

CORVAN ANTICS



Jan-Feb 2022, Vol. 50, Issue 1

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

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



Happy 50th Anniversary Corvanatics!!

This September it will be 50 years ago that Kenneth T. Wilhite, Jr. started the club with just 17 members. We've now grown to 309 members. I'm sure Ken would be proud of where his little club has ended up.

Look for special features and giveaways throughout the year. Our all tech issue in a month or so will be first.

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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 am glad I am able to get the newsletter finally published. I just got out of the hospital yesterday after three weeks. Things have definitely been a challenge. Shortly, I plan on beginning work on the All Tech issue as part of this year's 50th anniversary celebration. It will be the beginning of some exciting celebration features.

Since the last newsletter :

309 members
7 new members
22 members renewed their dues
5 members dropped

Editor



WELCOME !!

to our new members

Ronald Hoff	OR	1963 Rampside
Jeff Rapp	IN	1964 Rampside
Thomas Beeler	IN	1961 Rampside
Charles Wingate	MA	Greenbrier
Ronald Haywood	FL	1963 Rampside
Craig Telgheder	NY	
Jon Steiner	IN	

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 January

Terence McKenna	Darin Miller
John Spofford	

Due in February

Thomas Bahler	Thomas Curran
Kenneth Drye	Mark Lewis
Dave Palmer	Kenneth Ragan
David Sangar	Vaughn Warrington

Due in March

Robert Babcock	Dennis Cain
Bill Chellis	Robert Hall
Lynn Houk	Don Hudock
Sam Schneider	Brian Whittaker
Larry Wolf	

Due in April

Jean Dougherty	James Ianson
Sharon Lawson	Walt Matenkosky
Douglas Middleton	Jim Pennell
Jim Reich	Ron Tumolo
MiLana Wright	

The Winner Is

Ben Stiles

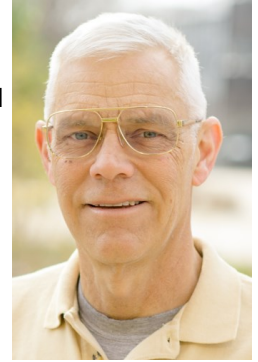
\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

Riding with the President—Dale Dewald

You Never Know What You Might Find.

This is a story about a strange turn of events that, after nearly 40 years, ended with me purchasing a “survivor” 1961 Greenbrier. First, a little background. Beginning in 1979 I attended Michigan Technological University in Houghton, located in the western Upper Peninsula, receiving a degree in metallurgical engineering in 1983. Along the way I met my future wife, Marilyn, who was studying medical technology. In the fall of 1983, she enrolled as a student in the University of Michigan Medical School while I pursued graduate studies at the University of Illinois. We were married in Dec 1984 and made a distance marriage work (about 60k miles on my '66 Corsa) until she completed 3 years of residency in Illinois while I finished my research. A great opportunity allowed us to move back up to the Houghton/Hancock area (aka the Copper Country) in 1990 where we have resided since.



Back in the fall of 1981, I had finally finished the “restoration” of my first car, a 1966 Corsa 140/4 and had driven myself up to campus at Michigan Tech instead of hitching rides. The following spring, I managed to get a job with one of the professors as an undergraduate researcher and remained in Houghton the entire summer. Marilyn was also taking classes for the summer, so on weekends we drove around the area seeing the sights. On one trip, partway between Houghton and Chassell I spied amongst a group of resort cabins on Portage Lake the distinctive silhouette of an FC. Turning around we went to check out a 1961 Greenbrier filled with linens, dishware and cleaning supplies, a giant hotel maid's cart of sorts to service the many cabins at the resort. I spoke with a woman, apparently the wife of the owner, who said the truck was just perfect for its role as a service vehicle and no, there was not any interest in selling it.

Forward 39 years to this past summer. I bumped into an acquaintance who had been a graduate student way back when I was an undergraduate at MTU. He knew of my interest in Corvairs and urged me to contact an older gentleman who was looking for someone to buy a '65 Corsa. At age 87, this fellow was selling off a rather large collection of 1940's to 1960's cars, most of which he had restored. I went to take a look on a Saturday afternoon. After looking at the Corsa he showed me all his cars squirreled away in a multitude of garages, sheds, and a large barn. In the corner of the barn, under a collection of tools and auto memorabilia was a blue '61 Greenbrier. I started asking questions and found out that this gentleman and his wife were owners of the resort I had visited 39 years ago, and this was the same Greenbrier. In fact, there were still linens and dishes piled inside. I struck up a deal on both vehicles.

