

# CORVAN ANTICS



Sep-Oct 2022, Vol. 50, Issue 5

The Bi-monthly Newsletter of Corvanatics

The Forward Control Corvair People



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



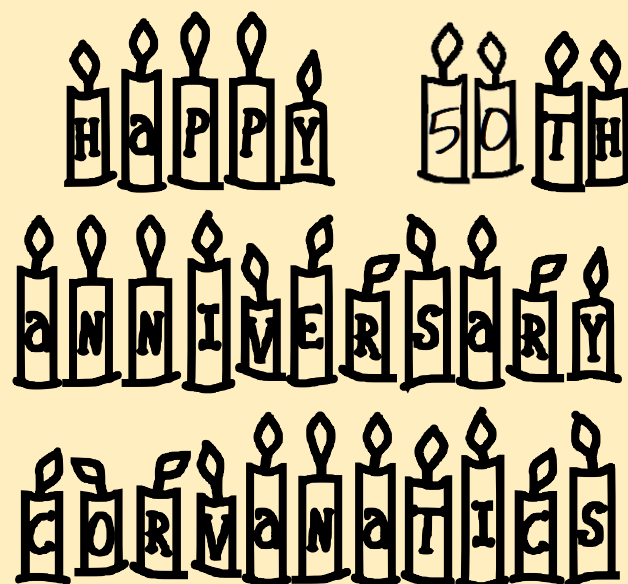
VOL. 1 NO. 1

SEPTEMBER 1972

HELLO EVERYONE! WELL HERE WE ARE WITH OUR FIRST NEWSLETTER, AND I HOPE YOU ENJOY IT. I MUST APOLOGIZE FOR TWO THINGS THOUGH, THE RATHER CRUDE FORMAT OF THIS FIRST ISSUE, AND MY LOUSY TYPING! I DO BELIEVE THAT TIME WILL CHANGE THAT THOUGH. TO BEGIN WITH, I HAVE UNOFFICIALLY NAMED OUR ORGANIZATION THE "CORVANATICS" AND THE NEWSLETTER TO BE CALLED "CORVAN-ANTICS". IF ANYONE HAS A BETTER IDEA, LET ME KNOW, BUT I WOULD LIKE TO HEAR FROM EVERYONE ON HOW THEY FEEL ABOUT THE NAMES. ANOTHER THING THAT NEEDS TO BE MENTIONED IS MEMBERSHIP FEES, AS THE COST OF STAMPS, PRINTING, AND ENVELOPES CAN NICKEL-AND-DIME YOU TO DEATH, ANY MORE SUGGESTIONS ANYONE? FOR THE TIME BEING I AM ACCEPTING ALL THE COSTS OF SETTING UP THE CLUB, BUT AS MEMBERSHIP GROWS (HOPEFULLY!) I DON'T THINK I WOULD BE ABLE TO HANDLE ALL THE EXPENSES.

IN REGARDS TO VANS, I'VE BEEN WORKING ON MY '63 95 NOW IN ALL MY SPARE TIME, AND I HOPE TO HAVE IT RUNNING BY THE END OF THIS MONTH, OR THE MIDDLE OF OCTOBER. I AM JUST ABOUT COMPLETED ON THE REBUILD OF MY 140 ENGINE. UNFORTUNATELY THE PREVIOUS OWNER HAD THE SAME MECHANICAL KNOWLEDGE AS ATTILA THE HUN! AS THE WIRING HARNESS IN THE REAR COMPARTMENT WAS PRETTY BUTCHERED UP! (BUMMER! BUMMER!) I HAVE REFINISHED THE DASH WITH WRINKLE-FINISH BLACK, AND WILL INSTALL MY SPYDER DASH SOON.

FOR ALL YOU PEOPLE CONTEMPLATING INSTALLATION OF A ROOF VENT, THE JULY, 1972 ISSUE OF HGT ROD MAGAZINE HAD A HOW-TO-DO-IT ARTICLE ON HOW TO INSTALL ONE.



To the left is the front cover of the first newsletter, September, 1972 by founder, Kenneth Wilhite Jr

See the next page for a link to a video of the history of Corvanatics for the past 50 years.

**This the Corvanatics 50th Anniversary souvenir newsletter. A printed copy was sent to all current members as of September, 2022.**

## INSIDE:

"Corvanatics History Video", "Thru The Years", "Officers Thru The Years"

[Pages 2-4](#)

"Newsletters Thru The Years", "Advertisements Thru The Years"

[Pages 5-6](#)

"Presidential Reminiscing", "In Memorial", "Riding With The President"

[Pages 7-8](#)

"Corvanatics - What a Name", "Gene Brier", "2023 CORSA Convention"

[Pages 9-10](#)

"Stock Was...8-The Cab"

[Pages 11-13](#)

"Corvanatics Technical Index", "From The Secretary", "Word Search Puzzle Key"

[Page 14-15](#)

"Found on Facebook", "Merchandise"

[Pages 16](#)

"Classifieds", "Officers", "About"

[Page 17-18](#)

## Corvanatics 50-year History Video



Corvanatics Historian, Steve Spilatro, has put together a very nice narrated video of the history of the club for the past 50 years.

To the right is a QR code that takes you directly to the video on YouTube or you can type in this link, <https://www.youtube.com/watch?v=A6veSdK6S-o> or email or call the Corvanatics Secretary/Treasurer for more information.



Corvanatics History Video

## Corvan Antics—thru the years

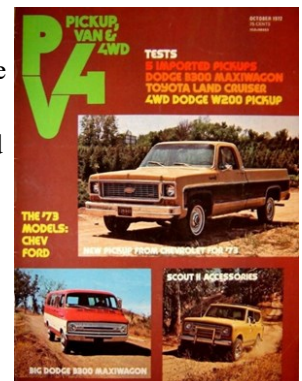
by Steve Spilatro—Historian

### 50 years ago - Corvan Antics Volume 1-1, September 1972

As you have seen, the first page of the first newsletter has been reprinted on the cover of the current issue. On the second page Ken wrote:

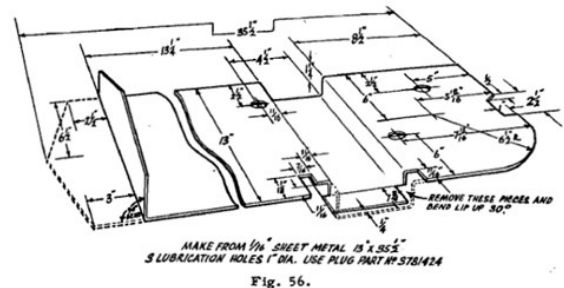
Speaking of magazines, I recently picked up a copy of P4W, its a new mag put out by Bond-Parkhurst (Road & Track etc.) Its really an interesting magazine, the October issue (first one) has an article by Ross Weedman of comfort-craft inc., Fullerton, California. It was on how he uses his van for several purposes, all convertible within a matter of minutes. Their was also some excellent line drawings also.

