

Corvan Antics

Founded in 1972 by Ken Wilhite

May/June 2012
Volume 40 Issue 3

Celebrating our 40th year.



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

"What do you mean, I've got less than two months to get ready to attend the CORSA Convention in Sturbridge? (editors note: Convention is July 25-28) I haven't had time to do any real work on my FC and there are too many other shows I want to attend before then!" (Editors note: Convention is July 25-28)

If this sounds like you, you're not alone. Time sure flies when you're having fun! My preparations will be interfered with at least three shows, numerous club meets and Chapter meetings between now and then. Both of the Chapters that I'm President of are in the process of updating their By-Laws, so additional work is also involved there too. In addition to that, I've decided to go look at an auction in Tennessee, to check out a Rampside and three Greenbriers (plus 16 other Corvairs as well), and possibly add to my herd. I must be nuts!

I hope that many of you will be at the Convention in July. It will be fun to meet more of you from the Northeast and to see your FCs too. The schedule has our Corvanatics Meeting on Thursday, July 26 from 3:30 to 4:30 PM, so please plan to attend if you can. We will be voting on the replacement for our Secretary/Treasurer, and other positions may be open as well. We will also be voting (I hope) on adopting the new By-Laws as well. I don't know if the new By-Laws draft will be printed in this issue or in the July/August issue, but when they are, please read over them and have your comments ready at the meeting, or send them to me for inclusion in the discussion. (Contact information on page 2.)

Have a wonderful and successful Spring and don't forget to DRIVE your FCs! No matter what shape the bodies are in, our unique vehicles are sure to draw a crowd whether at Lowes or Home Depot , or at a cruise-in. I ought to know, I "show" mine every day.

Oh, I'll issue my annual challenge to you to Autocross against my wife and me. We are learning how to race the 8-Door, so you most likely have a good chance to win a trophy. It doesn't seem fair to you all that my wife or I have won every year that we've attended, mostly because there was nobody else in the class! Come on out! 

Though it looks like Dale Dewald is performing a death defying act; He safely performed this maneuver several times in his Greenbrier during the autocross event at the 2010 Convention in Cedar Rapids. As did his wife. This year John and Dale are in the same class.

Contact Information on page 2



photo by Barbara Sammons



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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
Differential Booklet	\$5.00
Corvanatics Patches	\$2.00
Corvanatic Decals	\$2.00

Available from Secretary/Treasurer
Corvanatics@gmail.com
Membership and Merchandise payments
can be made through **PayPal**



Toys, Models and Such

Don Wagner of the Heart of America Corvair Owners Association sent in this photo of his Cokeside Toy Loadside.



Checking In

Corvanatics Eastern Division Director Ben Stiles

Greetings Corvanatics:

It has been some time since I sent anything in for the newsletter (Sept/Oct 2009). Life gets busy, as you all know, Lynn and my life got exponentially more busy a little over a year ago when our little girl, Emma, was born. The addition of a little one to our already busy life took its toll on hobby time, but I hope to get back to the FCs when the cold winter weather breaks here in Pennsylvania. Then I will have just a few months before the birth of our second child due in early September. I am going to have to install another set of seat belts in the Greenbrier. The Rampside is pretty much a lost cause for a family of four, but we intend to keep it anyway. They make good work trucks! The winter was a good one for those of us who drive our FCs and hate to pack them up for the cold, snowy, salty season. I got to drive my trucks fairly regularly this past season.



Ben, Lynn, and 13-month-old Emma with their 1962 Greenbrier camper.

caused by too many bends in the cable does not offer any favors either. He had done a hydraulic clutch conversion on his own camper van, Fillmore, a few years ago and was willing to make my van pull out and shift smoothly again. If you don't already know, the good friend I speak of is Allen Bristow of VA. We planned a weekend that I could drive down to make the conversion happen. The first attempt had a few glitches, but after everything was ironed out, things worked beautifully! The installation involves a Toyota clutch master cylinder up front, a Summit Racing slave cylinder back on the rear crossmember, and a lot of tinkering in between. Happily, I once again enjoy the experience every time I drive my van again. I would like to thank Allen for helping me to keep the bus going and for bringing back the joy of Corvair FC ownership for me.