Several weeks later I was able to drive the Corsa back to our storage building. I had to fetch the Greenbrier with my truck and trailer as it had been in the barn for some 25 years and had no brakes. The seller gave me some history. The Greenbrier was originally purchased as an executive car for the regional Bosch Brewing Company, which had been very popular in the area through the mid-1960's. It could not, however, compete with the large breweries in Detroit, Milwaukee and St Louis and finally delivered its last keg in 1973. It turns out one of the executives of the brewery was the seller's cousin and sold him the Greenbrier when they needed cash to modernize their equipment sometime in the mid-60's. The Greenbrier was only licensed by the resort for one year, never left the property until their retirement, and then was stashed in the barn.

I guess it pays to keep looking, as you never know what you might find.



Figure 1. There is some of minor collision damage at the left front, but the body is otherwise straight and wearing original paint. Those are 1967 part-year commercial license plates.



Figure 2. Excellent condition of the seat and no wear on the pedals confirm an odometer reading of 36021.

Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago - Corvan Antics Volume 10-1, Jan-Feb 1982

This was a relatively brief newsletter. Tom Silvey became President of Corvanatics, taking over from Ed Gridley. One of his proposals was to explore conversion of car gas heaters for use in FCs, a project to be headed by Ray Molina. Does anyone know if such a conversion was ever accomplished?

Bob Kirkman was the new Technical Editor and commented on the loss of winter steering in FCs of the northern latitudes. This is the consequence of snow and ice accumulating in the front wheel wells to the point that it constrains the lateral movement of the tires. Under severe weather conditions a FC may lose the ability turn right or left until the ice is chipped out.

30 years ago, Corvan Antics – 20-1 was combined with later issues as 20-1-4 in 1992

20 years ago - Corvan Antics Volume 30-1, Jan-Feb 2002

Rick Will (?) was this issue's FC (Featured Columnist) and wrote about a 1,325 mile trip in his 1961 Greenbrier. The van had been recently acquired from Chuck Armer equipped with a 140 HP powerpack. Rick was pleased to report that the two-way trip from Kentucky to Arkansas, hauling as much as 900 lbs. of people, luggage, tools, and parts, through intense wind gusts and a heavy rainstorm went well with no problems.

Dave Palmer reported that his '64 Greenbrier was finally being retired. It was clear that this was an emotional time for Dave, but he did it right (and invested in a good set of Cooper tires).



Santa, extracted from the cover image of the 2002 Vol. 30 #1 issue.

10 years ago - Corvan Antics Volume 40-1, Jan-Feb 2012

I see from President John Nickel's "Riding with the President" article that this was when I began serving as Webmaster (well, "Assistant Webmaster" John wrote). A bit further on is an article I wrote about installing 3-point shoulder harness seatbelts in our '61 8-door van, "Bluey-van". Bluey-van is now in Japan. This issue had two nice FC owner feature stories, one by Rich and Donna Greene about their '61 Rampside, and another article by Ron Bloom about his '62 Greenbrier, which also appears on the back cover parked below and somewhat dwarfed by the Kitt Peak National Optical-Infrared Observatory near Tucson AZ.



Ron Mann's 1964 Rampside parade ready



John Miller at a show being scouted to attend another show

In Memorial

Rita Frances Colson

Rita Frances Colson passed away peacefully surrounded by love on October 31, 2021, at the age of 77.

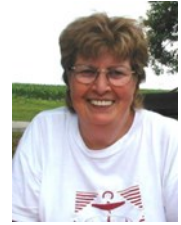
Rita is survived by her husband, Tim David Colson, along with many nephews, nieces, and great nieces. She is predeceased by her parents Constantine and Helen (Giemza) Drapikowski, brother Ed Drapikowski and sister Barbara Dixon.

Rita was a switchboard operator and retired as a supervisor from what is now known as Verizon. She was a general class Ham Radio operator, call sign KC2GFT. Rita was proud of this accomplishment which she worked very hard to achieve. She had a huge affection and love for cats and was a devoted cat mom, leaving behind Grover and Elias.

Rita's zest for life will long be remembered. She enjoyed traveling, boating, car shows and time with family and friends. She was generous and giving and volunteered with the Baldwinsville Meals on Wheels with her husband, Tim.

Rita loved knitting and donated her beautiful blankets to the CNY Corvair Club for their annual fundraiser event. She also knitted blankets every year for Sarah Smiles Phunraiser to raise money for pulmonary hypertension, a cause that was personal to her. She also gifted her lovingly knitted creations to loved ones to cherish for years.

