

CORVAN-ANTICS

Mar-Apr 2024, Vol. 52, Issue 2



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

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Director Elections

Please don't forget to vote!!

Only 28 members have voted



Online voting [HERE](#) or the mail-on ballot below

Voting is open until 11:59pm eastern time, April 1, 2024

Candidate bios on pages 2 & 3

Corvanatics Director Election Ballot

Select only **two** for the 2024 Director's election.

- Rob Amsler
- John Hamel
- Ben Stiles
- Matt Welder



Mail to: Corvanatics, 5425 Morrow Rd., Gladwin, MI 48624

2024 Director Candidates

Rob Amsler

I love the Corvair and have several cars and 6 FCs (3 GBs, 2 Loadsides, and 1 Rampy). I am actively collecting/restoring and have a passion for preservation! Having retired early in 2020, during the last few years I have been committing my time to non-profit volunteer work and Corvair-related enterprises. I have managerial experience and am currently on the Board of Directors for another non-profit organization. I am also a licensed (General) active Amateur radio enthusiast.

Please consider me for the position of Corvanatics Director.
Thank you



Ben Stiles



My involvement with Corvair FCs spans back to the early 1990s when I spotted a black and white photo of a Greenbrier for sale in a trucks-for-sale magazine. Upon asking Dad what he could tell me about the interesting van listed, he informed me that he had owned one "back in the day." Visiting the Corvair Ranch for the first time and seeing and being able to sit in a real Greenbrier for the first time over Easter weekend of 1993 sealed it for me. I bought Ben's

Bus in July of 1993, just in time for it to be my daily driver/commuter/dorm room as I began my undergraduate studies.

At a much younger age (I purchased Ben's Bus at age 17), I became a natural ambassador for our favorite vehicle marque. My wife Lynn and I attended several CORSA conventions throughout the late 1990s and early 2000s, always driving and camping in our beloved Greenbrier. I also wrote dozens upon dozens of articles for the CorvanAntics newsletter over the years while serving in the Eastern and At-Large Director positions of CorvanAntics during those same years.

Considering my leadership capabilities, I go back to my high school years when I earned my Eagle Scout award. To this day, I place that award above my doctorate degree on my resume. I think it says a lot about a young man who can complete all the requirements for the award before his 18th birthday. Professionally, I have been a classroom teacher (high school English and Career Studies), earned a Master's degree in school counseling, and a Doctorate in Educational Leadership in 2015. I have served on various State committees on K-12 career development and have trained hundreds of educators on career development and the importance of Career and Technical Education as they seek to better guide their students in the ever-changing economy.

I believe my deep and long-standing interest in Corvair FCs, outgoing and laid-back personality, and professional leadership qualities make me a good candidate for a director's position within the Corvanatics club. I will work, to the best of my ability and within my capacity as a club director, to foster the mission of the club and ignite interest in the current membership as well as in potential future members.

Thank you for your consideration.

More candidate profiles on page 3

2024 Director Candidates (cont.)



John Hamel

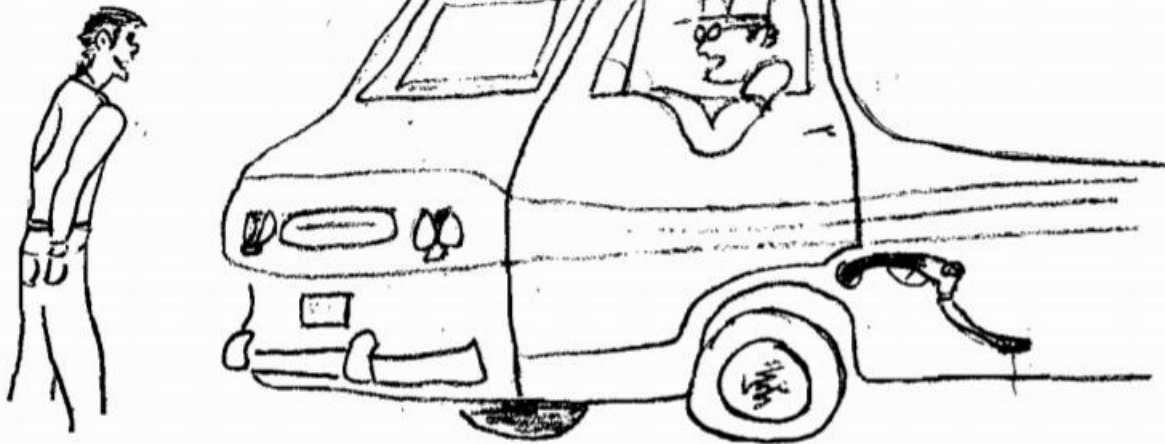
I am an electrical engineer with a minor in mathematics. My area of expertise is emergency power generation, cogeneration, and prime power generation. My career is converting horsepower to kilowatts. The power ranged from 30kW to 4000kW.

