Kent had posted in his Registry – yes, in the Registry but under the correct VIN, R1265S101129.

In Kent’s article Dave Newell explained that the story was unlikely to be entirely true. While it is undeniable that the front corner had been damaged and repaired, it was unlikely to have been the last sold since FCs were all built to order and not built and then sold. You can read a further explanation here: <http://www.corvairkid.com/R1265S101129.htm>. (Thanks Kent and Jean)

30 years ago, Corvan Antics – 19-6 was combined with 19-5 in 1991

20 years ago, there was no Corvan Antics vol 29-6, in 2001

10 years ago - Corvan Antics Volume 39-6, Nov-Dec 2011

In this issue we received reports from several events including the Detroit Area Corvair Club Homecoming; the Great Plains Corvair Roundup, where Helen Moore’s Rampside won best in class; Vairs in the Valley; as well as a FC showing at the American Truck Historical Society event in South Bend Illinois.

Gary Swiatowy reported on the consequences of a harmonic balancer failure, the first failure for his 1963 Greenbrier in 10 years of ownership. Those consequences included replacing the oil filter sliced open by the rubber shrapnel from the disintegrating balancer, and the engine oil that sprayed out from the damage filter.



Rampside from 1964-65
Johnny Quest Cartoon

Corvair Vendors

We are fortunate that we have several large vendors to support our hobby. Some of these are: Clarks, California Corvair, The Corvair Ranch and so on. But in many ways, we are even more fortunate that there are smaller businesses which support Corvairs. Clubs are often asked...” where can I take my Corvair (FC) to get it worked on?” These smaller businesses generally don’t advertise so we learn about many of them by word-of-mouth. Some can be just miles away and you don’t even know they exist.

For me, one of those was Morton’s Classic Corvair Parts in Nampa, Idaho, close to Boise. Steve Morton, the owner, supports only Corvairs and has serviced owners over more than a 200-mile radius. He has a two bay shop close to the Nampa airport and has been in business for 4 years with a long history of working on Corvairs. Steve and his two employees focus on tune-ups, service and rebuilding of engines, power trains, suspensions, brakes, electrical and more. With his 40 or so parts, cars and FC’s, Steve does an active mail order business. That’s how I met Steve when I was looking for sheet metal parts for my Rampside. I got what I needed quickly and at a good price with just a few pictures and e-mails.

If you are in that part of the country, Steve might do you well. You can contact him at Mortonsclassicgarage@gmail.com 208-861-7823.

Editor’s Note: I know you may have that local business, which only a few of you know about. Please write up a short article with a picture if possible, send it to corvananticsnews@gmail.com so that we can get the word out.

Two perspectives on the DACC Homecoming—New and Old

New

Greetings! I have never been to the Detroit Homecoming, but always wanted to go. It always conflicted with the start of the school year, and since my son is now working (as an apprentice mechanic) and my daughter just began her senior year of high school, it was time!

I left Virginia driving north to Frederick, MD and then west to Hancock, then north again to Breezewood PA, to get on Route 30, which is the Lincoln Highway. I had just finished reading Tom Cotter's book on traveling across the USA in a modified Model T from Manhattan to San Francisco, so I wanted to mirror some of that trip. I passed by the 9/11 memorial in Shanksville, PA, but had been there before so didn't stop this time. I was on my way to overnight with some Corvair friends (Bill & Audrey) in Aliquippa PA.

In Latrobe PA I skirted around Pittsburgh to the north and took the Orange Belt, but mostly the Red Belt. I drove through rain so hard that I'm surprised there is any paint left on the RedBrier! Dinner was take-out Panera on my host's front patio. I picked up some Corvair parts from them too! The next day I took I79 north to the PA and OH Turnpikes west. As I was fueling up at a rest area, I noticed a '64 Monza sedan (with factory A/C!) fueling up next to me. The owner, Kyle, had picked the car up in New Jersey not too long ago and was waiting for a few others from his Ohio club to join him. I asked if I could tag along and was welcomed. From here we caravanned to Ann Arbor.