I believe that Ken was looking the first issue of "P4V-Pickup, Van & 4WD" magazine, the cover of which is shown here. PV4 was published until 1985, after a name change in 1984.



### 40 years ago - Corvan Antics Volume 10-5, Sep-Oct 1982

Tom Silvey was President and Dave Anderson was the Newsletter Editor; there were 340 members. Bob Kirkman, Technical Editor, reported on a make-it-yourself front underpan for early FCs. The underpan introduced in 1964 helped to prevent brake and clutch pedal freeze up but was not available for dealer installation, so owners of earlier models needed to make one. Clearly Chevrolet knew that there was a problem much earlier and these instructions for making a pan were actually published in a 1961 Service Bulletin.



### 30 years ago, Corvan Antics – 20-5, Sep-Oct 1992

Bob Marlow was President and Ken Kroll was Newsletter Editor. This issue included the following memorial to the 62 Greenbrier known as the "Klingon Warship", which expired on a trip from Phoenix to San Diego, in January 1990. (Thanks to Larry Scrivener for something touching and funny after all these years.)

She followed her migratory route intent on her destination; the centuries-old 'calving grounds' of her kind. Normally nothing could have stood in her way, as the genetic "homing" reflex is one of the strongest drives in nature. Obstacles, threats or infirmities; all are usually as nothing in the face the compulsive and obsessive desire to return to the spot innately



(Continued on page 3)

(Continued from page 2)

identified as 'home'. Only this time she simply could not complete the journey. 'Death', once more in the drama of life, became the fateful interrupter.

And it wasn't a 'nice' death. No noble causes, no selfless displays of heroics, no sacrifices for the 'greater good'; only the searing, wrenching, agonizingly painful disembowelment. which accompanies sudden and catastrophic loss of oil pressure.

Had her master, who loved her dearly, unforgivably failed to monitor and maintain her vital nutrients properly? Was her dipstick low? Was her life-saving filter installed askew? Did the pulsating output from her aorta exceed the return to her patiently waiting vena cava? To what could one possibly ascribe that fatal seizure? As with most other unrecorded 'probable causes', we will never know.

She now lies forgotten and forlorn in an unmarked and neglected plot of ground in Lemon Grove, California; a sort of Forward Control Boot Hill. How sad that her life wasn't important enough to warrant some touching epitaph, such as: 'Here lies old Black and White - the Klingon Warship. She barfed her bearings out just five miles short of Yuma!'

Always the giver and never the taker; she gave when the load was too heavy, when the octane was too low, when her poor perimeter seal was shredded - and she required only an occasional 'bump start' and a pat on her pathetic little access door. Surely she now rests on that 'Great Hydraulic Lift Up In The Sky'; an inspiration to young and impressionable 'mini-vans' everywhere.

## 20 years ago - Corvan Antics Volume 30-4, Jul-Aug 2002

Corbin Tayloe was President and Garry Parsley was Newsletter Editor. This Convention Issue included the minutes of a nicely run Corvanatics Annual meeting:

The meeting was called to order at 9:05 PM by President Corbin Tayloe. Refreshments were put out in the back of the room for all to enjoy. Door prizes were given throughout the meeting, donated by Clarks Corvair, Corvair Underground, and North Texas Corvair Club. Thanks to you all.

Woody Thomas led an impromptu tech session on various subjects, gas mileage, Loadsides, rear grilles for FC's, and other topics.

The minutes were read and approved, the Treasurer's report was approved as read, by the Secretary/Treasurer, Diane Galli.

### New Business:

Mark Domzalski proposed that Corvanatics, be the backup club of record for the Portland, OR Convention, under submission to CORSA for the year, 2005. No action is required at this time.

Diane Galli moved we donate \$1000 to the CPF Scholarship Fund, it was seconded by Walter Johnson, and passed.

Mike Dobie talked about the convention next year, 2003, in Carlisle, PA.

The following officers were elected to office:

President .....	Corbin Tayloe	Vice President.....	Bob Marlowe
Secretary/Treasurer....	Diane Galli	Eastern Director.....	Tim Schwartz
Central Director....	Woody Thomas	Western Director.....	Lon Wall
Director-at -Large.....	Ben Stiles		

## 10 years ago - Corvan Antics Volume 40-4, Jul-Aug 2012

John Nickel was President and Gary Moore was Newsletter Editor. This issue included pictures of 18 FCs that were present at the 2012 National Convention in Sturbridge MA. Concours awards went to Phil Domser's 1963 Rampside (Gold), Steve Boyden's 1962 Greenbrier (Silver), Phillip Raker 1961 Greenbrier (Silver), and Bob King's 1963 Rampside (Silver).

Corvanatics held a "Sloooow Drag Race" at the convention The picture shows a race where Larry Schmuhl beat John Nickel, who crossed the finish-line first. That's right - the object is to traverse



(Continued on page 4)



(Continued from page 3)

the 100 feet track at the slowest pace possible without touching the brake or clutch. Now there's a fun activity to liv-  
en up (or slow down?) the next Convention.

Around this time many improvements in the webpage were occurring and the now familiar Corvanatics banner of the website was first rolled out. Online membership registration and payment via PayPal was introduced.



*Corvanatics*

*Dedicated to the preservation of  
Corvair 95 light trucks and vans*

## Corvanatics Officers Thru The Years



### Presidents

Kenneth Wilhite, Jr	1972-1977
Cecil Miller	1977-1978
Ed Gridley	1978-1981
Tom Silvey	1981-1989
Clark Hartzel	1989-1992
Bob Marlow	1992-1994
Ward Bourgondien	1994-1996
Ray Mitchell	1996-1999
Jim MacDonald	1999-2001
Corbin Tayloe	2001-2005
Ken Hand	2005-2009
John Nickel	2009-2015
Chris Nickel	2015-2016
John Nickel	2016-2018
Stephen Brown	2018-2021
Dale Dewald	2021-

### Vice Presidents

Tom Silvey	1979-1986
Ed Gridley	1986-1989
Pete Koehler	1989-1991
Ken Hand	1991-1997
Bob Marlow	1997-1998
Dennis Pleau	1998-1999
Corbin Tayloe	1999-2001
Jim McDonald	2001-2003
Bob Marlow	2003-2004
Ken Hand	2004-2005
Sam Christ	2005-2015
Ken Hand	2015-

### Secretary/Treasurers

Kenneth Wilhite Jr	1972-1974
Howard Mayhew Jr	1974-1975
Cecil Miller Jr	1975-1977
Pat Miller	1977-1978
Carolyn Silvey	1978-1997
Diane Galli	1997-2006
Larry Schmuhl	2006-2012
Molly Bacon	2012-