I own six Corvairs. I just purchased a Corvair powered Wayne boat that I want to restore and display. All work on these machines is performed by me. I approach the work scientifically. Attached is a picture of me and one of the engine I built for my 1963 Corvair95 van equipped with the GM camper interior.

Matt Welder

Gene Brier is BACK!!

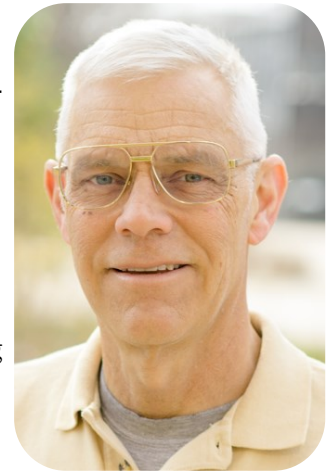
*Gene Brier
+
his buddy FC*



I would have been here sooner but some nut inatow truck tried to run me off the road!!

Riding with the President—Dale Dewald

Greetings, members of Corvanatics. This will be my last President’s Letter for a while, as I will be stepping back from leadership at our next Board meeting when new members will be installed and officers from within will be elected. Make sure to vote for the two new board members of your choice before the close of ballot submission at the end of this month.







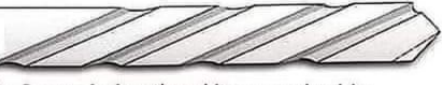
The last two years a committee of board members; Steven Spilatro, Ken Hand, Steven Brown and our long suffering and faithful Secretary-Treasurer Molly Bacon have rewritten our club bylaws, adapting them to elections not dependent on the annual meeting at the CORSA Convention and encouraging greater participation from the members at large. The idea has been to gain representation in the club by active members but not necessarily attending conventions and especially by taking advantage of the advances in virtual meeting technology.

Upon the installation of the new board and selection of officers a new committee will address the documentation of a policies and procedures manual to supplement the new bylaws. They will welcome suggestions from the membership. Please email or send a written letter with your comments to our Secretary-Treasurer Molly Bacon.

I am happy to say that while not a very large club, our membership continues to hold steady at just above 300. There are many more FC owners out there and perhaps we can encourage more to join. I think more exposure at regional CORSA sanctioned events might help. In particular, Corvanatics presence at regional gatherings such as Helen, GA Springfest, the Fan Belt Toss, DACC Homecoming, Corvair Lovers Holiday, Maggie Valley, the Tristate Corvairs Meet (Las Vegas), the Annual Recall (central NY), the Vairfest in Arroyo Grande, and others. This will require organization and participation by those members local to these events, hopefully by simply showing up with their FC (in any safely drivable condition) and being friendly to the attendees. We will investigate providing “enticements” for new membership.