Corvair caravan

For lunch I drove the RedBrier over to the Ypsilanti Automotive Heritage Museum which formerly housed the Corvair Museum, now mostly Hudsons. I enjoyed some BBQ for lunch then spent an hour or two looking at the cars and displays. The museum still housed at least a half dozen Corvairs, including the oldest known Corvair which is a black sedan with horn slots! The next day a Corvair friend from Durango, CO, Tim, drove us and two others from Oregon, Duane & Steve, in his Volvo SUV to the GM Heritage Museum. The EM Super Spyder seemed huge parked next to the LM Monza GT. The cost was \$10 but well worth it. The museum is only opened by invitation, so someone must have pulled some strings to get us invited.

The next day while chatting with a group of Corvair folks in the parking lot, the rally came up in conversation and who was riding with whom, etc. While I typically go on the rally, my navigator, Curtis from Silver City, NM, couldn't make it at the last minute due to a knee injury. A young woman, Ken Hand's daughter-in-law, Raven, volunteered to be my navigator, so I was in! Raven brought along her friend, Skylar. We didn't win, but Raven's husband and Skylar's boyfriend who followed us most of the way did!



Skylar & Raven

There were at least 56 Corvairs at the Homecoming last time I counted including NINE FCs.



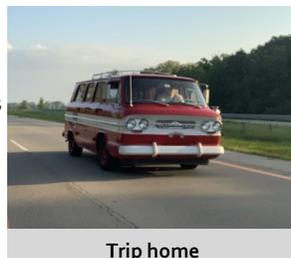
FC Group Photo

There was a People's Choice car show where everyone voted for their top 10 favorite Corvairs. The top 25 will appear in the 2022 Homecoming calendar. You can order one from the Detroit Area Corvair Club (<http://allesee.com/calendar>) to see if I was in the top 25! I only ate one meal away from the hotel. DACC member Ken is renowned for stocking the hospitality suite with more food than we could all eat! There was also plenty of indoor and outdoor vendors, an auction, and wine tasting for an extra \$10!



2022 Corvair Calendar

I left about 8am Sunday morning and planned to drive all the way home to Alexandria. About an hour into my journey another Corvair friend from Cincinnati Jeff, who was driving his '66 Aztec Bronze Monza coupe, took my photo as I was passing him! I'm guessing I was probably going about 60-65, so the photo came out great considering Jeff was driving/aiming/steadying at almost the same speed. It took almost exactly 12 hours to get home with rest/food/fuel stops.



Trip home

I did have a couple of easily repairable issues during the trip. I arose early Saturday morning while it was still dark, took out the cushions and drawers from the camper kit to dig down to the engine compartment to address an oil leak. First, I was shocked to see the nut and lock washer from the alternator was GONE! I found them down in no man's land, reinstalled and slightly tightened the fan belt. Second, I changed the oil and filter right before I left Virginia, but I was hesitant to use the new bolt gasket since the hole in the center was too big. I reused the old oil filter bolt gasket. My mistake. Bill you were right and that was the problem! Overall, I used one quart of oil in my 1,400-mile journey. Finally, as I was crossing into Ohio the noisy speedometer cable finally gave up the ghost. I have a new one on order. Moral of the story? Don't be afraid to drive your Corvair on a long trip! I can almost guarantee that any problems which may develop you will be able to address in a few minutes with a few basic hand tools and some spare parts! Be and drive safe... Greg Walthour

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Old

For those of us who are not new to Homecoming, this was a new location as they outgrew the old one where they were for many, many years (29 to be exact). It should take even more years to outgrow this location. Besides being larger, it offered many improved features and a few new ones.

One was an indoor vendor area. That was nice for me, as I normally set up the Corvanatics table outside and deal with the elements. This time I had a nice spot inside.



