

CORVAN ANTICS



May-June 2022, Vol. 50, Issue 3

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



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



Happy 50th Anniversary Corvanatics!!

Mark your calendars!
Corvanatics Annual Meeting
July 13th at 8:30 pm EDT
Convention hotel auditorium
and Zoom!!

No excuses!
Now everyone can attend!



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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>.

Get ready for 2022 CORSA Convention



Convention website,
<https://2022corsaconvention.com/>

Corvanatics Annual Meeting

Wednesday July 13 - 8:30pm—10 pm-ish

For the first time ever, the meeting will be on Zoom, so everyone can attend.

Zoom information will be provided at a later date.

There will be officer elections and tech talks.

Elections are important!!

If you are interested in a position on the Board or know someone who is, we welcome all nominations.

All positions are open for nominations.

We especially need nominations for Director-at-Large, since this is vacant.

Other positions are President, Vice-president, Secretary/Treasurer, and Eastern, Central, and Western Directors.

Please send nominations to: corvanatics@gmail.com

Attention!!

Please validate your information in the Roster that can be viewed here, <https://chapters.corvair.org/corvanatics/files/member/checkMyInfo.pdf> I'm getting returned emails and sometimes mail from the post office. We would like to make sure your information is up to date.

No privacy worries. This copy of the roster is hidden unless you have access to the link. On September 1, the roster will be removed when the newsletter is published on the website. Your privacy is of our concern.

Please send changes to corvanatics@gmail.com

Riding with the President—Dale Dewald

I don't quite know how things are farther south, but here in Michigan's Upper Peninsula the long cold winter of 2021-22 did not finally give up until this first week of May. On Friday April 22, there was still a 30" high snowdrift blocking the front of the storage building where our '65 Greenbrier has been parked since October. Thankfully, it has pretty much melted away and enough rain has fallen to wash the salt off the roads, so now I can bring the Greenbrier and our other Corvairs out to enjoy in our glorious summer season.



Of course, there will be some preparation work. The oil was changed last fall, but I will want to lubricate the chassis, wash off accumulated dust and do a quick wax, clean the interior, mount a new set of tires (the current ones are from 2004, yikes!), and remove most of the dozen bars of Irish Spring soap I spread around last fall to keep the mice away. In previous years I would have had to call my insurance agent to restore full coverage, but now I have all of our Corvairs insured year-round with Hagerty for an agreed value. What I will need to do is call them up and increase the insured values, especially of our FC's, which have lately seen dramatic increases in sale prices. With this in mind I would urge everyone to review their insurance coverage, do some research, make an honest assessment of the condition of their car(s) and increase the declared value(s) as needed.

Consider that in the event of a collision finding a competent restoration-oriented body repair shop is difficult and may require long travel. Heaven forbid, but in the event of a total loss, such as theft or fire you would want to make sure the settlement is sufficient to find a similar replacement vehicle. It pays to do some window shopping from time to time to get an idea of what's out there.

On a somewhat related note, those of us who have graying hair or worse should really be thinking about and have some succession plan for our collector vehicles. Ideally, some family member might want to preserve and enjoy our FC, which would be an easy choice. In some families there may be no close relative capable or remotely interested in our Corvair obsession so other plans need to be arranged. In our case the number of vehicles is somewhat overwhelming. In addition to FC's, we own a couple of very low mileage, original Corvairs that might make reasonable additions for museums or collectors. These have been specifically called out in our estate planning to be donated to the Corvair Preservation Foundation to be either added to the museum collection or sold for proceeds to continue its operation. This is certainly a viable option to consider.

The members of the Corvanatics board hope to see you (and your FC) this summer, if not at the COR-SA International Convention in Peachtree City, GA, perhaps at one of the regional club sponsored events. Drive on and enjoy!

From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

I hope everyone is enjoying Spring and getting their FCs ready for shows, cruises, and of course the annual CORSA Convention. I plan to be there and will set up in the indoor vendor area to be able to sign up new members and sell Corvanatics merchandise. And of course, I'm always ready for just plain conversation. Stop by and see me. Look for the Corvanatics feather flag as seen in the picture here.



Editor



Since the last newsletter :

309 members

2 new members

1 member renewed their dues

0 members dropped

WELCOME !! to our new members

Curt Podd

WI

1963 Corvan

Tom Justavick

OH

1963 Rampside

Dues Are Due!!

There are NONE!!

All current members were given an extra year's dues for Corvanatics' 50th Anniversary



The Winner Is

Fran Schmit

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

In Memorial



Gerald A. Fleming



Barbara Louise Mee

Barnardsville - Barbara Louise Mee, 63, of Barnardsville, NC, passed away Friday, December 3, 2021 in her home.