Types of Drill Bits

		
Flat Drill	Straight-Fluted Drill	Centre Drill
		
Twist Drill	Auger Bit	Counter-Sink Bit
		
Counter-Bore Bit	Installer bit	Forstner Bit
		
Masonry Drill	Step Drill	Tile Bit

High-Speed Steel	
➔	Best for PVC & low-density woods while being an economical option
Black Oxide	
➔	Use on PVC & most woods, works on non-ferrous metals as well
Cobalt Steel	
➔	Better heat dissipation makes this combination ideal for larger drill bits
Titanium Nitride	
➔	Works on all woods & steel while offering greater longevity & durability
Diamond (PDC)	
➔	Reserve for glass, tile, & ceramic since these bits are much pricier

From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,
Spring is just around the corner for many people. Up here in Michigan we continue to have “False Spring” over and over and over with winter in between.

If you have not voted, please do. Support our candidates!!

Since the last newsletter :

- 317 members
- 6 new members
- 21 member renewed their dues
- 10 members dropped



WELCOME !! to our new members

- | | | | | |
|------------------------|-----------|--|----------------------|-----------|
| <i>Pat Jennings</i> | <i>CA</i> | | <i>Larry Grizzle</i> | <i>CA</i> |
| <i>Art Hooper</i> | <i>VA</i> | <i>1963 Rampside</i> | | |
| <i>Dave Wenzlick</i> | <i>AZ</i> | <i>1964 Greenbrier</i> | | |
| <i>Dmitriy Kleyman</i> | <i>NJ</i> | <i>1961 Rampside</i> | | |
| <i>Allan Jones</i> | <i>NH</i> | <i>Greenbriers and Corvan parts vehicles</i> | | |

Dues Expiring

Easily renew online [here](#).

You will not be penalized for paying early, your due month stays the same.

Due in March

Douglas Abbott	Michael Bayman
Bill Chellis	Howard Gass
Robert Hall	Paul Huelskamp
Anthony Martinez	Christopher Pickel

Due in April

Alan Bilke	Herb DuPlant
Stephan Haabet	Douglas Middleton
Jim Reich	Gary Zeller

Due in May

Michael Baiamonte	Brandon Canfield
Robert Crawford	Matt DelVecchio
Jim Diell	Rob Ernst
Chuck Hanson	Madeline Oldfield
Danny Robertson	Gary Rubin
Jim Worthington	

Due in June

Dan Brizendine	Jean-François BROUSSAUD DEFAUX
Jim Craig	Christopher Heckel
Kristjan Hilmarrsson	John Hugentober
Troy Hull	Gordon Hunter
Gerald Johnson	Bjarki Kristjansson
Ralph Loewinger	Gary W Moore
Brian Nicholson	Patrick Pilon
Dave Schaefer	Jason Van Fleet
Greg Vargas	Jim Walker

The Winner Is
Jean-François BROUSSAUD DEFAUX

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

Drain that Tank

By Gary Baxter—Corvanatics Technical Editor

Before you can service the sending unit or remove the gas tank, you need to drain it. The usual method I, and most others, use has been to jack the car up as high as possible in the hopes of getting a large gas can under the car to drain the gas into. The hose is then removed from the body line, often with some attempt to clamp the hose shut, and inserted into the container. The gas is then drained until it either stops or overflows the can. Then you roll back under the car through a large gas puddle to try to clamp the line, move the sloshing container and put another one in place to finish draining. Removing the sending unit results in more gas coming out.

I have found a way that involves no jacking and much less spilling using a shop vacuum

to pressurize the tank. First remove the fan belt from the alternator or generator. Next remove the fuel inlet line from the fuel pump. Slide the fan belt under the inlet line so the line can be lifted to clear the fuel pump. Slide a length of 3/8" fuel hose over the end of the fuel line and place the other end in a large gas can. Put the shop vac hose on the outlet, or blowing, side. You do not want to suck vapor into the vacuum. Make sure it is actually blowing out of the hose before attaching it to the car.



FC's and Early cars use a 2 1/4" OD filler tube. A piece of 2" radiator hose or 2" PVC drainpipe will fit tightly over the filler neck and the end of the vacuum hose. Late model cars have a 2" OD filler piper end. The



hose of the vacuum usually fits tightly over it. Some duct tape or a clamp may be needed to hold it in place. You want the hose to stay in place without having to hold it while the tank is emptied, so you don't have to stand there and hold it all the time. Now turn on the vacuum and let the air pressure push the gas out of the tank



and through the fuel line and into the can.