New hotel location



Corvanatics & Ultra Van tables



Valve Cover Races

Also inside, were the valve cover races and fund-raising auction in the large atrium. The hospitality room was on the ground floor and at least twice as large. Plus, the hospitality group did a great job in coordinating food and keeping everything within good pandemic practices.



Hospitality Room



Outdoor Swap Meet

This was our 9th time to attend and each year I always say, "this is one to put on your "must attend" list." Now, I am really stressing that you must find time to attend soon. Though normally scheduled near the end of August, this will change next year. The end of August, combined with the new location (very near the University of Michigan campus), conflicts with university dorm move-in weekend. That was a bit interesting.

Oh, I don't want to forget to mention the auxiliary event of having the opportunity to visit the not-open-to-the-public GM Heritage Center. It's never the same, so it's fun to attend each year.

Hope to see you there soon. Molly Bacon

Half of the attending FCs were voted into to the Top 25



1961 Corvair Greenbrier "Hearst Van"

At GM Heritage Center August 27, 2021 Top 25



Steve Spilatro - 63 Greenbrier 'Firebrier' - Top 25



Greg Walthour - 63 Greenbrier - Top 25

Member FCs



Ron Mann - 61 Rampside



Dave Munaco - 62 Corvan



Dave Beck - 62 Greenbrier Top 25

Non-member FCs



Chris Hand - 63 Corvan



Kurt Graham - 63 Corvan - Top 25



Greg Hanlin - 63 Greenbrier



Dan Dood - 63 Greenbrier - Top 25

Searching the Web . . . site

3- Options and Accessories

By Steve Spilatro, Corvanatics Webmaster and Historian

This is the third 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 located. This time we focus on FC options and accessories.

The logical place to begin is a look at the **Options and Accessories Web Page**, which is linked to the Resources page. You can leap directly to specific subtopics on this page from the Quick links "Parts and Options" menu.

This web page identifies the options and accessories available each year in a series of tables. The first table (shown, in part, below) covers the **Factory Installed Options** and identifies which were available each year. In general, Regular Production Options (RPOs) were only available from the factory, although components designated as Factory Optional Accessories (FOAs) could also be installed by a dealership. Both were consolidated as RPOs with a new numbering system in 1963.

Table 1. Factory Installed options (part of Table)

| Click here for RPO Exception Control Letters (ECLs) | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| | 1961 | 1962 | 1963 | 1964 | 1965 |
| | AM:61idx | AM:62idx | AM:63idx | AM:64idx | AM:65idx |
| Air Cleaner, Pre-Oil Bath P&A 3.402 PIC | | | | K47 | |
| Battery; 54-plate, 40 amp-hr | 345 | | std | | |
| Custom Chrome (chrome bumpers and hubcaps) included with Custom Deluxe option (RPO 431 / Z60) for R1206 Frt: 3777356 Rr: 3777357 | | 393 | | V37 | |
| Custom (De Luxe) Features see Custom features table below | | 431 | | Z60 | |
| Dispatch Door (the 4-day RPO) 1963 Cost saving at bottom of table | | | B78 | | |

The cell with each year is a link to the RPO Indexes from that year's assembly manual. There are 49 options overall with a variety of information given for each. The RPO numbers indicate which years the option was available for which models. Excerpts from Parts and Accessories may be included, along with a picture of the item, and part numbers. Additional information may be provided in the left-side box with the Option name, and sometimes in the large footnote section at the bottom of the table.

Next is the list of **Dealer Installed Options** and Accessories, shown in part in Table 2, which gives the part numbers for each year for almost 50 different items.

