

Corvan Antics

Founded in 1972 by Ken Wilhite

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The Bi-monthly Newsletter of the
Corvanatics



Chapter 001 Of the Corvair Society of America
The Forward Control Corvair People

Riding with the President

By John Nickel

The change that CORSA has made in the Chapter Plan Policy has some of us having to pull out our by-laws and do a serious review of our own policies and procedures. Corvanatics is included in this review. I know that we require all persons wanting to join Corvanatics must be members of CORSA, but I'm not so sure that we do a great job of verification of that fact, and it could come back this spring to bite us! CORSA will be reviewing our membership roster to ensure that all listed members are CORSA members and if not, will be sending a bill to us for \$3.00 per non-member. I don't think we will get many, if any, but you never know. We may be contacting you to submit your CORSA Membership number, or Chapter Membership (other than Corvanatics) to add to our database, to eliminate this problem. I asked Gary to include the letter from the CORSA Board in this issue in case you haven't read it in the Communique or elsewhere.



photo by Barbara Sammons

I would like some feedback on the fact that we provided food at our meeting in Denver due to its late night scheduling. Our meetings are almost always late in the evening because we are the largest Chapter in CORSA and also have the largest number of attendees. Should we continue to provide food/snacks? Let me know before next year's meeting in Sturbridge, MA. Many Thanks because it's your money that bought it!

I wish all of you a Happy Holidays ahead and will write again in January.

John Nickel, President 

Ward Bourgondien

Corvanatics, Nature Coast Corvairs and NECC member Ward Bourgondien passed away on November 3rd. Born February 27, 1942 in Brentwood, Maryland; died November 3, 2011 in Summerfield, FL. He managed the Del Webb Community Channel 12 TV station.

He is survived by his beloved wife of 47 years, Carol of Summerfield, FL. Memorial donations may be given to the American Cancer Society.

Ward's 1963 Rampside was featured in the March/April 2008 Corvanatics. (Photo)



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CORVANANTICS 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 any **CORSA member** with an interest in Forward Control Corvairs. Dues are \$10.00 per year and must be sent to the Secretary/ Treasurer accompanied by a membership application. See directory on this page for address. Applications available on website or from Secretary/Treasurer.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. All of these can also be sent by email to: CorvanAntics@gmail.com. Technical material will be sent to the Technical Editor for review. Authors are also asked to submit a photograph of themselves for the article.

Classified ads are free to Corvanatics members and should be sent to the editor. 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; Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads are \$6.00 each and can be color or black/white. Authorization and payment must be received for each issue. Deadline for publication is the 15th of February, April, June, August, October, or December.

Web Page Address: www.corvair.org/chapters/corvanatics/

Corvanatics Merchandise

Corvanatics Roster	\$2.00
3 Booklet Set:	
• Paint Codes (Includes cars through 64)	
• Prices and Options	
• Paint and Trim Combinations	\$5.00
PowerGlide Transmissions by Bob Ballew	\$10.00
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Corvanatics Patches	\$2.00
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Available from Secretary/Treasurer
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Membership and Merchandise payments
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Detroit Area Corvair Club Homecoming



Adam Morenski sent some of these FC photos from the DACC Homecoming, others are from the DACC website. Sorry there isn't a story to go along with the photos. Clicking on a photo will link to DACC.

The Great Plains Corvair Round Up

By Gary Moore

This years Round Up was held in Excelsior Springs, MO at the historic Elms hotel. The November *Communique* features a photo of the Round Up on the cover. FCs were not abundant at this years Round Up only four in all. Marvin Luke of Green Country Corvair Group of Tulsa, Bruce and Ruth Boxdorfer of Prairie Capitol Corvair Association, and Gary and Helen Moore, of the Heart of America Corvair Owners Association, three Rampsides and a tow truck. Several Corvanatics members were in attendance (about 20) but most had decided to bring the other Corvairs. David Castiaux of Oklahoma City brought his remote control Rampside monster truck.



Marvin Luke's 1963 Rampside, yeah he needs to join Corvanatics.

Richard Boxdorfer put on quite a show. He won the Mayor's Award, 1st in Peoples Choice Specialty Class and Peoples Choice Best of Show. Marvin Luke achieved Silver with his copper Rampside in Concours. Helen Moore won 1st in Peoples Choice FC class and Gary Moore was a distant second.

Helen and Gary took their Rampsides to the SCCA autocross the last day of the Round Up. Once again Gary was beaten by his wife. The two Rampys out on the track were a crowd favorite, getting up on three wheels more than once.



Helen Moore in the red Rampside, Gary Moore in the Green at the SCCA sponsored autocross event at the GPCRUC. Both trucks are 1961.



David Castiaux of Oklahoma City maneuvers his remote controlled Rampside monster truck while Marvin Luke of Tulsa videos the action.



Mayor of Excelsior Springs Ambrose Buckman (in red shirt) presents Richard and Ruth Boxdorfer with Mayor's Award for the Corvair 95 Tow Truck.

