

Celebrating our 41st year.

Corvan Antics

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Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of the

Corvanatics

The Forward Control Corvair People



Riding with the President

by John Nickel

Happy Holidays and a prosperous New Year to all of you in Corvanatics! Now that the holidays are over and 2013 is upon us, it's time to get moving with our current and future projects. Mine are pretty overwhelming this year, so I am going to have to cut back on attending so many shows. The 8-door has been ignored long enough and it needs a whole new brake overhaul and front end rework. The 62 Ramp needs body repair bad enough that I really need to get that done too. The 66 Monza needs to get roadworthy and, just in case I get bored, I'm picking up another Greenbrier in January that I want to get on the road as well. Of course, there is the work that needs to be done on the Honey Do list as well, like new hardwood floors in the bedrooms and numerous other projects that might limit my Corvair time as well. I envy you that just need to clean up and polish your FC's for the season. There really are some of you out there aren't there?

Work has begun in earnest on the 2014 Tacoma CORSA Convention as well. We have been able to identify all the venues and Hotels, but need to wait for CORSA to give final approval and sign the contracts. The publicity committee had been hard at work designing our show logo and, I think have settled on a theme. Gary Moore, Mike Klaus, Steve Spilatro, Doug Russell, Ben and Lynn Stiles are members of that committee and they have recruited Kevin Clark (most of you know him as KC VairBrush) to help. Keep up the good work guys!

Our man on the ground in the Seattle/Tacoma area Danny Davis, has added to his plate by volunteering to complete the term of the late Don Kellogg on the CORSA Board as a Western Director. His work on the bid proposal has been outstanding and I'm sure that he will do well as a CORSA Director.



We are looking for suggestions from Corvanatics members for Tech Sessions and also for featured speakers for those sessions. If any of you have suggestions for topics or would like to volunteer, please let me know or contact Co-Director Bill Prichard at susanrice47@gmail.com. Tech Sessions seem to be the hardest to get people to fill and we need to get to work on them as soon as possible. We need at least two topics and more would be very welcome. If you are going to be in Kalamazoo this July, don't forget to check in with us at our table. See you there!

John Nickel, President

See page 5 for other Convention Volunteer opportunities.



Tacoma Washington photo by Patrick Rodriguez

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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

Item	emailed pdf	mail
Corvanatics Roster*	free	\$2.00
3 Booklet Set:		
• Paint Codes (Includes cars through 64)		
• Prices and Options		
• Paint and Trim Combinations	free	\$5.00
PowerGlide Transmissions by Bob Ballew	free	\$10.00
Differential Booklet	free	\$5.00
Corvanatics Patches	N/A	\$2.00
Corvanatic Decals	N/A	\$2.00

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Membership and Merchandise payments can be made through [PayPal](#)

*roster only available to current members.

Article Submissions:

Have a FC story, an article on a local event or tech tip you would like to share? Please email the articles to CorvanAntics@gmail.com.

Text in Word documents preferred, please send photos separate in .jpg format. Hardcopy stories by mail are accepted, but must be typed or legible, send copies of photos not originals.



From the Secretary

Hi and Happy 2013.

First, I want to announce some changes we've made. We've started a new member gift. When joining for the first time, you get your choice of either a Corvanatics patch or window sticker. I have already contacted all of our new 2012 members and let them make their choice.

Secondly, we now have all of the literature offered in PDF form and available, for free, either by contacting me by email or downloading it directly from the Corvanatics website. As always, it is still available in printed form by "snail" mail for the fees shown in the schedule.

Finally, we are still missing a lot of member's CORSA numbers or the incorrect number was provided from their Comminque. Your membership number is located within the mailing address information on the left side on the second line from the top, which is right above your name. It is a numeric value starting with #0. Please email me at Corvanatics@gmail.com, drop me a note at PO Box 155, Pine Mountain Valley, GA 31823, or give me a call, 706-628-4470.