Table 2. Dealer Installed Options and Accessories (part of table)

| Click here for Dealer Installed Accessories Installation Manuals | | | | | |
|--|--|---|---|--|--|
| | 1961 | 1962 | 1963 | 1964 | 1965 |
| Accelerator Pedal Cover P&A 9.645 | 985260 (listed as an Corvair-95 option in P&A but not elsewhere) | | | | |
| Antenna P&A 9.645 | 988329 AI:61-62 CF:62 PS:62 PIC PIC | | 985444 AI:63-65 CF:63 PS:63-65 | | |
| Arm rest - front right side door (06 only) P&A 16.155 Arm rests beginning late 64 or in 65 were longer (requiring a different adapter plate) with an integrated pad and base. Std rests were silver pad on charcoal base (61), fawn on white base (62-64) or fawn base (65) | 988390 | 985231 AI:62-64 CF:62,64 PS:63 PIC PIC 988410 -adapter | | 985629 CF:64 988410 -adapter | 986303 DSA:65 PIC 986304 -adapter |
| Bumper Guards P&A 7.828 | Painted: 985070 (PIC) Chrome: 988373 AI:61-65 CB:61 CF:62-64 PS:61-65 | | | | |
| Cap - gas tank - locking P&A 7.028 PS:61-65 | 988277 AI:62 PIC | | | 985893 | |

You will find that the information sources are rather meticulously identified throughout with links to original source documents (such as AI:61 – meaning the 1961 Accessories Installation manual, and CF:63 – meaning the 1963 Custom Features booklet). This table includes many pictures, usually NOS, of the original parts. Once again there is much additional information in the footnotes at the bottom of the table.

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(Continued from page 7)

Table 3. Custom (Deluxe) Features (part of table)

| Click here for Trim Code Exception Control Letters (ECLs) | | | | | |
|---|---|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| | RPO 431 | | | RPO Z60 | |
| Links to Assembly Manual lists of deluxe accessories --> | 1961 manual | 1962 manual | 1963 manual | 1964 manual | 1965 manual |
| The following items were included for all FC models | R1205/06/44/54 | | R1205/06/54 | R1206 | |
| | 1961 | 1962 | 1963 | 1964 | 1965 |
| Windshield reveal (trim) molding (stainless steel) | X | X | X | X | X |
| Rear Door cove reflectors, red | X | X | X | X | X |
| Seat Upholstery, nylon/vinyl (for appearance of seat coverings, see illustrations of Interior Panels below) | X | X | X | X | X |
| Grille, Eng. 64 (see notes under Options table) | | | X | | |
| The following items were included for Greenbriers only | R1206 only | | | | |
| | 1961 | 1962 | 1963 | 1964 | 1965 |
| Ash trays, rear compartment | | X | X | X | X |
| | 62 - 63 two trays, on R & L side door panel. 64 - 65 one tray, on back of front seat PIC (compare AM:63 & AM:64) PIC PIC PIC | | | | |
| Bumpers, chrome (for 05 & 54, only included if 37 was also ordered) | X | X | X | X | X |

The third table identifies the **Custom (Deluxe) Features**, the special “trim” features that were included with RPO 431/Z60. These differed from year to year and for each model. The X’s indicate which year each custom feature was available; note that some of the features were available for all models and some only for specific models.

Table 4. Custom (Deluxe) Features (part of table)

| | 1961 | 1962 | 1963 | 1964 | 1965 |
|--|--|--|--|---|-------------------------|
| Colors and Fabrics (from Dealer Sales Albums) | C&F | C&F | C&F | C&F | C&F |
| Construction Materials (from Truck Data/Engineering Features Books) | Std/Dlx R10 | Std/Dlx R10 Dlx R1206 | Std/Dlx R10 Std/Dlx R1206 | Std/Dlx R10 Std/Dlx R1206 | |
| Corvan & Pickup Interior | | | | | |
| Artist Renderings (from Truck Data/Engineering Features Books) | Dlx R1254 Std Seat Dlx R1205 | Std R1205 Dlx R1205 | Std R1205^Y Dlx R1254 | Std R1205^Y Std R1205^X Dlx R1205 | NA |
| Standard Gray (61)/Fawn (62-65)* | Seat R1254 | Seat R1205 Seat R1254 | | Seat R1254 | NA |
| Deluxe Gray (61)/Fawn (62-65)* | Seat R1254 Door | | Seat | | NA |
| Deluxe Red* | | | Seat Split Seat | R1205 | NA |

This table provides information about **Interior Colors, Fabrics, Vinyl Panels and other Construction Materials**. This is the place to go if you want to know (for standard and deluxe models) such things as the colors of interior vinyl, seat fabric patterns, and the types of finishes used for interior elements.