Allen also gave me two left hand intermediate side doors for my Greenbrier. These are virtually rust free and came off of an 8-door van Allen had scrapped. It wasn't a jewel anymore, so don't think that an FC lover like Mr. Bristow would scrap a worthy 8-door Greenbrier. Currently those intermediate doors are in the body shop at the school where I work getting stripped down and repainted for future use on Ben's Bus. The current side doors on my van are rough to say the least.

Other projects to be done include installing Corvair Ranch-rebuilt wing windows on the front doors, removing and resealing the TEC camper top on the Greenbrier, putting some kind of bedliner in the Rampside, and general maintenance for both. It seems like the list never ends, but the looks one receives while driving one of these old trucks more than makes up for that! I garnered quite a few thumbs up and positive glances while tooling down Interstate 95 toward Allen's house! I do hope to take the Greenbrier with the 1961 Scotty camper in tow on several camping trips this Spring and Summer. Now that the shifting is more smooth, this should be a fun plan!



Ben's Bus at the Ambler-Becker Texaco Station along Route 66 on the way to the Iowa Convention.

Speaking of driving the Greenbrier; It is a pleasure to drive again! After incessant clutch chatter ruined my ride for a few years, I was thinking of selling Ben's Bus. This decision did not come lightly. I have owned the old van since 1993 and have put some 144,000 miles on it since then. It got to the point, though, that it was no longer any fun to drive and I sent out a query to the Corvanatics online chat group about how to fix that pesky clutch problem. Several folks chimed in with possible solutions to the chatter situation, many of which had already been tried. Then an old friend gave me the encouragement I needed. He offered to assist me with installing a hydraulic clutch system in the van. His now proven theory is that the fully loaded camper vans are too heavy for the stock clutch system already, and the not-so-smooth release

See Checking In Page 5

Motor Trend International Auto Show Richmond Virginia Convention Center

by Ray Davis



Early in February, I received a phone call from Gregory Lucyk of Classic Automotive Events of Virginia. He was looking for a 1962 Corvair to show in a special group of 15 - 1962 classics for the Motor Trend Show. I was impressed as he listed the cars he has already gathered. I indicated I had a Rampside, but, with its many flaws it was not a show car. He was eager to have it since it is unique and it did not have to be a Concours vehicle. Knowing this was a great opportunity to receive Corvair exposure, I agreed.

I had wanted for a long time to have the interior painted, to replace the outside mirrors and install chrome bumpers. I did not find anyone for the interior due to the short time frame. Allen Bristow removed the old mirrors, welded the holes and did a fantastic job on painting the doors. He installed chrome repro mirrors and chrome bumpers ordered from Clark's. Since the Rampside was from California, there was no rust. Previously, I had POR-15ed the undercarriage. I did touch up the spots I had missed and I painted the wheel wells. I also spent a day detailing it.

There were three requirements for an auto to gain entrance to the Richmond Convention Center: No more than a quarter tank of gas and proof of registration and insurance. No problem for these two. But, after driving it around for several days the gas gauge still read FULL! I knew that was not possible. We were now two days prior to the event. I tried syphoning gas out but could not get any (except several mouths full). Since the sending unit is on top of the tank and I did not have a new one anyway, a call to Frank DuVal was made. "What do I do?" I cried. Frank was in the garage working on his own vehicle



but quickly replied, "Bring it over and I'll take a look." Frank did some fancy electrical work to get a low reading from the gauge. I planned to replace the sending unit later.

At the International Show there were three sections of specialty cars in addition to most every make of new domestic and foreign cars on display, 43 in all. The specialty groups included Corvettes, Thunderbirds, Mustangs and a Cobra and the 1962 cars. They included a Jaguar E Type, Corvette Convertible, Pontiac Catalina 425A, Thunderbird Sport Coupe, Studebaker Hawk Gran Turismo, Skylark Convertible, MGA Coupe, MGB Roadster, Triumph TR3-B, Porsche 356B Convertible, Galaxie 500 HT, Impala SS 409 Coupe, Cadillac Eldorado Biarritz Convertible, Rolls Royce Silver Cloud and the orphan Rampside. They were all beautiful cars, some restored to perfection including the factory caulk markings.