### Newsletter Editors

Kenneth Wilhite Jr	1972-1974
Nico DeJong	1974-1978
Pat Miller	1978-1978
Dave Anderson	1978-1983
Ken Krol	1984-1995
Ward Bourgondien	1995-1995
David Hartmann	1995-2001
Garry Parsley	2002-2007
Mike Moyer	2007-2011
Gary Moore	2011-2016
Barb Mee	2016-2017
Molly Bacon	2017-

### Tech Advisors

Russ Long	1972-1977
Jack McCellan, Dave Sutherland	1977-1978
Nico DeJong	1977-1982
Robert Kirkman	1982-1996
Jim Jimenez	1996-2016
Gary Baxter	2016-



## Advertisements Thru The Years

**CORVAIR**  
Parts & Accessories



**CATALOG**

**BILL COTROFELD**  
AUTOMOTIVE ENTERPRISES

E. Arlington, Vermont 05252 • 1-802-375-6782  
REPAIR SHOP: 1-802-362-3157

**First Advertisement  
May-June Issue, 1981**

**THE VAIR SHOP**

PARTS  SERVICE

EVERYTHING FOR YOUR WATERLESS WONDER  
LARRY CLAYPOOL  
PHONE (815) 469-2936

HOURS - 10 A.M. - 6 P.M. CLOSED WED. & SUNDAY

**Next advertiser  
Sept-Oct 1983**

**NEW, USED & REBUILT  
CORVAIR PARTS**

- Prompt service and fair prices
- COD and phone orders gladly accepted
- Persons to person counter service
- Shipping by UPS, parcel post & truck
- Satisfaction guaranteed
- We offer next day air service

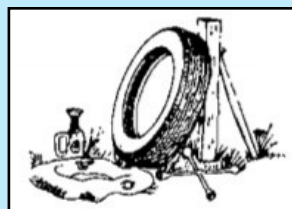
Our 1988 catalog has many illustrations, hundreds of new part numbers and many helpful tech tips. Interesting Corvair trivia—and freebies!

Have a safe and happy weekend!  
*Peaceful and Joyous Ride*  
Our 16th year in the Corvair business


**Monarch Motors**  
8321 Hwy. 14  
Middleton, WI 53562  
(608) 831-8790

Mechanical Parts Catalog \$2.50 — Refundable

**May-June 1984**



**CORVAIR RANCH**  
(717) 624-2805

 **CHEVROLET**  
F.C.A. SPECIALTY

ALL MODELS & YEARS  
JEFF STONESIFER  
1079 BON-OX ROAD  
GETTYSBURG, PA 17325

NEW & USED PARTS SERVICE RESTORATIONS

**First Corvair Ranch Ad - 1992**

**SOUTHWEST  
CORVAIR**

- Quality used parts, rust-free from Arizona
- We buy used parts—complete garage buyouts are our specialty!!
- Order our NEW Fully Illustrated Catalog with over 4000 used parts listed! Send \$3.00 to:

**32 E. Raymond Street**  
Phoenix AZ 85040  
(602) 268-5968


24-hour machine  
(602) 268-8214

Monday thru Friday  
9:00 am - 5:00 pm

Visit our web site at:  
[www.southwestcorvair.com](http://www.southwestcorvair.com)

**Wall's**  
**CORVAIR UNDERGROUND**



FAX: 1-503-434-1626  
1-503-434-1648 1-800-825-VAIR  
BOX 339 Dundee, OR 97115

**First Corvair Underground Ad  
Jan 1996**

**NEW** FULLY REVISED  
**1999-2002  
CLARK'S**

**3 Volume CATALOG SET!**  
(Main Cat., Specialty Cat., Price List)  
650 pages! \$6.00 (in U.S.A.)

26 years providing:  
technical assistance, reliable parts  
inventory, and excellent service.


SELLING PARTS? Usually buying new,  
used or "NOS" parts. Contact us for a  
quote.

**CLARK'S CORVAIR  
PARTS, INC.**  
400 Mohawk Trail - Clubs  
Shelburne Falls, Ma.  
01370-9748 413-625-9776



**First Clarks Ad  
July-Aug 1999**



 **N.O.S. PARTS  
USED PARTS**

**Jim's Corvair Shop**  
QUALITY CORVAIR REPAIRS

2826 MEMORIAL DRIVE  
TWO RIVERS, WISCONSIN 54241

JIM JIMENEZ  
414 - 793-1982



## Presidential Reminiscing

My five minutes of fame in the world of Corvanatics came in the early 1990s. I was elected to the club presidency at the 1992 CORSA convention in Atlanta, Georgia, and served through the 1994 convention in Williamsburg, VA. Two one-year terms in 50 years. Other past officers have far better claims to fame than I.

Still, I look back on my tenure with some pride. During my presidency, we got the ball rolling on drafting and adopting by-laws for the club, we got a couple of regional "Drive-In" events under our collective belt, and for the first time in several years we produced all six issues of the newsletter in a 12-month span like we're supposed to. This latter point was met with great approval during our 1994 annual meeting, with a hearty round of applause given to then-editor Ken Krol.

The newsletter during that time benefited from some great contributors, not the least of whom was Tech Editor Bob Kirkman. Bob drew on his years of experience at GM during the Corvair 95s life span to author some outstanding articles.

I wrote, too, for every newsletter, but my scribbling was mostly mindless rambling. I mused about whether a Greenbrier was a van or a minivan, about driving an FC during snow season, about visiting the Corvair Ranch, about the virtues of positraction, about crash safety and the media and corporate responsibility, and more.

Clark Hartzel was president before me, and Ward Bourgonchien followed me. Clark, I am happy to say, is still with us, but we lost Ward a few years back and he is greatly missed. Ward not only picked up the presidential baton in 1994, but he also took on responsibility for the newsletter when Ken Krol stepped down after more than a decade of service. At the time, Ward owned a mere 15 Corvairs, seven of which were FCs.

I enjoyed my relatively brief time as Corvanatics president, but since first joining Corvanatics in 1978 I have enjoyed being a member even more. Here's to another 50 years!

### Bob Marlow



It's amazing....50 years for Corvanatics. We're all proud to be FC owners and I expect Corvanatics will be around for many more decades. Years ago, I joined the Board, in part, to learn the operations of the club. And a few years later I found myself being elected President. I was proud to take on that role and had a few ideas I hoped to achieve. But being President it's all about those around you. At least during my term, I was so lucky to have other "volunteers" helping. Corvanatics is mostly about Corvan Antics, our newsletter and supporting and promoting our members. I had great help making our newsletter "award winning" and a website clearly outstanding.

I'm proud of what we achieved; had more members and more money in the bank at the end, then at the start. Our test now is to keep Corvanatics great and keep our classic FC's on the road and in the public eye for years to come.