Barbara was born on July 12, 1958 in Vancouver, WA to the late George Edgar Mee and Evon Claire Campbell Mee.

Barb graduated from Appalachian State University, Boon, NC with a BS in Transportation Planning. She worked for the city of Asheville, NC as a Transportation Planner for the past 15 years.

Barb was a member of CORSA North Carolina and was instrumental in organizing the annual Vairs in the Valley car show. She loved racing her husband's 1962 Chevrolet Corvair Truck.

She was a member of various other clubs and sang in St. Eugene church choir and St. Pauls UMC choir. She loved to travel.

Surviving Barbara is her loving husband of 32 years, John R. Nickel; son, John Nickel (Brenda) of Clarksville, TN; daughters, Dawn Riggins (Calvin) of Savannah, GA, Terri Janssen of Claremont, OK; sister Suzanne Orwig (Marvin) of Lewiston, ID; sisters-in-law Jane Owens, Cantonment, FL, June Gullace (Giovanni) of East Victor, NY, Jean McMillan of Wayland, NY, Janet A Nickel of Indian Lake Estates, FL, 12 grandchildren and 12 great grandchildren.

A celebration of her life to be determined at a later date.

Condolences can be made to the family at www.ashevilleareaalternative.com

Copied from the Ashville Citizen Times

A SPECIAL RAMPSIDE PROJECT

Some time back I added Deluxe interior panels to my Rampside. Because the panels are a half inch thick, the door handle shaft has to be a half inch longer than normal. Somehow over the years I misplaced the long shaft mechanisms and had to mount regular ones. On the left you can see what is a 'deluxe' shaft. The short ones just don't cut it. I decided to modify those 'shorties' and extend them a half



inch. On the right you see what I have – to start. The shaft is 1.25" long, 0.440" diameter. A friend of mine has the ability to make metal cylinders for me (and he did) that are one inch long. After he delivered the two beautiful cylinders, I cross drilled them in preparation for the welding.



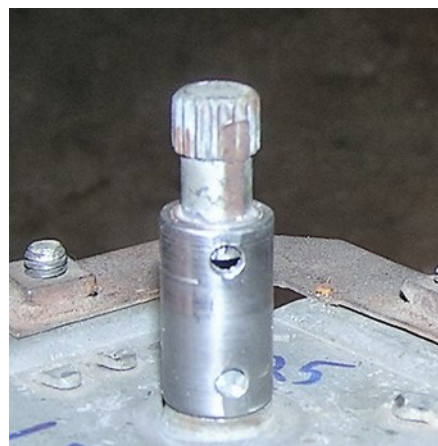
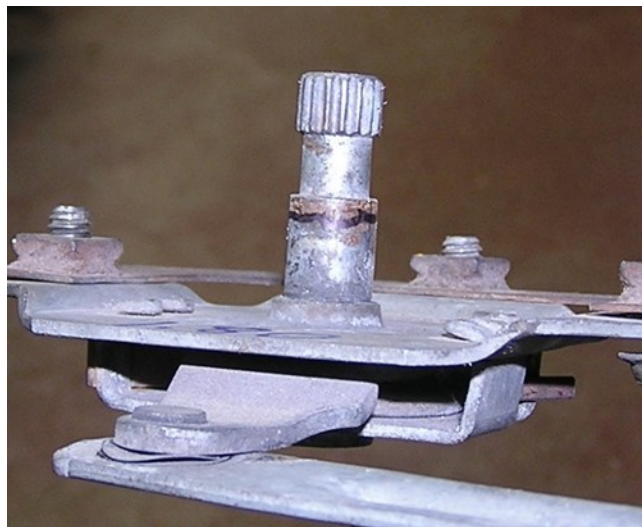
The plan was to cut the shaft in two and insert this sleeve between those two parts and weld into a new longer shaft.

After separating the two sections I mounted them to see how well they fit together. Notice they fit snugly and are just the right size. I actually had to tap the new guy down onto the shaft as the fit was that tight! The serrated section

fit snugly down into the other open end of the cylinder and looking to be well prepared for the welding.

I fired in some red-hot steel and now have a shaft as good (maybe even better) than a new one. Now I just have to do the same with the window crank. Wish me luck!

Fran Schmit



FCs on Display

Tim Schwartz—America on Wheels Museum



Alex Becker—World of Wheels, Omaha, NE

Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago - Corvan Antics Volume 10-3, May-Jun 1982

Erratum – in contrast to what was reported in the previous issue of TTY, Bob Marlow was a “Technical Advisor” not the “Technical Editor” in 1982.