The next three tables describe the available options and part numbers for **seat belts, hubcaps and wheel covers, and steering wheels**.

(Continued on page 9)

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Tables 5-7. Seat belts, hubcaps and wheel covers, and steering wheels.

| | 1961 | 1962 | 1963 | 1964 | 1965 |
|---|--|---|---|--|---|
| Factory installed RPO seat belts | | | | | |
| Factory belt part number (dealer equivalent part number). See notes at bottom of table. | | | | | |
| Black | | 148 = 3814638 (985357) <i>pic pic</i> | A37 = 3826837 (985511) <i>pic pic pic</i> | A20/std= 3856010 (986081) A37= 3841290 (985835) A49= 3841289 () | A49 = 3870578 (986368) |
| Dealer installed standard accessory seat belts | | | | | |
| fr = front; rr= rear; ctr=center front or rear seat. See notes at bottom of table. | | | | | |
| Gray | 06-fr = 988375(148) | | | | |
| Black | | 06-rr, 05/54-fr 985180 | 06-rr, 05/54-fr <i>pic</i> | 05/54-fr, 06-rr & ctr= <i>pic</i> | ctr= 986189 (3858258) rr= 986306 (984111) |
| Standard Hub Cap | | | | | |
| White enamel | 3780114 <i>pic</i> | | | 3839978 <i>pic</i> | |
| Custom Chrome | RPO 393 | | | RPO V37 | |
| Chrome hubcap | 3780115 <i>pic</i> | | | 3839983 <i>pic</i> | |
| DeLuxe | RPOs 431 & Z60 Chrome hubcap for 06, standard white hubcap for other FCs | | | | |
| Wheel Covers | 988466 3783336 AI:61 <i>pic</i> | 985142 3819934 AI:62 PS:62 <i>pic</i> | 985433 3821121 PS:63 <i>pic</i> | 985828 <i>pic</i> 3840980 wire (dealer only) 985669 <i>pic</i> 3834904 <i>pic</i> | 986077 <i>pic</i> 3860204 wire (dealer only) 985669 3834904 PS:63 <i>pic</i> |
| RPOs 132 & P01 | | | | | |
| Standard Steering Wheels | | | | | |
| standard | Charcoal 766466 C95B:61 | White - 768181 C95B:63 <i>pic</i> | | | Fawn - 9742209 |
| The color-keyed steering wheels below were available for Custom DeLuxe models | | | | | |
| 06 | | white & red - 768182 <i>pic</i> white & green - 768183 white & turquoise - 768184 | | All 16" dia white & red 9740732 DSA:64 white & green 9740733 white & turquoise 9740734 <i>pic</i> | white & red 9743956 DSA:65 <i>pic</i> white & green 9743957 white & turquoise 9743958 |
| all | | white and med fawn - 768185 C95B:62 | | white & fawn 9740735 | white & fawn 9743959 |

The final table identifies special equipment that was available as RPO 420 – the rare **Taxi-Cab option**. This option was only offered in '61 - 62 models. Interestingly, the special features include the panels which cover the inner door jamb (“Door Striker Cover”) that reappeared in '64 as a Greenbrier deluxe feature called the “Side Door Extension”).