### Steve Brown



Hi everyone, I was Prez from 2005 to 2009. That was an interesting time and I remember that most everything in the group went pretty smoothly which made my job pretty easy! Most of you may remember I owned a van that I pulled a trailer with for several years, I gave that to my son and daughter in law. I have been without an FC since then, but I just recently made a deal for a pretty rust free 64 Greenbrier that needs pretty much all the drivetrain worked on. I think for a short while I was a director in the club but for all the other years, I have been the Vice-President during that time there was only one time that I had to step in and run the annual meeting. Overall, I enjoy being in Corvanatics!

### Ken Hand



## In Memorial

### RAYMOND MITCHELL—past Corvanatics president 1996-1999

Funeral services, celebrating the life of Raymond L. “Ray” Mitchell, 68, of Pickerington, will be held on Friday, August 19, 2022, at 11:00 a.m. in the chapel of The Kirkersville home of HOSKINSON Funeral and Cremation Service, with Pastor Steve Merold as celebrant. Burial with full military honors will follow in the Violet Township Cemetery, Pickerington. The family will receive friends on Thursday evening, August 18, from 6 until 8 p.m., and again on Friday morning from 10:00 a.m. until time of the services at the funeral home, 285 East Main St. (US Rt #40) in Kirkersville.

Ray passed away Saturday August 13, 2022, following a fall he suffered on July 11, 2022. He was born March 21, 1954, in St. Charles, MO., the son of the late Raymond J. and Norma Jean Wooff Mitchell. He was a graduate of Walnut Ridge H.S., class of 1972, Columbus State Community College in 1979, and served honorably in the US Air Force. He retired after 36 years with the U.S. Postal Service.

He was a member of the American Legion Post #283, Pickerington, and was a member of the honor guard; Amvets, Vietnam Veterans, Millersport Lions Club and a former member of the Masonic Lodge at Whitehall, and Scottish Rite, Valley of Columbus. He attended Outville Presbyterian Church.

He is survived by his wife Lisa (Toland) Mitchell, his brother Dennis (Sharon) Mitchell, his sisters Lisa (Sheri) and Kimberly; brother-in-law Randy (Brenda) Toland; several nieces and nephews; and his canine companion Delta.

In addition to his parents, he was preceded in death by his nephew John Newland, Jr.

The family prefers that memorial contributions be directed to either the Corvair Preservation Foundation at P.O. Box 68, Long Lake, MN 55356, or the Outville Presbyterian Church Bell Choir; 6463 Outville Rd, Pataskala, Ohio 43062.

## Riding with the President—Dale Dewald

Let me start off my letter by congratulating Molly Bacon, our editor, for putting together a fabulous Convention newsletter! This is a genuine statement, not biased by the cover photo of yours truly enjoying himself up on 3 wheels. I think that issue adequately conveyed the enjoyment, fellowship, and camaraderie of the Corvanatics members who attended.

As was mentioned in the Convention issue, FC attendance seemed to be down. I don't know if this will be a trend or if it can be explained by a number of factors; 1) the price of gasoline was still holding at near record highs and FC's are not high MPG vehicles. (I calculated 20.5 MPG for the trip down), 2) travel was to the South during the hottest and most humid month of the year (though it didn't turn out to be that bad), and 3) vehicle speeds have generally increased on the Interstate highway system, 65-75+ MPH being common—even for semi-trucks, making safe travel that much more tedious in older vehicles designed when 45-60 MPH two-lane roads were the norm. Although the price of fuel has lately been on a downward trend, I think it will still be a lingering factor for the next few years. I expect that next year's convention in Wisconsin might draw a lot more attendance due to potentially cooler weather and June schedule. In the latter case, I don't foresee that this will likely change much going forward. Modern automobiles [and tires] have improved so much that travel at 75MPH is quite comfortable and the trucking industry is not likely to accept slower speeds. Considering all this, the Corvanatics board would appreciate any input from the members as to what factors affect your decision to travel or not to a national or regional event in your FC.



So, what would make your FC more comfortable for longer trips? In our case (especially the wife), adding air conditioning would provide the single most dramatic improvement. Reducing the interior temperature and humidity would help with general comfort but reducing noise by keeping the windows closed would be most welcome. This is especially pertinent to my personal situation, which involves total hearing loss in my right ear due to a mumps infection when I was 6 years old. Therefore, driving any vehicle with the driver door window open makes it very difficult for me to communicate with anyone else in the car on a two-lane road and virtually impossible on a busy interstate with passing trucks. Since A/C was never offered by Chevrolet on the FC line any system would have to be custom designed. I guess my next project will be to explore the possibilities for this upgrade modification and come up with a solution.



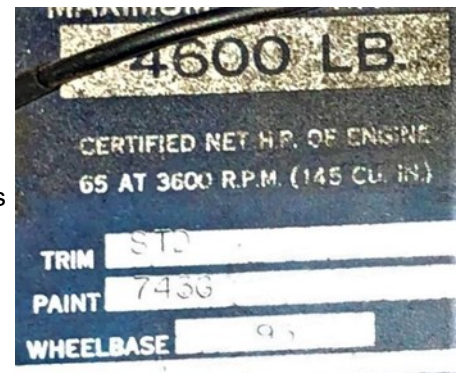
## CORVANatics...what a name!

Folks who like Corvairs are the Parent Group. "Aluminum Air-cooled Rear Engine" gets their attention and produces some fanatic activities! Some of those Corvair people like more room and more load capacity, than in the cars. Scored by the heading GVW. My Rampside is listed with a GVW of 4600# and weighs in at 3100# giving us a sizeable load of 1500 pounds or exactly  $\frac{3}{4}$  ton. I can personally testify that it runs and handles 'very nicely' with a 900 # load. One time (only ONCE!) I exceeded the GVW without breaking the poor fella down to smithereens when I accidentally doubled the vehicle's weight by carrying 3100# of clean sand. I was carrying home 'clean' sand for some sandboxes at my wife's school. It took it, but neither the gas pedal nor the brake pedal could make much of a change when loaded that heavily. Again, all was well after I got the sand out, and cooled off the brake shoes! I was fortunate on that run to have a four speed with a clutch. The Corvair with a Powerglide is held down by the low stall speed of the torque convertor and could never have moved that load. Smoking the clutch allowed me to go up the torque curve a bit and make it out of that sand pit.



When my boys were learning to drive and taking the dreaded final exam, each one, as their turn came up, pleaded to be able to take the test "in the Greenbrier." It was such a pleasure to drive, to see every corner and do "parallel parking" that it allowed each boy to pass the first time. The three large bench seats in my Greenbrier carried my wife and I along with my brother and his wife and another brother and his wife to Chicago for the funeral of another brother's wife. The other brother couldn't make it. It was summertime **HOT**, and I had a Fleetwood with A/C, or we could go in the Greenbrier with a plethora of roll down windows. We could all go in one car giving us all many hours of good visiting time. We all voted for the Greenbrier, and it was a wonderful trip. That run was more than comfortable for six adults. One of my sons carried his entire water polo team in a Greenbrier to Milwaukee for a tournament. They carried all their equipment, in back over the engine and TEN polo players in that Greenbrier and got 20 MPG!