The early 1980s was indeed a heyday of technical discussion and expertise among Corvair 95 enthusiasts. Technical editor Bob Kirkman reported in this issue that he was joined by several regional Technical Advisors: Bob Marlow, Gary Segal and Julius Berky in the Eastern US and Canada region, Dean Hansen in the Western US and Canada region, and Wally Brenneman in the Central US and Canada region.

Bob Marlow, who deserves much applause for his decades of contributions to our organization, has also confirmed his ongoing fondness for FCs with a Powerglide transmission (in response to my query last issue). Times have indeed changed: Bob's classified ad in Spring 1982 included a complete NOS left front rocker panel for \$135. I saw the same type of panel offered by Clarks earlier this year for \$550. Makes me wonder if the same part has been passed around for 40 years. Could be a good investment - just imagine its value in 2050!

30 years ago, Corvan Antics – 20-3 was combined with later issues as 20-1-4 in 1992

20 years ago - Corvan Antics Volume 30-3, May-Jun 2002

Front and rear covers feature images of wheel-standing FCs – Gary Watson's “Paddy-wagon” Corvan and Mexican Pete's “Mexican Jump'n Bean” Loadside - considered historical pictures in 2002. I'll pass forward a question from 2002: Does anyone know where these are now?

Feature articles in this issue were by Will Elliot about his '64 Rampside and by Gail Policella about the restoration of her '64 Camper van. Gail and her husband John were doing the restoration themselves; Gail declared that she had become the “queen of the sandblaster.”



10 years ago - Corvan Antics Volume 40-3, May-Jun 2012

Speaking of wheel-standing, our current president, Dale Dewald, was featured on the cover showing off his wheel-standing skills in the auto-cross (actually, this picture is from the 2010 National Convention.)

Ray Davis wrote about showing his '62 Rampside at the annual Motor Trend International Auto Show in Richmond Virginia, which was having a special display for 1962 models. A gas gauge stuck on full almost prevented entry- which required no more than a quarter tank of gas- but some last-minute electrical wizardry restored gauge function.



And there was an offer from someone named Molly Bacon to serve as treasurer/secretary, replacing Larry Schmuhl, who was retiring from the position. Molly has continued in that position, and also as our Newsletter Editor to this day. Thanks Molly.

Seen in Riverside, CA



Audio Tech

By Gary Baxter

Modern cars use USB and Bluetooth for connecting to the audio system. There are a handful that even offer a CD player. The last tape player was the Lexus 430 in 2010, and the last eight track was in 1983. Nowadays most people use their phones to stream music through the car radio, or use a flash drive they loaded with their favorite tunes.

How would you like to be able to do the same in your Corvair? And for less than \$20? All you need is an FM radio or converter and a working lighter/power port to be able to use a plug-in flash drive player



in your car. There are hundreds of different ones available, with different shapes and layouts. Most have two USB ports, one for the flash drive and one for a charging cable. Some also offer a SD card slot and additional charging ports. The USB ports are generally on the front, either horizontally or vertically, but some put them on the sides. There is a multifunction knob used to set the frequency, volume, and handle phone calls. Yes, besides streaming music, you also get hands-free calling and navigation from your phone. Some even work with Siri or Google Assistant. Some also have a bass boost feature.

Setup is easy, although instructions may be sparse. You plug it in and it checks battery voltage and automatically searches for a Bluetooth connection. You press the knob and tune it and your car radio to an unused frequency, such as 88.3. When you plug in a flash drive, it automatically starts playing.



There are push buttons to advance or go back through the tunes on the flash drive. The only negative is there is no random feature. Most also do not have an on-off switch and must be unplugged when not in use. Forget to do that and your battery can be drained. I like to rewire my lighter so it is only on when the key is in "on" or "accessory" positions. Sometimes that is as easy as moving a wire at the fuse box.

They are available from many sources. I got mine from smile.amazon.com. Why the smile.amazon? Because then part of your purchase goes to a charity of your choice. There are thousands to choose from including the Corvair Preservation Foundation to help support the Corvair Museum, and one of my favorites, the not so well-known Blaze's Tribute Equine Rescue in Jones, OK. I also got a power port splitter that allows me to use both my Garmin and the flash drive player from the Corvair's lighter socket. It also has on-off switches for each port and a pivoting neck.