A couple of the other hosts indicated they had received many complements and questions about the Rampside. During my turn as

host, I noted many more comments about the Rampside than all the other cars combined. Of course, I am not prejudiced. All the comments were positive with none of the usual, my grandmother's was a four cylinder or our transmission was push button. I only had one offer to purchase it. When I told him I knew of one that sold for \$23,000, no more questions were asked. Maybe, I would have taken \$20K! On our way out of the center, one official indicated the Rampside was the best vehicle in the entire show. I would not have traded it for most of the new cars on display but that electric Fisker Karma (\$96,850) may have been a possibility. 🚗

Several photos of the show are on MT's Facebook page. <http://www.facebook.com/VirginiaMotorTrendInternational-AutoShow>

Previous shows photos are on the MT web site. http://www.motor-trend.com/auto_shows

New FC Products

FC Bumper Guards by Dave Palmer



Over the years I have search for bumper guards for Valveeta, my Greenbrier, but they are hard to come by. Most FCs were ordered as commercial utility vehicles, companies did not chrome out fleet trucks.

Early and late model car bumper guards can be found at swap meets, over the years I have sold many at the Fanbelt Toss Swap Meet.

So looking at the FC Bumper Guards, I noticed something, perhaps you have too, that the Early Corvair car Bumper Guards are identical in size and appearance to the FC guards. The big difference is the shape of the bumper. They are both made by the same manufacturer, as indicated on the spot welded on mounting retainer in each guard. For the cars there is an A and B guard, indicated for left or right due to the angle of the bumper. However for the FC's there is no A or B. So the FC guards are all the same.

After a lot of pondering, measuring and experimenting, I finally came up with a method to alter the early car bumper guards and make them fit FC bumpers. This took quite a bit of designing and making a custom jig to have the correct cuts and re-mount the "welded in" anchoring plate. The end product looks the same as an original FC Bumper Guard with fresh chrome.

I am making these up right now. I have a limited supply of used early bumper guard cores, no NOS Car guards will be harmed in the process. I have worked out a deal with Jeff Williams of California Corvairs. Jeff will be supplying the cores and will also take care of the re-chroming, a service not available in my area. California Corvairs will be the exclusive supplier of the FC bumper guards. I encourage everyone to check out his web on-line catalog. You will find these newly listed. And yes, they do look snazzy! 

Checking IN *continued from page 3*

I may do a write up in the future about the specifics of the trailer hitch receivers on my trucks. Several FCs have hitches on them- some even correct GM parts that bolt onto the bumper. I never liked the idea of having a hitch ball permanently attached to the truck- mainly because I know I would smash my shin on it! My hitch receivers on both trucks were made from junkyard-found minivan 1 1/4" hitch receivers that were cut to length and welded to a plate on each end with holes drilled in them to match the bumper bracket bolt holes. Slick, easy, and out of the way. I have towed lots of things with these trucks, and the hitch receiver setup works very well. The only downside is that these particular receivers need to be removed when dropping the engine- but it is only four bolts, and hopefully the process of dropping the engine will not happen all that often!

I've used the FCs to do some pretty cool things lately. I was supposed to use the Rampside to pick up a ton of pellets for the pellet stove, but the pickup date and the inspection date for the truck interfered with each other. I ended up bringing some of the pellets home in the Jeep and returning a week later for around 3/4 of a ton that I ended up loading into the Greenbrier. I also had some fun when I transported an RV refrigerator in the Rampside to the school where I work and then to an Amish propane appliance place. The folks at the Amish shop really loved the truck! It sure made easy work of loading and unloading that refrigerator.