Rita's smile would light up every room she entered. She will be missed by all those who loved her dearly.



Glenn Michael (Mike) Moyer

Hi Everyone,

This is Gage Moyer, Mike's son. There's no easy way to say this.

My dad passed away earlier today. He was over in the Philippines for work and had contracted a nasty case of COVID-19. He fought hard for 40 days, 30 of which were on a ventilator, before he passed away. I've never known a stronger, more hard-willed person. He is already very missed.

I want to thank all of his friends for being good to him over the years. He sure was a hard-headed guy and we all loved him for it.

Obituary from [tributearchive.com](https://www.tributearchive.com)

On Wednesday, December 1, 2021, Glenn Michael (Mike) Moyer, loving son, husband, and father, passed into the arms of Jesus at age 57 after battling COVID pneumonia. He passed in Manilla, Philippines where he had been employed. Mike was born on February 29, 1964, in Sellersville, Pa. to Gerald Lee and Nancy Marie (Meyers) Moyer. After high school he enlisted in the United States Marine Corps. After basic training, Mike trained as an aircraft mechanic. He then relocated to Florida where he resided until 2021. On July 30, 1988, he married Jennifer Ruth Hentz. Together they raised one son, Gage Hentz Moyer. Mike enjoyed a career with private contractors repairing many types of aircraft all over the world. He also had a passion for restoring all manner of Corvair cars, vans & trucks. He attended many Corvair gatherings and swap meets. He cherished his time off traveling and camping with his wife, Jennifer many times a year. Mike was caring and gave of his time to help others. He had a heart for the Entebbe orphanage in Uganda. He personally raised funds to deliver food, clothing, and gifts for the children several times a year.

Survivors include his wife, Jennifer, son, Gage, his brother, Erick (Judi) and their sons Joshua and Logan, and his parents, Gerald, and Nancy. Mike was a member of the Navarre Beachside Church, and a memorial is planned at Navarre Presbyterian Church on January 9, 2022, at 1:30 P.M. Address is 1870 Lowe Rd., Navarre, Florida 32566. Please call Pastor John Kerns (850) 748 7263 or Nancy Moyer (215) 260 5592 for further information. Mike was a caring, compassionate Christian and we will all miss him dearly, Semper Fi, Mike! In lieu of flowers, donations may be made in Mike's name to the orphanage C/O: Alan Holmes, 2546 Hillcrest Loop, McMinnville, OR. 97128. Checks add Mike Moyer orphanage fund in memo line.



Great Western Fan Belt Toss

Many of us on the West Coast really look forward to the Great Western Fanbelt Toss and Swap Meet, which was held Oct. 22nd to the 24th 2021 in Palm Springs, CA. There was great weather, lots of attendees, many vendors, and a great car show. The car show had over 50 show entries with 5 FC's and probably another dozen on the field, but not in the show. The entries included: a '61 Loadside (Kaylee Ahnemann), '62 Rampside (Miner Fleming), '62 Greenbrier 8-door (Dave Dealman), '63 Greenbrier (Victoria Wispell), and a '64 Greenbrier (Dave Thompson). All were outstanding examples of FC's.



59-year-old dimmer switch bites the dust by Fran Schmidt

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 and 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 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-ends 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 guess-



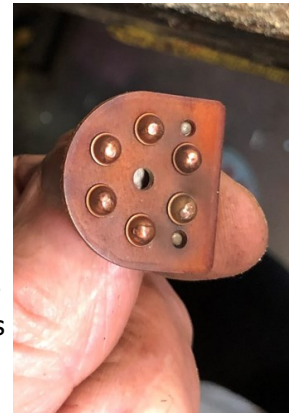
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ing he would have changed out those screws. Needless to say, I replaced them with 3/8" hex head screws. Once I had the FC ready for the road, I was curious as to what had gone wrong after 59 years. I had to look inside. The switch has a ratcheting 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 the problem. It is an elegant design and clean and robust. When I was looking up the price of a replacement, I couldn't



help notice 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! 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 @ 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

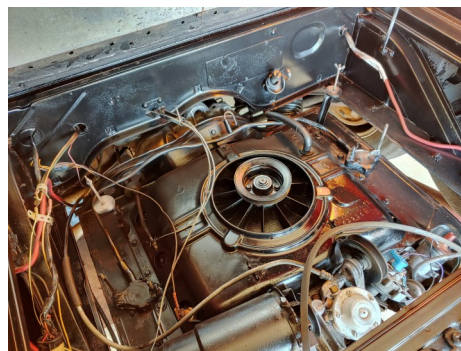
Visit the [Corvanatics—Corvair Trucks & Vans](#) Facebook group