When done, you can jack the car up, so the driver's side is lower than the passenger's side. This will tip the remaining gas away from the sending unit opening so little will spill out when you remove the sending unit. The other advantage is the body line has been blown out, so no fuel spills out from the line when you remove the sending unit hose.

Welcome to my latest... **HULKSTER**

By Phil Dally

Not exactly normal but that's no surprise for me. I'm thinking of the Cummins 4bt diesel engine. Obviously mid-engine and definitely a hot rod. More pictures when I pick it up.



Corvan - Antics—thru the years

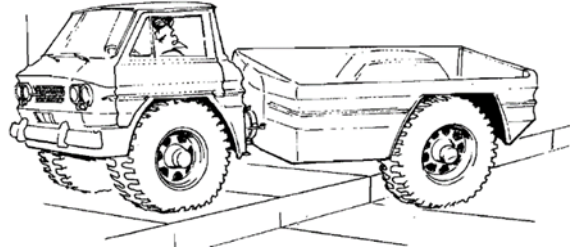
Steve Spilatro—Historian

50 years ago, Corvan - Antics - 1974

There were no other newsletters for 1974 after the first issue

40 years ago - Corvan - Antics Volume 12-2, Mar-Apr 1984

Forty years ago, CorvanAntics readers were reading about the prototype Articulated General Logistics Vehicle (AGLV-4), which became known through a GM research and development film.



Also in this issue, Wesley Goeker gave a detailed report of his trip from Sacramento, CA, to Iowa and back in his '64 Greenbrier packing a nonoriginal 110HP engine, 4-speed transmission, and a 3.27 rear axle. Among other things, he reported on its fuel economy. During the 5,386 mile trip the gasoline cost \$285.95, or \$1.28/gallon. At today's prices of around \$3.19 /gallon, the trip would have cost \$780.

30 years ago, Corvan - Antics - 1994

There were no other newsletters for 1994 after the first issue.

20 years ago - Corvan - Antics Volume 32-1, Jan-Feb 2004

This issue featuring a few Ramp sides was a bit light on content. There were Ramp sides on the front and back covers, but mostly in between was a reprint of an article from Collectible Automobile magazine.

10 years ago - Corvan - Antics Volume 42-1, Jan-Feb 2014

What a difference. From no newsletter 30 years ago, to a rather skimpy one 20 years later, to a very slick 12 pages packed full of articles, technical news, and editorials.

3 columns and articles by club officers

2 feature articles by club members

3 technical articles

24 color photographs

Plus, assorted other items

It shows what a newsletter can be when there are contributions from the membership. And Corvanatics has been very fortunate to have great newsletter editors in recent years.



Found on Facebook

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

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

John Miller



Marvin Hickman



Travis Fowler



Tom Downs

David Wenzlick



Tech Info

Travis Fowler

UPDATE! It was the headlight switch. I unplugged it and the tail lights turned off. I had a couple more switches that turned out to be junk 😞 but then took the original one and cleaned it up with Deoxit. Plugged it back in and now it works great! Problem fixed. Going to order a couple more switches just to have on hand. By the way, the wiring under that dash looks fantastic! Thank you all for the suggestions and humor!

Oh! And no tetanus shot needed! (This time!)

Weird issue just popped up this evening on my 61 Greenbrier. Left my buddy's house after helping him move a couch and everything was fine. I get home and the rear driving lights will not turn off. The brake lights work fine, and the headlights and license plate lights turn off, but not the tail lights. That's weirdly specific. I had to disconnect the battery to get them to turn off. I want to say it's the headlight switch, but would anyone have an alternative suggestion that I should check?

Thanks!



Tech Info (cont.)