Corvair 95 - a Flash in the Production Pan

Steven Spilatro, Corvanatics Historian

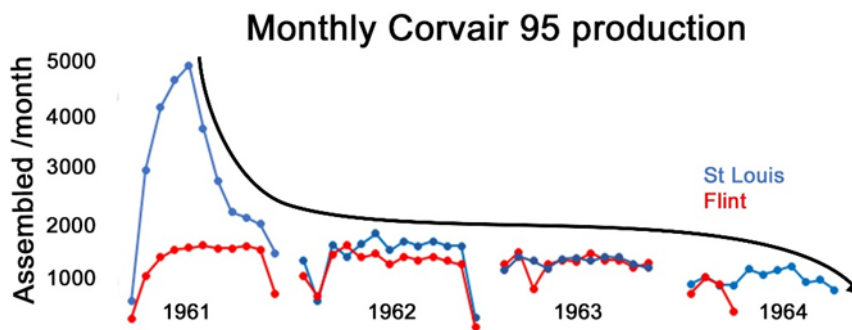
The production history of the Corvair 95 is often presented as a successful first year followed by declining sales the following years. For example, the October 2007 issue Hemmings Motor News wrote of the pickups:

The new trucks sold well at the start, with production totaling 13,262, more than 80 percent of which were the novel Rampside. In 1962, sales slumped to 4,471 ...

And in Autoweek May 17, 1993, we find:

Following a decent response in 1961 (10,787 [Rampside] sold), production dropped dramatically, down to 4,102 in '62 and 2046 in '63, and a mere 851 in '64 before the idea was mercifully discontinued, leaving only the aloof Greenbrier van to continue the Corvair 95 legacy for one more model run in 1965.

Did the Corvair 95 actually sell well in 1961? After an initial burst of interest in the novelty, not so well. This graph of monthly Corvair 95 production shows the most dramatic decline in sales occurs in February, 1961, just a few months after its grand introduction. Sales continued to sub-perform in 1962 through '63 but only slowly declined. St Louis was initially the primary assembly line, but production in Flint was most constant and on occasion even exceeded that of St Louis, until the Michigan assembly line was shuttered in January 1964. What happened?



Certainly, stiff competition from the Ford Econoline played a significant role. In 1961 almost 15,000 Econoline pickups and over 30,000 vans were delivered. Chevy promoted the Corvair 95's low floor bed, better traction and handling, and advantages of the side ramp, but customers - particularly the commercial fleet market - focused on the \$200 saving and traditional engine of the Econoline. The Corvair's raised engine compartment was definitely a drawback as demonstrated by the rapid demise of the Loadside.

But possibly Chevrolet itself contributed significantly to the Corvair 95's demise. As its faith dwindled so did the advertising budget, and advertisements in newspapers and magazines soon ceased to focus on the Corvair 95. Pages dedicated to Corvair 95's diminished annually in various Chevrolet publications, such as the annual Chevrolet Truck brochures. Beginning in 1963 there was a renewed promotional effort and some significant design improvements including the new shifter, higher HP engine, better brakes, new engine compartment access door, front air vent shutoff valve, etc. These improvements may have accounted for the temporary leveling of sales, but the effort seemed half-hearted.

Ironically, the Corvan, for which sales well exceeded the other models (over 18,000 in both 1961 and '62) was dealt a series of cost cutting measures as the rear door windows, rear grille, and even, briefly, the dispatch compartment door were made options. Each year a Competitive Facts Report compared the Econoline to the Corvair 95, but in 1964 Chevy gave up and made the comparison instead to the Chevy van.

Alas, only armchair speculation can answer whether the Corvair 95 was doomed by Chevrolet's inaction or market forces uninterested in cutting edge engineering of a "Space Age Panel Truck", as Alex Mair christened it.

1962 CHEVROLET TRUCK

COMPETITIVE FACTS REPORT

CONFIDENTIAL FOR CHEVROLET SALESMEN

CHEVROLET
CORVAIR 95

VS

FORD
ECONOLINE

HERE ARE THE EASY-TO-POINT-OUT CORVAIR 95 QUALITY FEATURES THAT'LL PROVE CORVAIR 95 SUPERIORITY TO PROSPECTS!




EASIER LOADING; GREATER CARGO CAPACITY; SLEEK, TRIM DIMENSIONS—ALL CONTRIBUTE TO CORVAN'S GREATER VALUE!

Corvan **Econoline van**

Found on Facebook

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

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



Ben Stiles — cool vintage buildings —right around the corner from home



Jerry Murray—new vent shades



Don Proctor



Steve Braverman — 3D work



Robert Bentz — Bell Telephone Corvan and associated literature



GAS TANK TALK

The other day I was working on my gas tank. The float had a leak, so I had to R&R it and do a quick solder job.