Table 8. Taxi cab equipment.

| | 1961 | 1962 | 1963 | 1964 | 1965 |
|--|-------|------|------|------|------|
| 1961 -1962 | | | | | |
| Standard RPO 420 Equipment | | | | | |
| Battery, Heavy Duty, 40 Amp, 54 plate | → → → | | | | |
| Door Striker Cover (In normal taxicab service, only forward door of each pair is used by passenger. To protect his clothes, cover is supplied for striker on rear door of each pair. FTF:61) | → → → | | | | |
| Door Covering, Driver Compartment, Asphalt treated paper | → → | | | | |

Found on Facebook

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

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Chuck Hanson's 'The Orange Thing' 64 Greenbrier making headlines plus attending Hodfest



Mark Aksamit 64 Corvan



New Member Cat Gibb's 61 Loadside



Doug Musselman's new mirrors on his 61 Greenbrier and 63 Rampside



New member Steve Jabben's 63 Greenbrier



Changing lug bolts

by Fran Schmidt

Let's say you wanted to change out your lug bolts. Maybe because they are stretched or maybe they are beat up because you forgot to fully tighten them and then the wheel started to wobble or maybe they were too short for your latest modification (such as a five-bolt flange behind a four-bolt flange) or whatever! The question is: how do you get the old guys off? I thought about using a BIG hammer, but I also thought about the wheel bearings and the bearings in the differential that would all take the brunt of that BIG hammer. Not a good plan.



Here's a neat tool that Gary gave to me. It really did the trick. It's a ball joint tool that might work if you could get it positioned the right way – a lot like all the other ball joint tools, some work better than others.

It turns out that this guy works very well on this type of a job. It has a two-finger shape on one side and a middle finger shape to oppose the two, but not over here where you are wrenching. When it is positioned to remove a lug bolt the front finger is mounted against the nut-end of the bolt and the back side of the tool is used to push against the flange in which the lug bolt is swaged. Let's see if we can show this.



Here we see two fingers behind the flange. The force applied by the Ball-joint tool's screw will bring these two towards the single finger.

Here's Mr. Singleton with his business end right on the nut-end of the stud/bolt. In a sideview, of course.

As the tool's screw is advanced, the bolt and the flange are in opposition. Not like pliers, more like a teeter-totter. As you turn the 3/4" socket, or maybe it was 19 mm, that massive pivot swings into action and the bolt resists for a click or two but, then it begins to move into the



flange. Once the splines of the bolt are clear – out of the back – the whole unit falls on the floor and you are ready to slip in a new bolt.

The nice thing about this tool is that you can adjust the pivot position to make it work in closer quarters. Above/left we see the tool in the "closer" configuration, so I could push the new stud all the way back into the flange. Sort of like shifting gears, with a long reach for removal and then the shorter reach for installation.



If you want a tool like this, I think they cost ~\$15 at Harbor Freight. New lug bolts are a couple bucks apiece and the nuts aren't cheap either.

BUT, well worth it!

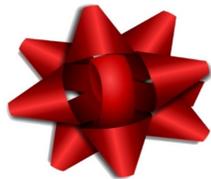
Let's keep on CORVAIRing, shall we? Fran

A Cure for the Greenbrier's Directional Switch (or any pre-'65 FCs and early cars)

By William West

As you may know, the early Greenbrier directional switches are a triangle shaped sliding configuration forward on the steering wheel column. I had a problem with mine not working unless I pressed down hard on the harness to engage the contacts. It turns out that I had the mounting screws on either side of the switch torqued down too tight and the contacts were actually lifted off of the switch.

Yesterday, I loosened the mounting screws slightly and voila! The switch functions perfectly, saving me almost \$100 for a new switch that I didn't need.



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Have you missed having CORSA Conventions? Well, get ready for 2022 CORSA Convention



Make plans now for the Corvair Society of America (CORSA) International Convention to be held in Peachtree City, Georgia, July 12th-16th 2022.

Corvair Atlanta, Heart of Georgia, Queen City, Corsa SC, and Vulcan Corvair clubs are celebrating the 60th anniversary of the 1962 Corvair and will be your hosts for this premier Corvair event of 2022.