On the club side of things, e-mails have been bouncing back and forth concerning the revision of the by-laws as mentioned by President John Nickel in the January/February 2012 issue. I think that this is a step in the right direction for the club as it moves into its 40th year. The officers have always given their



Ben and Lynn Stiles's pair of 1961's- a 1961 Rampside and a 1961 Serro Scotty camper at a local car show in Willow Street, PA.

time and energy to the organization by promoting these quirky little Chevy trucks. Now the process by which the club is run will certainly be more effective. As members, please keep posted for your opportunity to weigh in on the by-laws revisions.

If you have any questions or concerns about the club, please direct them to any of the officers. We would love to hear your ideas! We won't make the CORSA convention this Summer due to lack of funds and some graduate work I must complete, but we know it will be a good one and an excellent place for all of you to show of your Corvair truck or van. They are always the most interesting line of vehicles at any convention! Keep on truckin'!

Ben Stiles 

Valveeta gets a Roommate

by Dave Palmer

Well, it has been quite a while since I reported the latest adventures of Valveeta, (March/April 2007 Corvan Antics) my 64 Greenbrier. After returning from Europe last year, I found that I had not spent all the money I had budgeted for the trip. So to reward myself for the good planning and also Valveeta for being so patient over the years I ordered a complete door and side panel vinyl interior from Clark's. It was quite an investment; but I could not be more pleased with the results.

But this article is about Valveeta's new roommate my Fathers 1962 Rampside. Dad (Don Palmer) loves his "truck" and it will always be his Rampy, but it came time to move the vehicle to my place. Dad has more room in his garage and I have the opportunity to dig into this family heirloom.

Let us back-up to 1962. Dad had gone to a Chevy dealer on his lunch break and saw the New Greenbrier van. For many years Dad talked about that Greenbrier and how he wanted one. Unfortunately with the cross-country moves and hauling a big family boat, the Brier never came to pass.

Now fast-forward to about 1983. I have been driving Valveeta (purchased in 1977) for a few years, I mentioned to Dad that we could get him a van also. Dad said that would be nice but he had been looking at those Rampside lately and he thought he may want one of those. And so, the search began.

My Dad's Rampside adventure started with Craig Lamond of Bakersfield in the rust-free Californian central valley. Craig was known as a "picker" and was up to his eyeballs in Corvairs. Craig had bought a '62 Rampside for his wife Lea. As with almost everything Craig owned it was for sale, if he could turn a buck. Dad had found his truck.

Several things were changed over the 29 years. A 1965



110 FC engine was rebuilt and installed, and yes it has the alternator adapter for a FC!!! Complete paint and suspension rebuild. Interior re-done. Chrome bumpers and delux windshield trim. He also added a rear slider window, radio, air horns and 64-65 service door in the back. About 8 years ago I adapted the turn signal switch assembly from a 1965 Monza to the steering hub. (See the nice tech article in the March 2012 CORSA Communique by Craig Nicol covering the procedure. I wish I could described the procedure as well.)

Dad has enjoyed local parades, Corvair events and active involvement in the Lompoc chapter of Antique Automobile Club of America. He always tells me how so many people want to buy his truck. It is true! When I drove it the 100 miles to my house for service, I get the same reaction. It is almost a distraction on the freeway through Santa Barbara. My Valveeta gets a lot of looks and waves, but this pickup is another story! I think people just like trucks and the more exotic the better! I'm sure those of you with Rampys and Loadsides get the same reactions.



So now the Rampy is here to share the garage with my Greenbrier. My fathers nick-name growing up and in life is Dainer, so I feel it is only fitting that Valveeta shares a room with Dainer's Rampy. I am in the process of giving it a complete going over. First is body and paint, then take care of the little details. Dainers Ramp has not traveled the mileage Valveeta has, over the years I only think we changed the tires once in all that time. They are on the list and all will be renewed in due time. The final job will be to go through the engine and make it fresh and new again. I will keep you posted about progress.



This may not be a Jay Leno or Cal Clark restoration, but Dainer's Ramp will be looking good and seeing a lot more miles in the coming years. 