Here's a little tech tip renewal or new for those of you that do not have the Corsa tech guide. but you could have an issue that you don't even know about. There is a triangle brace on the underside by the steering box. This is a brace to stop flexing the frame rail from the steering box. This can be part of your cause for that little bit of wandering on the road or the extra play in your steering wheel that you have tried to adjust out.

The fix is simple, drill 2 holes and bolt the piece through the seam like it should have been spot welded. You will also have to move your carpet or mat before you drill holes. I had this same issue on my 63 van many years ago. I will put captions on the pictures after I post them.

Here you can clearly see a putty knife under a seam that should be tight.

If you look closely you can see the end of the putty knife all the way through the seam, you shouldn't be able to do this.



Taken from Corvan - Antics 1981 vol 5

DID YOU EVER ??????????????????????

Did you ever check in your jacket pocket and find 5 open-end wrenches •••• all the same size?

Did you ever change plugs and put an old one back in?

Did you ever break a clutch cable when you weren't in rush hour traffic?

Did you ever wonder how far you could go on EMPTY?

Did you ever find that an engine wouldn't start because the distributor rotor was on the bench?

Did you ever go to a swap meet and find something that you REALLY needed?

Did you ever try to write "CORVAIR" in yellow snow?

Did you ever use an insect repellent that was worse than the insects?

Did you ever get a phone number from a gal and .then waste some money on "Dial-a-prayer"?

Did you ever lose the jaw of an adjustable wrench?

Did you ever pinch your finger and then try to throw a wrench through the garage door?

Did you ever forget to hyperventilate before entering the privy at the-local racetrack?

Did you ever start a gasoline fire in the garage?

Did you ever reach under the seat and find a four-month burrito?

Did you ever send in a dollar for a catalog and never receive it?

Did you ever step on the corner of a drain pan, and paint the wall with black oil?

Did you ever sell an old car and then couldn't find the title?

Did you ever start a rebuilt engine in a closed garage and have a neighbor call the fire department?

Did you ever turn down a beer and ask for water?

Did you ever run out of gas in front of a gas station •• that was open?

Did you ever spend 15 minutes trying to mount a bracket with only your fingertips reaching the screws and then to find out it was mounted upside down?

Did you ever pull on your emergency brake and have it come to the stop with no resistance?

Did you ever skin a knuckle and as you raise up to yell remember that you were under your FC?

Did you ever wonder why you didn't save stamps or coins instead of CORVAIR FORWARD CONTROLS?

Sending Unit Float

By Gary Baxter—Corvanatics Technical Editor

I have had several sending unit floats sink, causing the gauge to show empty. The ones that have failed tend to be the new replacement floats that have a ring around the center seam. These are made from thinner brass and come from China. Unfortunately, this is the style sold by a major Corvair parts vendor. The mode of failure is splitting lengthwise in several places. I have put in a new float, only to have it fail again in a few months.

The original floats were made of heavier brass and do not have the ring in the middle. They tend to fail due to galvanic corrosion between the steel retaining loop and the float. Often, I have been able to fix them by carefully soldering the corroded



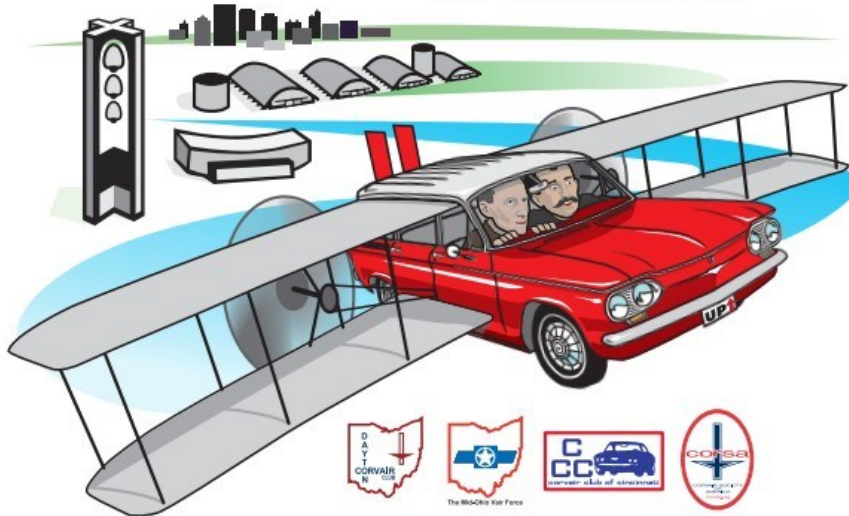
area after draining the gas out and drying them out by heating them just a small amount.