Here is a sample of a good-looking 15" wheel (5-spoke chrome made famous by Buick) sporting a 205-60R15 tire on a factory paint coded (743G) Tahitian Coral - Rampside. Check the stamped paint code. A club member is cleaning up his FC, so he took off all the undercarriage to have it sandblasted and powder coated. Isn't it beautiful? Folks who love their FCs enjoy dolling them up and having a good time with them.

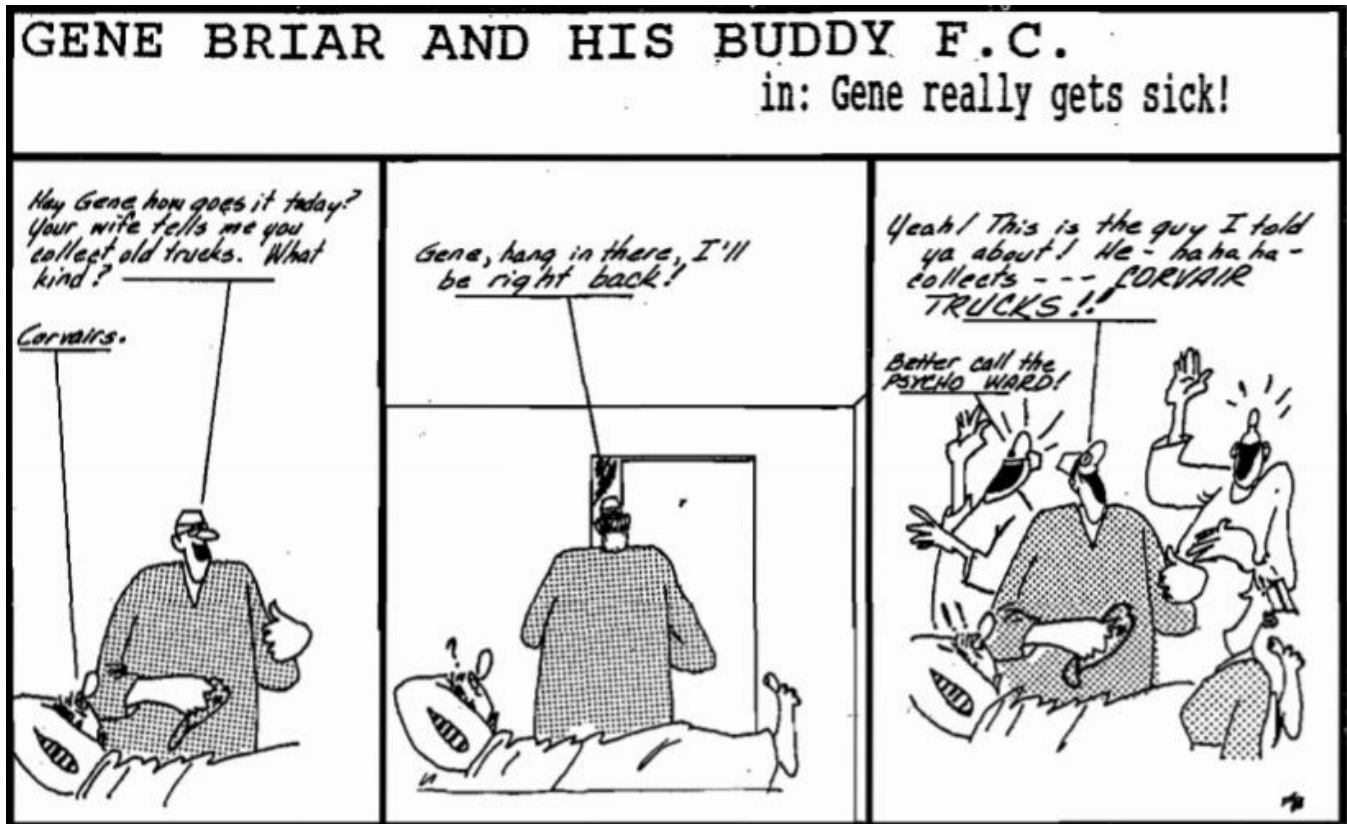


The author and FC'er back when he was middle aged, in the olden days! What year was that "Field of Dreams" convention?

Have a wonderful Anniversary Issue!

**Fran Schmit** - our favorite tech article author

In case you've been missing Gene Brier's vintage FC Cartoons, you can enjoy this one now and then review others back in the previous thirteen editions. They will continue to be included in future newsletters since there are still 49 left to publish.



**2023 CORSA International Convention**

**June 19 -24**

**Chula Vista Resort**

**1000 Chula Vista Pkwy**

**Wisconsin Dells, WI 53965**



# Stock Was . . .

## 8 - The Cab

By Steven Spilatro

Corvanatics Historian

In our previous session we discussed how features of the instrument panel varied across model years. Let's now broaden our view, look around the cab, and consider modifications to equipment servicing the driver and front seat passenger. For clarity, I'll be referring to pickups and Corvans as the "R10" models.

### Inside Rear-View Mirrors.

FCs all years received the "plain-Jane" inside rear view mirror (#3770183) with a painted metal back and arm that was standard equipment for a variety of Chevy vehicles around that time. As we noted in a previous installment of this column, an inside mirror was standard equipment "except for Corvans," beginning in 1963. An outside rear view mirror was substituted that year when rear door windows became an option (RPO A12) for the panel vans.

Although that mirror also came with a chrome body (#3770185) this was not an option for FCs. Rather, Guide adjustable non-glare mirrors with a polished stainless-steel body and a day/night lever were available as a dealer-installed option. Chevy apparently intended these mirrors principally for the pickups, with their larger rear window. Indeed, the 1963 *Custom Features* brochure describes 985152 for truck cabs, and the 1964 *Corvair Model Lineup* booklet lists 985657 as "except for Greenbrier".

The original 1961 release (#987701) was a 10" mirror with "DAY" and "NIGHT" embossed on a flip-type lever that operated a prismatic mirror to lessen headlight glare. The mirror available in 1962 (#985152) had a similar flip type lever but a smaller 8" face. The replacement for 1963–1965 models (#985657) had an unlabeled adjustment knob that operated with a twist mechanism.