Event Photos

**2012 Performance
Workshop
Indianapolis, Indiana
March 24th
Hosted by Circle City Corvairs**

Andrew Sego, the red Corvan, Paul Fox, the white Rampside, and Dan "Brizo" Brizindine, gold 8-door Greenbrier.



Dan Brizindine's 8-door is powered by a 140 hp engine with cruise control.



**2012
Springfest
Helen, GA
April 21**

**Hosted by Corvair Atlanta,
Heart of Georgia Corvairs,
and Queen City Corvair Club**

Photos by David Clamp, sorry no owner identification.



Tech Tip

By Daniel Monasterio

While making a touch up on my 62 Rampside, discovered that both front doors clock springs were broken. Ordering them will take weeks to get them (I'm in Mexico) so, my choice was trying to make them, using a commercial spring. As you can see from the pictures, I started with a 1/2" diameter spring, made of 0.058" wire (original is 0.062"), 2 pliers and a full size drawing.



Daniel at DenVair 2011



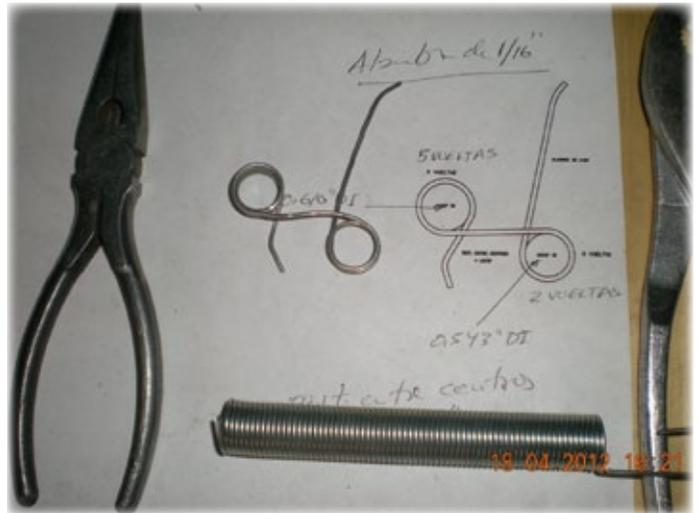
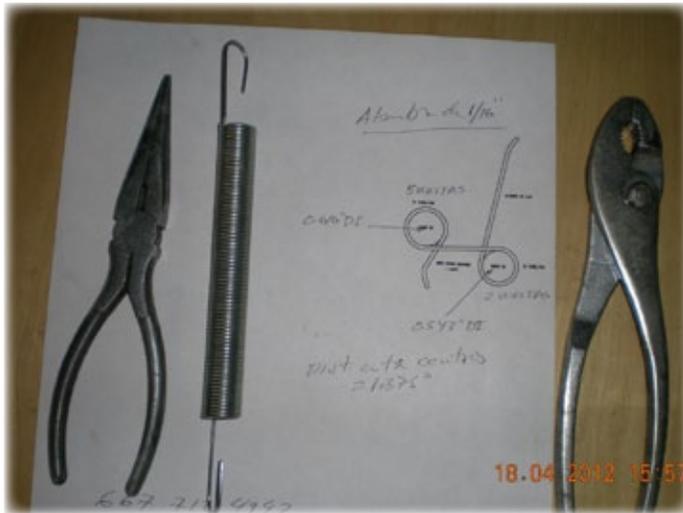
Spring installed.

It doesn't look perfect but, works real fine and smoother than the original. If somebody wants to make his/her own, I can send the drawing with info. Drawing is in DWG format but, can change to a different one.

To contact Daniel email corvanantics@gmail.com and I will forward the message to him. Free DWG viewers are available for Mac and Windows.

Photo A

Photo B



Event Photos Spring Fling Sacramento California April 28

Unidentified Rampside au naturel



Finn Halbo's 1964 Rampside with camper shell.

Photos by
Dennis Pleau

Unidentified Rampside with camper shell.