Besides the brass float, there are floats made from plastic, such as this Jeep one I used to replace the failed brass one in Elwood.



CORVAIRBORNE!

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Don't forget about Corvanatics gift memberships. The perfect item for anytime gift giving.

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.

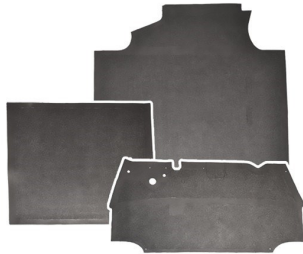
Steve's FC Parts Mart

(740) 374-8778

spilatr@s@marietta.edu

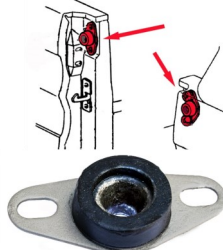
FC Floor mats with deluxe pattern

Cab \$250 (black) \$265 (color)
 Center \$400 (black) \$425 (color)
 Rear \$285 (black) \$300 (color)
 Plus shipping \$50 discount with a set of all three



Ramp-gate Pin Guide – rubber restoration of core.

\$50 per unit plus shipping



Front door Check-arm grommets



\$14

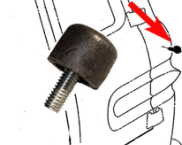
Side Door Bumpers (2)
\$14



Heater Fresh Air Intake Boot
\$65



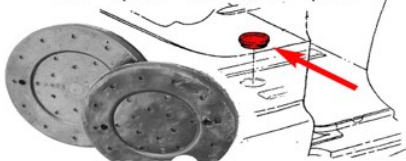
Rear Door Outer Bumpers (2)
\$20



Gas Filler Grommet
\$29

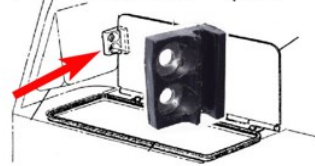


Master Cyl. Floor Plug
'63 - \$39 '64-'65 - \$69

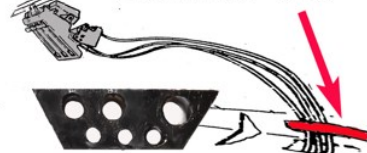


\$20 core refund for '64-65

Battery Compartment Lid Retainer - \$24



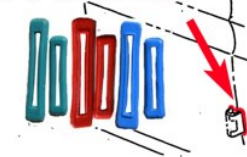
Cab Floor Cable Grommet - \$19



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



Colored - \$119 for 6-door van



Carburetor Swivel \$23
Linkages



Early Style Shifter Boot
\$60



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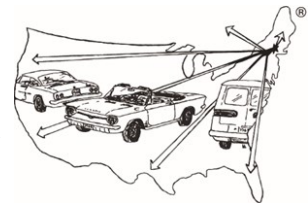
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www.corvair.com

email: clarks@corvair.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 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 - 2022, 2021 2020, & 2002

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

Corvan - Antics uses material from many sources and may not always give appropriate credit. If your material appears without acknowledgement, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive and enjoy our Corvairs.



Founded in 1969, **CORSA** is group of automobile enthusiasts working to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Corvair. CORSA's long range goal is to promote reproduction of parts and render technical assistance to increase your enjoyment of the Corvair, and to further the general public's appreciation of the car.

Corvanatics encourages membership in CORSA. Visit their website, www.corvair.org