Off to paint

Michael Baiamonte

New member Charles Wingate



Michael Slotwinski



A working Rampside

Bill Ramsden's 1964 Greenbrier



1962 Rampside

Mark Gibson's 1961 Greenbrier in the UK

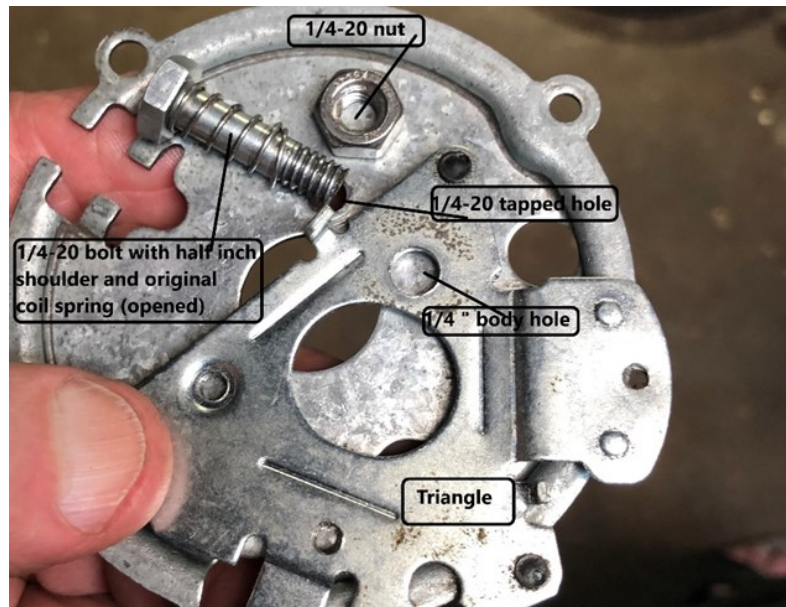


Perfect for picking up long decking boards needed for the garden!



Adjustable points in a CORVAIR distributor: How To:**by Fran Schmit**

If you want adjustable points in your CORVAIR distributor; this is a way to do just that. They work fine and the dwell can be adjusted on the running engine. First take out the breaker plate of your distributor. Grind off the rivet holding the pivot pin so you can remove and discard that pin. Save the springs, both the leaf spring that



grounds and centers the breaker plate and the coil spring that holds the moving plate down when the vac advance moves the "triangle". Tap the rivet's hole to 1/4-20. Drill out the pivot hole in the triangle to a full 1/4". Thread a smooth shouldered 1/4-20 bolt so the smooth part is 1/2" of smooth bolt and unwind the coil spring enough for it to clear the 1/4" bolt smoothly. The photo above shows the nut, bolt, spring, drilled hole in the triangle and tapped hole in the base plate.

Purchase a set of Chevy V-8 points from ~1970. Cut off the ends that are used to attach those points to the V-8's breaker plate. The photo shows the parts to be "removed". Check to see that you have shaved the base of the new points to clear the nylon skids of the triangle. There are two nylon skids that must not be trapped under the points, so you have-to stay clear of them.



Take a 6-32 screw and cut it down to ~5/16" of thread. Then shave down the screw-head so that it will clear the moveable parts of the V-8 points. See the photo where the clearance has to be... just enough.

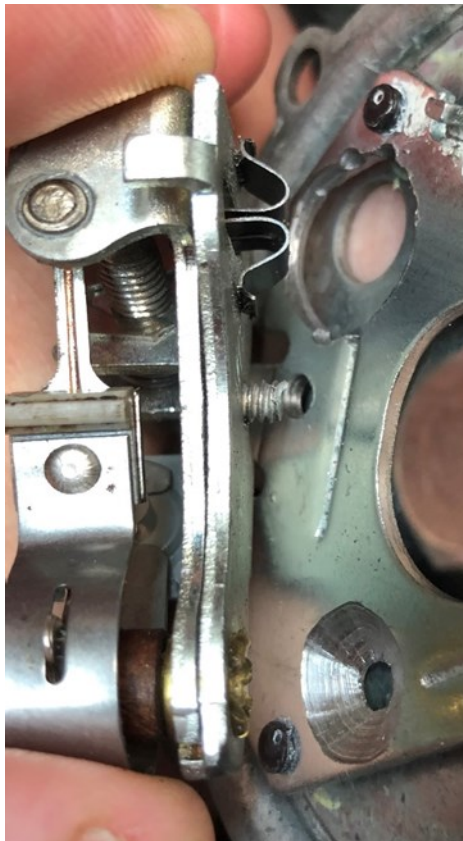


In order to mount the points onto the triangle you have to drill a bit. One place is under the original



(Continued on page 10)

pivot of the factory points, where there was a stamped depression to clear the rivet of the original point's pivot.