From the Secretary

I am looking to retire this year and spend more time in my motor home. As such, I cannot continue as Secretary/Treasurer past this convention. It has been my pleasure to serve. Molly Bacon has stepped up with an offer to take my place, but she will not be in Sturbridge, MA this year, so I will nominate her. This is an elected position, so if you are interested in running at the annual meeting, please let me know so I can plan the transition.

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

Welcome new members:

Jerry Moyer – PA and FL 64 Rampside

Paul Broyles – SC 61 Rampside

Les Curtner - FL 63 Rampside

Last Chance list

This list is folks who are seriously 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. Please take care of this so I can hand the new secretary a clean slate. If you get this via mail, your label has a yellow highlight of your due date. A roster will be available at the convention. If you won't be there and do not have email, please request one.

There is no charge.

Meet Molly Bacon

By Molly Bacon

I see where Larry is going to retire and I'm interested in volunteering for either or both of the positions. I noticed you do not currently have any female officers, but then I guess female Corvair owners are sort of few and far between. Hopefully, this will not make a difference. As you will see, I'm not new to classic cars. I started out in high school with an antique military jeep and moved on to old Triumphs, Chevy Nomads, Corvettes, and Vegas. Not just owning, but working on them and even racing.

My husband, Chris and I originally met because of our love of classic cars. Being just friends, we eventually went our own ways until two years ago. Of all the classics in either of our lives, Corvairs are sort of new, but totally fascinating. We have a whole shelf of Corvair books, plus I subscribe to, and read daily, three Corvair forums plus the Corvanatics forum. I love learning everything I can about these cars. Currently, we have a 61 yellow and white Lakewood. Besides the Lakewood, Chris bought Sam Christ's Corvan last summer. Then, last fall, I bought a 61 Rampside. This was not my first Corvair. Just over a year ago, I traded a custom 71 Bug for a 64 Monza coupe. Chris also has a 65 Monza coupe that was his birthday present a couple years ago.

Last Chance list

Doug Bell	5/2011	Steve Geddes	4/2011
Robert Grieshaber	6/2011	Herb Duplant	7/2011
Gerald Berge	7/2011	Don Hudock	1/2011
Tom Fricker	7/2011	Ken Hand	7/2011
Steven Yeomans	7/2011	Mike Moyer	7/2011

Due Now

Terry Kalp	8/2011		
Cap Devitt	8/2011	Richard Gebhardt	9/2011
Roger Moody	9/2011	Edwin Clapper	10/2011
Gary Erskin	10/2011	Tim Shortle	10/2011
Andrew Luetgens	11/2011	Chris Parisi	11/2011
Andy Amescua	12/2011	Gayle Finch	12/2011
Keith Hammett	1/2012	Patrick Olson	1/2012

Please take a moment to send me your CORSA ID as we need to report to CORSA. Drop a post card or e-mail. CORSA will be assessing chapters \$3 a head for non-members, and I need your number to avoid the tax.

Thanks,
...Larry

Editors note: As stated on page 2 of this newsletter, Corvanatics membership is currently only open to CORSA members.

Our classic love doesn't stop with Corvairs. As often as possible, I help Chris work on our other classics; three Vegas (one, a Cosworth), 64 1/2 Mustang, 65 Buick Skylark convertible, and a 41 Chevy ratrod



I am currently employed as a Process Improvement Analyst for a third party credit card processing company and have been there almost 16 years. Besides finding ways for improvements, I write documentation and develop any needed training for these processes. I would like to think this would help make me qualified to handle the duties involved with these positions.

Unfortunately, I will not be able to attend the convention this summer since Chris has to work during this time.

Thanks, Molly Bacon 



Ed Murphy, Greenbrier



Greg Wrobleske, Rampside



John Jackson Custom Corvan



Jim Wells, Rampside



Corbin Tayloe, Greenbrier



Gary Mailcoat, Rampside

Photos and identification supplied by Clay Wispell

FCs at the Heart of Texas Reunion

April 21 Salado, Texas

Hosted by North Texas Corvair Association

CorvanAntics

newsletter

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