Many of you are familiar with these five Southeast Corvair clubs 'Springfest' shows held during the last weekend of April in Helen, Georgia for the past 40 years. The host clubs are anxious to get things underway and have a very enjoyable time planned for everyone who attends. We intend to show y'all true southern hospitality during your stay in Peachtree City which is an award-winning master planned community located just south of Atlanta where the 1992 Corvair International Convention was held 30 years ago.



The host hotel will be the spectacular Crowne Plaza Atlanta SW Peachtree City Hotel and Conference Center.

Convention rates are \$119 per night, plus taxes and state of GA fee. This rate will be honored July 10th-17th.

To make reservations contact IHG Reservations at 1-877-227-6963 and provide them with your specific dates and the following information:

GROUP NAME: CORSA
GROUP CODE: TUS



The convention committee is working on a schedule of events which will allow you to participate in all the planned activity and social gatherings. These will include the Southern Hollywood Film Tour, Commemorative Air Force Dixie Wing Museum, and the World of Coca-Cola Museum, to name a few. Additional activities will be announced in the coming months. There will be plenty of fun, good food, and surprises in store for you. The final schedule will be published in the Communique and posted to the CORSA website as well as social media. Now is the time to make your plans and get your Corvairs ready for this gala event. Make your reservations early, as the Southeast Corvair clubs are enthusiastically awaiting your arrival to display their southern hospitality.

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)



Reminder:

With the newsletter only being published bi-monthly, it is not practical to publish advertisements of vehicles or parts for sale. Too often they sell before publication date, frustrating potential buyers. With so much online, the best bet for selling is either eBay, Facebook, or the ever-popular Corvair forums, Corvair Center and Corvair Forum.

Thanks for your understanding.

*Gene Brier
&
his buddy "FC"*



That's just a rough estimate, I have no idea what it will really cost.

Watch for an all tech article special edition coming in February 2022.

Steve's FC Parts Mart

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Rechromed Window Cranks
\$59



Carburetor Swivel Linkages \$19



Rear Door Outer Bumpers (2)
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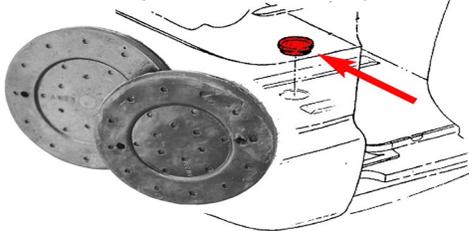
Side Door Bumpers (2)
\$12



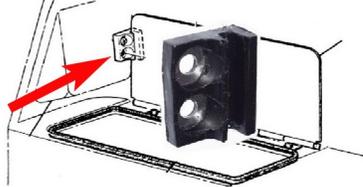
Gas Filler Grommet
\$29



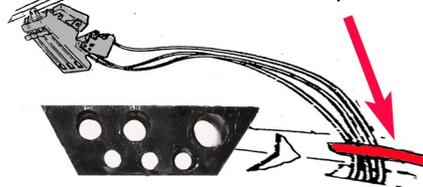
Master Cyl. Floor Plug
'63 - \$39 '64-'65 - \$49



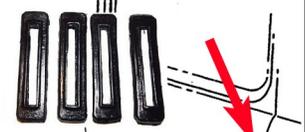
Battery Compartment Lid Retainer - \$24



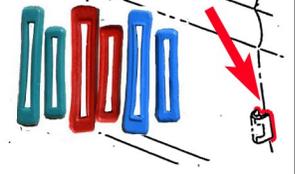
Cab Floor Cable Grommet - \$19



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



Colored - \$119
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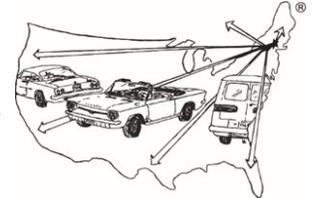
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CORVAN ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative 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.

Awards

Old Cars Golden Quill Compact Chapter Award - 2020

Tony Fiore Memorial CORSA Chapter Newsletter Award - 2020 1st place, 2019 2nd place, 2018 2nd place, & 2015 3rd place

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, **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