### Front seats.

A full bench seat was the only seat available for Greenbriers and pickups, but here we have the only case where the more bare-bones Corvan actually had more options than the other models. In 1961, standard equipment for a Corvan was a single driver side half-bench seat with an optional full width seat (RPO 482/A54). Although sometimes mistakenly called a bucket seat, the Corvan half-bench seat lacked the contouring typical of a bucket seat and was constructed as a bench seat, only shorter. The rationale for a single half-bench was so the driver could easily access the load area without exiting the vehicle, but this of course meant the vehicle could only seat one person (the driver). This limitation was overcome with the folding passenger-side half bench seat (RPO 264/A57) introduced in 1962. This half-bench could fold forward against the dash freeing a path (more or less) to the load area.

It appears that Chevrolet believed that half-bench seats were not particularly appealing and Corvans in marketing brochures always are shown with the optional full bench seat. Apparently not an issue for the communist East German toy market; the vintage MSW Corvans are the only Corvair-95 toys I'm aware of that showed half-bench seats in the cab.



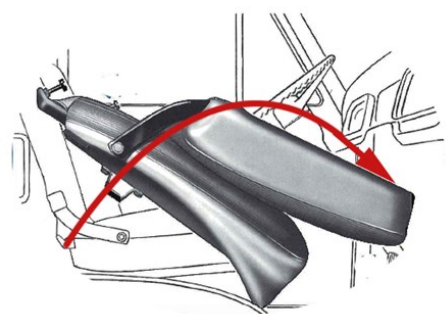
Stock Mirror



985152



985657 twist knob



(Continued on page 12)



(Continued from page 11)

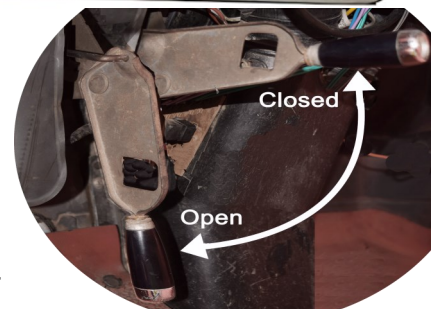
### Visors.

Chevrolet considered sun visors to be a luxury – this was a different time. Thus, a single driver side visor was standard equipment only for Greenbriers but not for R10 models with standard trim. The custom equipment (Deluxe trim) RPO 431/Z60 provided the additional right-side visor for Greenbriers, and a left side visor for the other models. The R10 owner who wanted a right-side visor had to order it through the dealership. The visors were pretty utilitarian in construction – cardboard over pressed board, with exposed stitching on a paper stock boarder.

Standard visors were silver in 1961 and fawn all other years. For deluxe models, visors were white from 1961–1963 and cameo white the final two years.

### Air vent valve assembly

Unlike vehicles with a front-mounted engine, air passing through the Corvair 95 front grille immediately strikes the cowl wall with its numerous openings providing leakage into the cab. This is a particular problem in the winter when air leakage further diminishes the effectiveness of a forced air heater never known for high capacity. In 1964 a polypropylene plastic door located directly behind the grille was added to shut off air flow. The door is hinged on the bottom and opened or closed by a spring-loaded handle positioned below the dash. It was only installed on vehicles lacking or with the forced-air heater, but not if a gas-heater was present.



Composite Image showing air inlet door handle in open

### Arm rests

Like visors, arm rests were considered a luxury. Only for Greenbriers was an arm rest standard equipment, and only on the driver side. The Custom Equipment (deluxe) option provided an additional passenger-side arm rest for Greenbriers, and a single, driver side, arm rest for R10 models. The arm rests were of the same basic design from 1961 through 1964 – a vinyl covered pad over a plastic base. The design was changed for the 1965 Greenbriers to a vinyl-clad integrated pad and base.

For deluxe Greenbriers, the base was always white, and the pad was color-keyed to the interior color: red, green, blue and metallic-silver in 1961, and red, green, turquoise, and fawn in later years. According to the '61 Truck Engineering Features' book, the color of deluxe R10 arm rests was silver with a black base. However, the documentation for arm rests in standard '61 Greenbriers is more difficult to decipher.



Armrest #988390 in the 1961 P&A catalogs is listed for FCs "Except Deluxe Equip", which in non-GM parlance translates to "for standard R1206 only" since standard R10 FCs did not have armrests. The color is described as "silver and charcoal," which, if the convention for other armrests were being followed, would be a silver base and

(Continued on page 13)

(Continued from page 12)

charcoal pad. But in this case, as shown in the '61 Custom Features booklet, it most likely was a silver pad and charcoal base. The figure shows this armrest (thanks to Duane Wentlandt for providing the image), which has a relatively deeply embossed metallic-silver pad, similar to the illustration in the Custom Features booklet.

Beginning in Dec 1961 through 1964, the bases of all deluxe FCs and standard Greenbriers base armrests were always white. The standard Greenbrier armrest had a fawn pad, or, in 1965, the entire arm rest was fawn. Deluxe F10 models received either a red or fawn pad, depending on the exterior color.

### Steering wheel, horn, and directional

All Corvair 95s except Deluxe Greenbriers in 1964 received the familiar 17" diameter steering wheel with two radial spokes. The standard steering wheel was a monochrome charcoal color in 1961 (#766466) and white (#768181) in later years. 1961 was also the only year that FCs with both standard and deluxe trim (RPO 431) also received the same (monochrome charcoal) steering wheel.

Beginning in 1962, RPO 431/Z60 included a fancier, two-tone steering wheel with chrome accents. For R10 models the deluxe steering wheel was always fawn and white. For Greenbrier steering wheels, the color two-toned with white corresponded with that of the interior vinyl pads. Only in 1964 did a Corvair 95 receive a different size steering wheel. As described by Kent Sullivan in his Corvan Antics (2000, Vol 28 #3), the steering wheel of deluxe 1964 Greenbriers had only a 16-inch diameter and a deeper (more concave) shape, similar to the 1963 Monza steering wheel. The 17" two-toned steering wheel was restored to 1965 Greenbriers.

Through '63, all models also received the same polished chrome horn button with a red Chevy emblem (#764122). Another similar horn button (#3818749) with a brushed nickel finish is not correct for the Corvair 95. This button was used for various Chevy C- and G-series trucks and was listed for the Corvair FC only in 1970 when the original button was discontinued. Whereas standard trim FCs in 1964 and 1965 also received #764122 button, deluxe Greenbriers received horn rings and special horn caps. The half-circle horn ring used with '64 Greenbriers (#765911) was shared with early model Monza's, whereas the horn cap (#3818749) was found only in 63 Monza's. The final run '65 Greenbriers received a full circle horn ring (#9742299) and distinctive horn cap (#9742528).

The directional mechanism was upgraded in 1964 - gone were the Rube Goldberg'ian mechanics of the early FCs turn signals. No longer would deflection of the directional lever need to be transduced to movement of a cable to precisely slide the actuator of a switch mounted in the lower reaches of the steering column. The new mechanism was similar to that of the 1965-1966 Corvair car and located entirely within a somewhat enlarged control housing below the steering wheel. To make the transformation complete, the directional control lever was also changed.