Vairs in the Valley

Photographer Barbara Sammons graciously allowed the use of her photographs of the Forward Controls at the Vairs in the Valley event. More photos and videos are available from her website <http://sammons.smugmug.com/>. Clicking on one of the photos in the digital version of the CorvanAntics links to her site. She also describes the event, the people and the Corvairs in her blog. The Riding with the President photo is from this event. 



*The Willard family
Roger and Mellisa,
Williard and Sharron
with their 1961
Rampside camper.
Complete with Complete
with Huffy Corvair bike.*

*below: John Nickel and
Barbara Mee with the
1964 8 door Greenbrier.*



*Left: Earl Jones and Jean Grantham
in Earl's Greenbrier.*



*Jane and
Donnie
Bird in
their
Corvan.*



*Above Steve (Frank) Avery and his
friend Brian Baker in his Greenbrier.*

From the Secretary

Sorry if this is late. It's my fault, not the editor. *Editors note: no it is my fault.*

I've been busy living in two places and keeping up with the honey dew's. My plan is to bring the Rampside (hopefully painted) to New England. Meantime, the Spyder blew it's differential and the coupe uses more oil than gas. Hopefully things will calm down and I can get after these guys.

Please use Corvanatics@gmail.com for any mail related to address or phone changes or patch/decals orders or anything else for me. You can also use it to pay by **PayPal**.

Last Chance list

This list is folks who are more than a year overdue. If you are on it, this is your last newsletter unless you pay your dues. There is no penalty. Please pay up so this list goes away.

Paul Campbell	3/2010	Walter Huntoon	10/2010
Gordon Hunter	7/2010	Joe Nelson	10/2010
John Mason	7/2010	Tim Colson	08/2010
Greg Vargas	7/2010	Vance Piper	9/2010
Laura Wilshire	7/2010	Don Filkins	9/2010
Robert Crawford	8/2010	Brently Cooper	6/2010
Red Badgett	3/2010	Rich Greene	12/2010
Frank Justavick	12/2010	Rick Rhodes	8/2010

Due Now

Michael Simmons	1/2011	Dave Palmer	2/2011
Don Hudock	1/2011	Ray Davis	3/2011
Darrell Woofter	1/2011	David McChesney	3/2011
Ralph Loewinger	2/2011		
John Lantz	3/2011		

Thanks,

...Larry

Dave Munaco Wins at Woodward



Dave Munaco's 1961 Rampside, featured in the July/August CorvanAntics was chosen as Best Chevrolet and Best Car in the 104.3 WOMC Cruisin' Photo Pit Stop presented by Chevrolet during the 17th Annual Woodward Dream Cruise. Congratulations go out to Dave. 

A Trip with the GrandKids

By Gary Switiatow

My 63 Greenbrier after owning it for 10 years finally had a failure. On my way to a car show with 2 of my grandkids, the Gen light came on indicating a problem. I pulled into a parking lot, figuring I dropped a belt. Looking into the rear access door, I could see that the belt was still in place?

But there was a lot of oil all around. I started the motor again for a look. Imagine my surprise when the motor was running yet the belt was stationary! It turns out the balancer had separated, spiting out the rubber from in between the 2 pieces.

I called my wife who brought me a backup vehicle so I could continue to the show with the grandkids. Hey, I had to, it was at Fantasy Island Amusement Park, and the kids were looking forward to it. My wife waited for AAA to come, whatta gal.

I've owned Corvairs since 1975, and this was my first balancer failure. Not a bad job to do, especially if you have a lift and all the tools handy, a replacement balancer and seal.

I thought I would forward some pictures. Removing the motor perimeter seal, and other items that needed to be removed so no damage would occur while lowering the motor took longer than the balancer change itself. 🚚



Note by author: The original owner put a 110hp car motor in the Brier, you can note there has been a "modification" to the rear mount for clearance.



Check your balancer if part of the center rubber core is bulging or it looks off center it is time for a new balancer. An ounce of prevention can save 5 quarts of pressurized oil.



The loose outer ring of the Balancer rubbed a crack in the side of the filter. A mess to clean up.



New balancer is installed and the oil mess is cleaned up. Just need to button it up and it'll be ready for the next trip with the Grandkids.

New chapter plan policy

For years we have had a Chapter plan outlining what a chapter needed to do to become and stay a CORSA chapter. Part of the policy to stay a chapter is to provide a current list of the chapter's officers, the name and address of the chapter's CORSA contact and a list of all the chapter's members and their addresses, CORSA and non-CORSA members alike. The policy to remain a chapter is going to stay the same with the exception of including the name of the chapter's newsletter and a current website address of the chapter if applicable, plus the addition of a \$3 fee for each non-CORSA member. As always there will be no fee for chapters that are made up of 100% CORSA members or the three CORSA chapters in Europe. The members of the board will contact an officer of each chapter in the next few months to make sure the chapter is active and alert them to the new policy.