You have to make that depression larger so just use a 1/2" drill and cut into the triangle to make a broader depression. The harder drilling to do is below the adjustable-point's slider. This photo shows a 9/16" hole drilled and then filed out. Also shown is the 6-32 hole that held the original points – for 50 years! On the left we see how the point set fits into these three places. The wafer spring drops into your 9/16" hole. The 6-32 screw that holds this new guy in place, is there in the middle. The larger depression for the rivet of the adjustable points set is seen down near the nylon skid that we tried to avoid on the last page.



When you do this procedure, please turn things over and look to see that you have made proper clearance for all of these things, as sometimes a person doesn't always get things in right. Right?



Putting it all together and testing to see that it will indeed spark the coil, is always fun to do. When I tried this, it didn't work and I was grumbling around till I noticed I had forgotten to put back the capacitor. After doing my job correctly, you should have seen the fire fly – WOW!

Of course you don't need the cap to fire a test rig but when you want to adjust the dwell for 32-34° it has to be on the vehicle and so you need

access to the adjuster. Hence the hole in the cap. I cover the hole with a piece of tape. Red or Black tape - both works well.

All in all, it takes a couple hours to make one of these "Adjustable-Points-Distributors", but you only need one for each.

I'm thinking that this summer will see lots of CORVAIRs running around, although from the rave comments I get you would think I was the only one out there! Let's Keep-On-CORVAIRing, Fran



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.

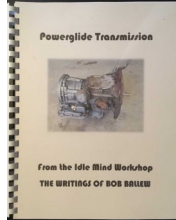
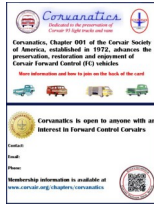
To make reservations contact IHG Reservations at 1-877-227-6963 and provide them with your specific dates and the following information:

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.



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

Steve's FC Parts Mart

(740) 374-8778

spilatr@s@marietta.edu

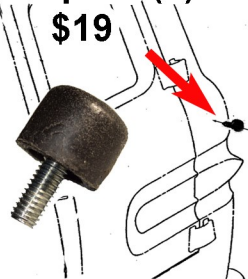
**Rechromed
Window Cranks**
\$59



**Carburetor
Swivel \$19
Linkages**



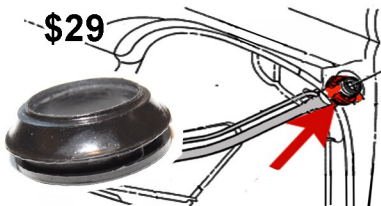
**Rear Door Outer
Bumpers (2)**
\$19



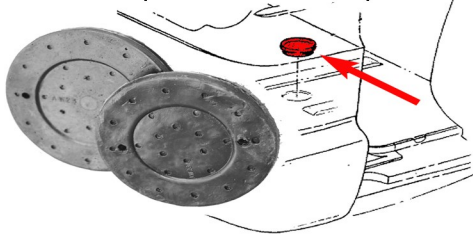
**Side Door
Bumpers (2)**
\$12



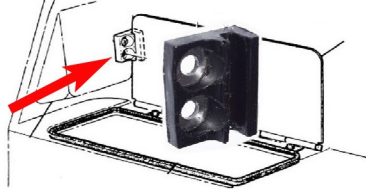
Gas Filler Grommet
\$29



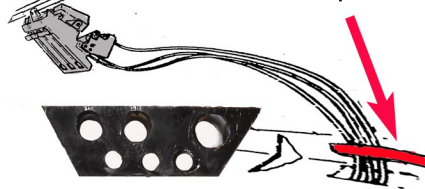
Master Cyl. Floor Plug
'63 - \$39 '64-'65 - \$49



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



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



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



Colored - \$119
for 6-door van



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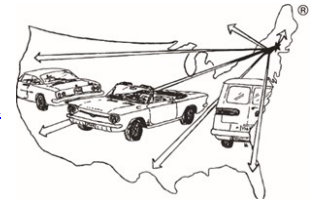
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CORVAN ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative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