### Shifter Control

I'm sure most everyone is familiar with the changed design of the standard transmission shifter control in 1963. Although there are no GM records, I've used data from the Corvanatics FC Registry to determine when during that model year the change occurred. Implementation of the late-style, on-the-floor shifter. By tracking the VINs of 1963 vehicles known to have one or the other style shifter, my best estimate is that the new shifter would have rolled off the Assembly lines beginning in late April 1963. Most likely both style shifters were being installed for a while as GM would have been reluctant to discard any remaining inventory of early style parts, including in this case, early style gas tanks.



**Cap: 764122**  
**All vehicles**  
**except those**  
**below**

### Deluxe Greenbriers in: 1964



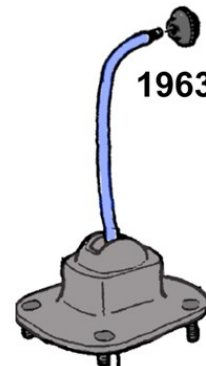
**Ring: 765911**  
**Cap: 3818749**



**1965**  
**Ring: 9742299**  
**Cap: 9742528**



**1961- 63**



**1963 - 65**

# Corvan Antics Technical Index

examples shown below

## Corvan Antics Technical Index 1972 – 2022



Corvanatics  
The Corvair 95 Chapter of CORSA

Prepared July, 2022  
Molly Bacon - Secretary/Treasurer &  
Newsletter Editor  
Steven Splitt -  
Webmaster and Historian



### Corvan Antics Tech Article Index, 1972 - 2022

Section 1 - General Information	Read our article and specifications
<b>Design</b>	<i>Read the Corvan Overview</i> 1976 Vol 3 (2) pg 12 <a href="#">link</a>
<b>Compact truck market design components</b>	
<i>The Corvair 95 - Chevrolet (General) Panel Truck</i> 1976 Vol 4 (3) pg 20 <a href="#">link</a>	
<b>Fire Extinguisher</b>	
<i>Reason for a fire extinguisher</i> <i>Fire Extinguishers</i> 1998 Vol 26 (4) pg 5 <a href="#">link</a>	
<b>Jacking</b>	
<i>Modified Power Jack</i> <i>Power Jacks rule</i> 2010 Vol 48 (2) pg 8 <a href="#">link</a>	
<b>Specifications &amp; codes</b>	
<i>Monthly production numbers</i> <i>Monthly Production Numbers</i> 2000 Vol 28 (1) pg 6 <a href="#">link</a>	
<i>Searchable engine/v-h-p-h-l Speedometer</i> <i>How to Use PC and Data Speedometers &amp; Scales</i> 2000 Vol 28 (3) pg 3 <a href="#">link</a>	
<i>Engine &amp; seat options in reliability</i> <i>Let's Get the "Team" Straight</i> 1987 Vol 15 (3) pg 21 <a href="#">link</a>	
<b>Growth of compact truck market specifications</b>	
<i>The Corvair 95 - Chevrolet (General) Panel Truck</i> 1976 Vol 4 (4) pg 28 <a href="#">link</a>	
<b>Production numbers - Corvan Chevrolet/Landolt Ram</b>	
<i>Tech Topics</i> 1976 Vol 4 (2) pg 11 <a href="#">link</a>	
<b>Corvan Production Numbers</b>	
<i>Corvan 95 Corvan</i> 1976 Vol 4 (1) pg 2 <a href="#">link</a>	
<b>Existing in a Chevrolet</b>	
<i>Tech Topics</i> 1976 Vol 4 (3) pg 19 <a href="#">link</a>	
<b>Corvan Chevrolet/Landolt Ram statistics</b>	
<i>Greenhouse</i> 1987 Vol 15 (4-5) pg 30 <a href="#">link</a>	
<b>Landolt production numbers statistics</b>	
<i>Corvan 95 Landolt Pickup</i> 1976 Vol 4 (4) pg 28 <a href="#">link</a>	
<b>Powertrain combinations</b>	
<i>Tech Topics</i> 1976 Vol 3 (1) pg 4 <a href="#">link</a>	

Page 1 of 20



A very useful tool for all FC owners. A 22-page PDF document index of all tech articles published in the newsletters since 1972. It is organized by the sections as they are in the Chevrolet Service Manual.

To the right is a QR code that takes you directly to the index document (link address - <https://chapters.corvair.org/corvanatics/files/newsletters/Corvanatics%20Tech%20Index-2022.pdf> or email or call the Secretary/Treasurer for more access info). The document can be downloaded or used directly online. Each item includes the article page number and a link directly to that newsletter.



Corvanatics  
Tech Article Index

## From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

I have really enjoyed my 10 years of being your Secretary/Treasurer and 5 years as newsletter editor. I've gotten to know a lot of you either by email, phone, or in person at events. The club has almost doubled in membership in those 10 years. Thanks for your support.