The most important reason for the change is to have every CORSA chapter member pay their portion of CORSA's \$1,000,000 umbrella policy. Contrary to popular belief the insurance does not cover individual members or their cars. It does however protect CORSA, all CORSA sanctioned chapters and the venues where they hold meetings or events. In other words, every meeting or event that your chapter holds, and every home owner, business or race track where you have meetings or moving events at, is protected from legal action. In this day and age that is very important! CORSA members already pay their portion of the insurance fee as part of their yearly CORSA dues. The \$3 yearly fee paid by each chapter's non-CORSA members will help cover their

portion of CORSA's liability umbrella policy that protects their chartered CORSA chapter from legal action. It will also help pay for the small fee that CORSA will incur for administration of the chapter report. This fee also puts an end to the old argument that non-CORSA members don't pay their portion of expenses. Of course CORSA would like chapters to continue promoting the benefits of being a CORSA member, but CORSA and the board members realize times are tough and we feel this is the best compromise for everyone.

The chartered CORSA chapter can add the \$3 fee to each non-CORSA member's chapter dues or pay it out of the chapter's general fund. It is totally up to the chapter how to raise the money. The total monies collected for the non-CORSA members and the chapter report will be due to the CORSA Secretary by March 1st of 2012 and every March 1st thereafter. If the report and fees are not received by March 1st a reminder notice will be sent and a one month grace period will be granted for the chapter to send the required information and fees in. If the requirements are not fulfilled after the one month grace period, the chapter will be removed as a chartered CORSA chapter and lose their insurance coverage until the requirements to remain a chartered CORSA chapter are fulfilled.

The CORSA board would like to thank you for your compliance with this policy and your continued support of your CORSA organization!

Editors footnote: by Gary Moore

Mystery of the Missing Bylaws

This month's Riding with the President article has John saying "the New Chapter Plan Policy has some of us having to pull out our by-laws." Well later John asked if someone could send him a copy of the bylaws. Which led to The Great Bylaws Search, involving several Corvanatics members and the CORSA office. We were ready to give up, it appeared we were a bylawless CORSA chapter. John appointed a committee to draft bylaws headed by Ken Hand.

At Large Director Tim Swartz who had been involved in the search was chatting with Bob Marlow about an FC engine block and the subject of the missing bylaws came up. Low and behold Bob had a draft copy of the proposed bylaws from 1994. The document needs to be updated but at least we aren't starting over.

The committee should complete their work by spring and the new bylaws will be sent out. If changes merit it ratification may be necessary. I'm not sure on how the process works, I will have to look it up in the bylaws. 

Corvair Trucks In American Truck Historical Society Event

by Ruth Boxdorfer

On Tuesday May 24th three Illinois couples, each members of CORSA, PCCA, SMCC, & Corvanatics, headed to South Bend, Indiana and the 2011 National Convention & Truck Show. Each owner is also a member of the "AMERICAN TRUCK HISTORICAL SOCIETY" the sponsor of the Memorial Weekend event. The three couples were Norbert & Kay Laubach of Keithsburg, with their 1963, 4 speed, 80 h.p. red Rampside. Mike & Rhona Hall of Chatham, took their 1962, 4 speed, 140 h.p. red & white Rampside to the show. Richard & Ruth Boxdorfer of Bethalto, took their 1962, 4 speed, 140 h.p. burgundy & silver Rampside "Tow-Truck".



The Boxdorfer, Laubach and Hall Rampsides on display at the ATHA Truck show.

Click on photo for a YouTube video of show.

The "show" is not a judged one. It's more of a – displaying – and letting the public come and see the great variety of different types of all kinds, and sizes, of trucks thru the years.

The ATHS operates its shows like CORSA by holding a show one year in the Mid-West, next year on the East Coast, and the following year on the West Coast. Heads up for anyone that owns an old truck – the 2014 show will be held in Springfield, Missouri.

The show this year was the 40th anniversary of the ATHS (1971 – 2011). The featured truck was the Tucker. Maurice Tucker started his trucking company in South Bend, Indiana, in 1929 (Tucker Freight Lines, Inc.).

The rainy weather may have contributed to fewer trucks being shown this year. The Corvair trucks were displayed together along with the "smaller" trucks. These "smaller" trucks were surrounded by the "Big Rigs". Many people looked them over and asked lots of questions, which were answered by the owners.

Even though the weather was gloomy, there were a lot of interested viewers. It certainly was well worth the trip. 

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Rampside to the Rescue

The 1964-65 Saturday morning cartoon adventure Johnny Quest featured a get away in this stylish Tahiti Coral Rampside Pickup.



With Johnny and Hadji riding shotgun, Doctor Quest drives the Rampside with its precious hidden cargo. Race Bannon keeps watch for that episode's evil villain. Bandit is on the floor with his paws over his head.



Ray and Chris Hatchell with their 1962 Corvan at Vairs in the Valley.

photos by Barbara Sammons

CorvanAntics

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