I am continuing to send dues reminder as both emails and postcards to help remind members about paying their dues. It seems to be helping the list shrink and many are very appreciative of the reminders. Do remember, sometimes my reminder and your payment can pass each other up, especially using snail mail.

WELCOME !! We have a few new members!

Brian Tucker SC 2 - 64 Greenbriers
Graham Dell WA 61 Rampside
Greg Czopek CA multiple

Eric Lucas IN Getting back in after many years!
Formerly owned three different FCs and hoping now for a 64-65!

Gerald Fleming OR 61 rampside, 61 Corvan, 62 Corvan

Please encourage any FC owner you see or communicate with to join Corvanatics.

...Molly Bacon

Secretary/Treasurer Corvanatics



Dues Owed

Last Chance

We still have a few people on the 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.

Patrick Olsen	Jan, 2012	Ed Bittman	Apr, 2012
Mike Kuizen	Mar, 2012	Ronald Scott	May, 2012
Ron Hinz	Mar, 2012	Alan Bristow	Jun, 2012
Jerry Boyles	Mar, 2012		

Overdue

Due from last year.

Jeff Kent	Jul, 2012	Jim Patterson	Nov, 2012
Ed Walsh	Jul, 2012	Richard Cooley	Nov, 2012
Harold Layher	Jul, 2012	Bill Wallace	Dec, 2012
Robert Hall	Sep, 2012	Dennis Dorogi	Dec, 2012
Bill McCurdy	Sep, 2012	David Sanger	Dec, 2012
Jon Jantz	Oct, 2012	Rod Murray	Dec, 2012
		Jerry Lentz	Dec, 2012

Currently Due

Due in January and February

Delbert Lynn	Jan, 2013	Mark Whitman	Jan, 2013
Kenneth Drye	Jan, 2013	Clay Wispell	Jan, 2013
Don Hudock	Jan, 2013	Darrell Woofter	Jan, 2013
Richard Boxdorfer	Jan, 2013	Ralph Gubser	Feb, 2013
Robert Langdon	Jan, 2013	Ron Fedorczak	Feb, 2013
John Policella	Jan, 2013	Jim Diell	Feb, 2013
Bill Rudolph	Jan, 2013	Lee Cramp	Feb, 2013
Philip Sheridan Jr	Jan, 2013	Eugene Loibl	Feb, 2013
Robert Tidwell	Jan, 2013		

Remember, your dues can be paid for more than one year at a time. Pay dues through PayPal using email address: Corvanatics@gmail.com.

Editors note: *It is very hard for us to keep track of all Corvanatics members. If you know of a member or ex-member who has passed please let either Molly or I know. We would like to acknowledge their passing. Our email addresses, mailing addresses and phone numbers are on page 2.*

Rampala III: Never a Dull Moment

by Jim Diell, previously published in *Corvairations*, CORSA Ontario's newsletter.

On a warm November afternoon, neighbors, children and local dogs assembled in front of # 401 Beechwood They formed a cresent as they set up their lawn chairs and sun-brellas as well as some red white and blue pennants.

At 2:30pm I fired up Rampala III. The new engine made smoke and noise at first. I pushed the dash lever into R and moved down the driveway. It revved too high, but it moved about smartly and with purpose. The crowd rose to their feet as one and a soft cheer echoed off nearby homes.

All retired to there various abodes to celebrate with a cordial or two while I test drove the Rampala around several blocks of the survey (housing division, neighborhood).



The valves needed adjustment and the timing was off as well. Some basic adjustments were made and a 2nd and a 3rd sally 'round the survey' ensued. It didn't want to shift into D until near 30mph despite some swivel fiddles.

I wanted to make the 80km (50 mile) drive to the tech session in Kitchener (west of Toronto) the next day. At the session, held at Performance Initiatives, Kim Stankiewicz would perform a transmission flush. I poured a BG ATF additive that Kim had given me into the PG prior to the run and things were ready for the tech session flush.