### Since the last newsletter :

322 members  
3 new members  
0 member renewed their dues  
1 member dropped

Editor



## WELCOME !! to our new members

Jeff Sandor OH  
Jim Walsh WI 1961 Rampside  
David Zumkeller CA 1961 Rampside

### Dues Are Due!!

**There are NONE!!**

**All current members as of 3/1/22 were given an extra year's dues for Corvanatics' 50th Anniversary**

The Winner Is

**Robert Babcock**

**\$10 Clark's Gift Certificate**

**Remember, you can only win if your dues are current**



# CORVANATICS ULTIMATE WORD SEARCH PUZZLE ANSWER KEY

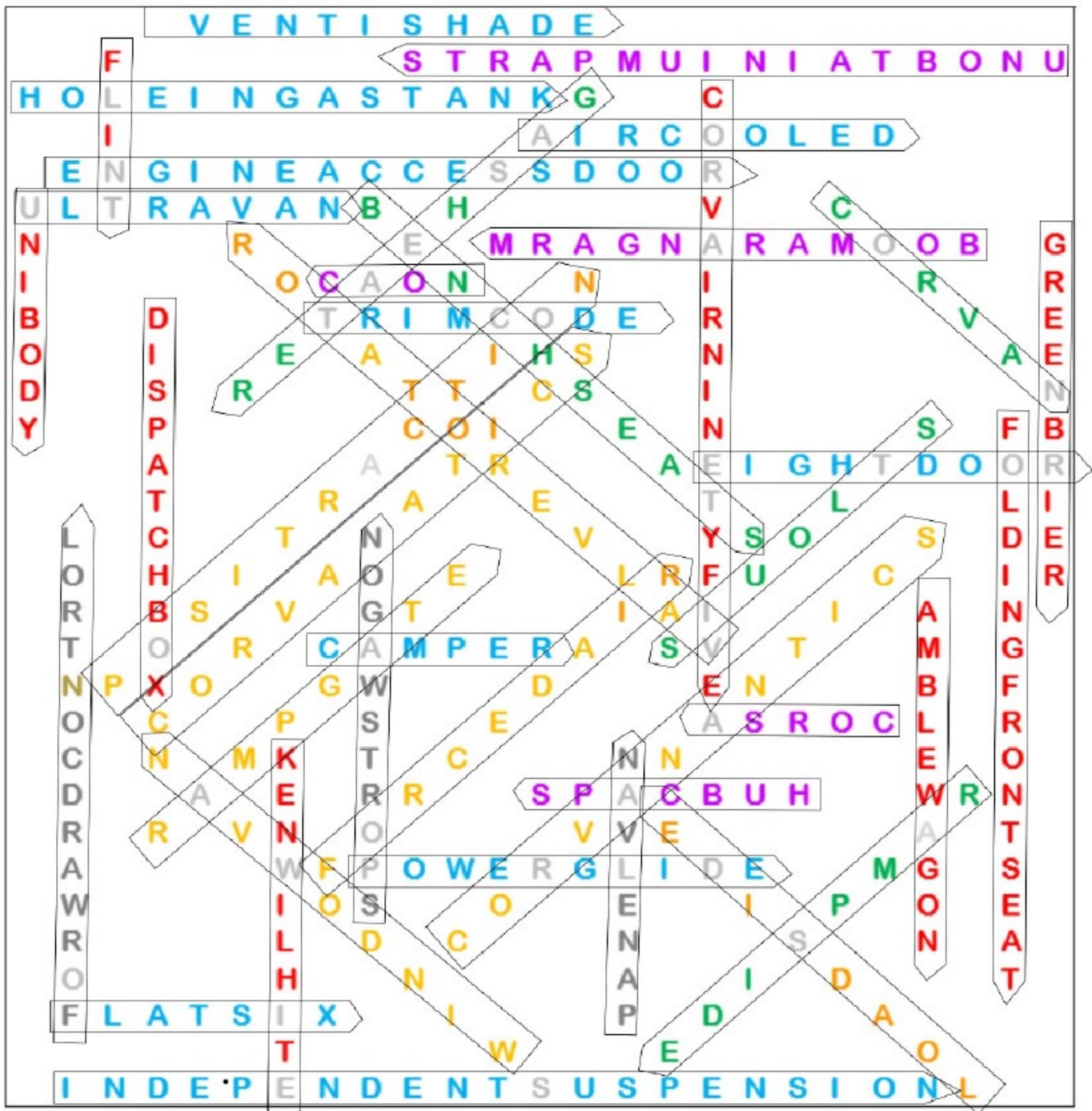
Puzzle in the Jul-Aug 2022 issue.

Gauge your search proficiency

**Superb** – Find all words without using word list or key.

**Pretty good** – Used word list on the next page.

**Gettin' by OK** – Use the key that will be in the next edition.



## An abbreviated Found on Facebook page



New Member David  
Zumkeller's '61 Rampside

Michael Slotwinski's  
Rampside becomes an  
entertainment stage  
at a Philadelphia car  
show



Alex Becker's  
working  
Rampside



Daniel Vallée -  
recent restoration



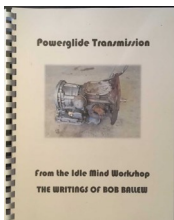
Jim Reich '63 8-door Corvan

### 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.

## 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)

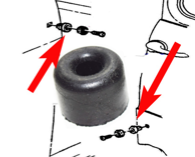
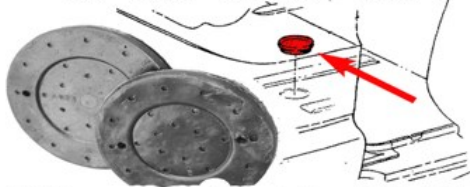
<https://www.zazzle.com/store/corvanatics> (US shipping only)



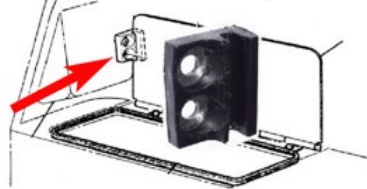
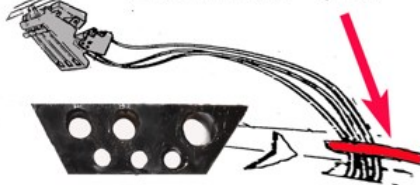
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\$20Side Door  
Bumpers (2)  
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Swivel \$23  
LinkagesEarly Style  
Shifter Boot  
\$60Heater Fresh Air  
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\$65Front door  
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\$14Gas Filler Grommet  
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'63 - \$39 '64-'65 - \$69

\$20 core refund for '64-65

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**Contact Information****President**

Dale Dewald 906-482-2872  
49595 Blessent Road  
Hancock, MI 49930  
[d66dewald@gmail.com](mailto:d66dewald@gmail.com)

**Vice President**

Ken Hand 248-613-8586  
1896 S. Gregory Road  
Fowlerville, MI 48836  
[vairmech@aol.com](mailto:vairmech@aol.com)

**Secretary/Treasurer**

Molly Bacon 989-246-8046  
5425 Morrow Road  
Gladwin, MI 48624  
[corvanatics@gmail.com](mailto:corvanatics@gmail.com)

**Eastern Director**

Tim Schwartz 201-447-4299  
5 Riverview Lane  
Ho-Ho-Kus, NJ 07423  
[tim@bristolnj.com](mailto:tim@bristolnj.com)

**Central Director**

Chris Brown 989-246-8046  
5425 Morrow Rd.  
Gladwin, MI 48624  
[funvairs@gmail.com](mailto:funvairs@gmail.com)

**Western Director**

Stephen Brown 503-628-0291  
32829 SW Unger Road  
Cornelius, OR 97113  
[SGBGJB@yahoo.com](mailto:SGBGJB@yahoo.com)

**At Large Director**

Rod Murray 412-719-3449  
476 Woodland Road  
Pittsburgh, PA 15237  
[rmurray@pittsburghpenguins.com](mailto:rmurray@pittsburghpenguins.com)

**Technical Editor**

Gary Baxter 918-645-8451  
7590 North 140 East Place  
Owasso, OK 74055  
[morsa66@outlook.com](mailto:morsa66@outlook.com)

**Historian/Webmaster**

Steve Spilatro 740-374-8778  
635 Fifth St  
Marietta, OH 45750  
[spilatr@s@marietta.edu](mailto:spilatr@s@marietta.edu)

**Newsletter Editor**

Molly Bacon 989-246-8046  
5425 Morrow Road  
Gladwin, MI 48624  
[CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com)

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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](http://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. Gift memberships are also available.

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](mailto: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.

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- 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.

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Old Cars Golden Quill Compact Chapter Award - 2020 & 2021

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

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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](http://www.corvair.org)