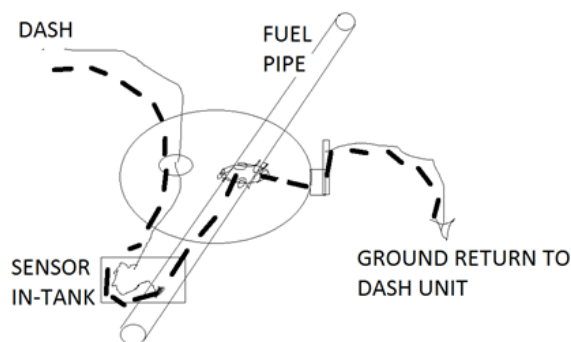
Here's how the outside part of a gas tank pickup-port appears, when it is away from the tank. I'm showing you four things. The largest is the sealing plate that covers the hole in the tank and allows us access. It is the structure that holds all of this together. The wire going off into the distance is also an important part of the discussion. The pipe carrying the fuel is also part of the story. #4 is the other wire shown in the photo: the ground connection and the important part of the story I am about to tell. Turns out that it is welded onto the access plate and as such when you are bending and moving this whole unit around you can snap off that welded connection. Or, as I did, snapped it off after I had reinstalled the unit and it was all snugly into the hole and ready to go into operation!

Well - - SCHMIT! What are we going to do about that? It has to be there because that wire going off into nowhere at the top of the picture is the one up to the gas gauge...and this ground wire is the other end of that circuit.

The wire from the dash comes down to this access plate. The wire allows current to pass

through the sensor in the tank. That sensor is welded onto the pipe that is used to remove the gas from the tank, passing along the sensor-current and that pipe is soldered into the access plate which has our ground wire welded onto it. Let's draw this out a little bit. Follow the dashed line!

I've drawn those words that show the current flow from the dash unit into the tank and through the sensor, then up the pipe and out to the ground. That is what you **must** have.



When I snapped off that ground wire my system was dead - unless I took the unit out of the tank and re-attached the ground wire to the access plate, where it had been. I didn't want to take it out again, so I thought about it for a while.

Here's what I used to solve my dilemma.



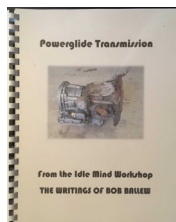
A hose clamp!

It's a metal clamp that can be connected to a wire (for conducting electric current) and the metal 'current-conducting' hose clamp can be slipped around the Fuel Pipe shown in the above diagram/photo and secured with a screwdriver...right?

Problem was the clamp is stainless and I can't solder to stainless so I tinned the ground wire (nice and fat) and opened the screw slots at the end of the clamp so the big fat lead wire would go through. Then I smashed the end of the clamp together capturing the fat wire in the stainless teeth. I screwed all of this (completing the circuit) to the steel pipe coming out of the tank without having to fight with that soft insulating O-ring under the access plate.

Fran Schmit

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"*



HAPPINESS IS FINDING A CASE OF NEW REAR
WHEEL BEARING FOR FCs ...AT A GARAGE SALE!

Steve's FC Parts Mart

(740) 374-8778

spilatr@s@marietta.edu

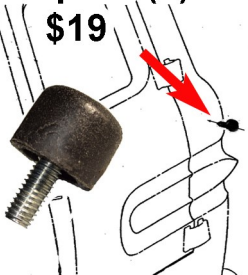
**Rechromed
Window Cranks**
\$59



**Carburetor
Swivel \$19
Linkages**



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



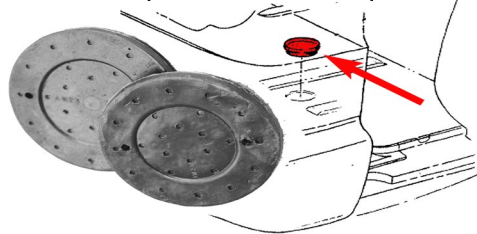
**Side Door
Bumpers (2)**
\$12



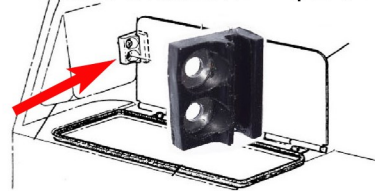
Gas Filler Grommet
\$29



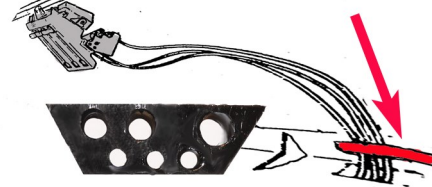
Master Cyl. Floor Plug
'63 - \$39 '64-'65 - \$49



**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



2019-2025 Clark's Corvair Parts Catalog!

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CORVAN ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSAs). 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 & 2021

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 acknowledgment, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive and enjoy our Corvairs.



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