The next morning there was a frosty mist on the lawn. The windshields needed to be scraped. By 9:00am, after a morning jolt of java, I spread my carpet on the cold white ground and worked on the valves. I couldn't find my valve cover with the cut outs so I did a general loosening of the intake valves to eliminate the backfire through the carbs. I worked on carb synchronization, set the timing to specs and converted the PCV system to metered flow. Success! Rampala was running much better and the goal to reach the tech session in Kitchener by 1:30pm seemed possible.

At 11:30am with a fully charged cell phone and the CAA card close at hand, I left #401 and proceeded to the nearest Tim Horton's. I ordered a small coffee and poured Dexron into the PG filler neck. The transmission had flared on start-up and in the L-D up shift.

On the way I stopped two more times to add fluid and adjust the shift point. Now the PG juddered like a bad clutch on start-up. Maybe the swivel needed to be spun the other way. Nursing the PG all the way I arrived at Performance Initiatives at 1:20.

Kim chased a few leaks around the PG (it was now over filled). A light Dexron mist had covered the tailgate and bumper. Kim filled a transmission flush machine with synthetic Dexron and hooked the machine's lines into my cooler lines.

Up on the hoist I moved the dash lever through the gears and revved the engine at 1500 rpm or so. Club members could see the old dark fluid moving through a sight glass. Out damn dirty Dexron, out!

The process took 20 minutes or so and the odometer said we had travelled 3 miles 6' up. I tried to see if the odometer subtracted mileage when in reverse.

Back on the ground it was time for a test drive. Jerry Cushman asked to ride shotgun for his first ever FC ride. Smooth take off, smooth shift L to D. What an amazing difference! It's shifting like factory new. Kalamazoo here we come!

On the way home, full of confidence, I had set aside the phone and CAA card. The engine was running strong and quiet, PG was shifting smoothly and the wind was at my back.

What could go wrong?



Continued See Rampala on page 5

Rampala

continued from page 4



South on #6 I started to hear some noises from the engine room. Closer to Clappison's Corners I rolled the window down but the noise didn't seem too bad and we steamed down the cut and onto #403. South on Appleby Line the noise seemed louder accelerating at the lights.

At home I parked in the work tent and resolved to correct those pesky valves in the morning. Sunday I found the valve cover with cut-outs, installed it and set the lifters 1/2 turn down from zero lash. The idle was smooth and quiet. With metered flow on the PCV the idle was under control.

Here it comes.....Blipping the throttle produced a hammering sound. Placing the PG into drive produced a louder hammering sound.

I believe that #3 connecting rod bearing has gone south after only 101 miles.

So now I have one Rampside and two lame engines. Next year, in the spring, I will check further. Happy New Year to you all.

Why the name Rampala? Originally the Rampside had Impala hubcaps, still evident on the bed mounted spare. As you can see the Rampala III has rally wheels.



Editors note: This is the third article involving the Rampala. The first featured the restoration of the truck in the June/July 2004 issue of the *Corvan Antics*. The second article in the Jan/ Feb 2011 issue concerned the custom console that was built for the cab. All past newsletters are available on the [Corvanatics website](#).



Winter Projects



Roof Paint Prep by Fran Schmit

I have been preparing my Rampside for painting, for a few months now. In the process of digging in the corners, etc. I found some rust up above the doors right where the drain holes are in the rain "gutter". I wondered why it was rusty up there and started to "dig". There are four clips on that little roof. Each clip holds a section of the 'gutter' together. The clip is welded onto the lip and makes a very good connection. However after fifty years some water has seeped in and through those joints and the complex corner of that roof/door is now crusty. I cut off two of the clips – so far – and am using Epoxy and a stiffener to bridge the gap. I am thinking that a one inch stiffener will hold the eighth inch gap. I plan to make the clip area disappear by sanding out the Epoxy. Many panels come together at each of those corners. The factory just spot welded and then spot puttied - - good enough for 50 years! It's interesting that they left such big holes between the panels to be covered by the putty.



I plan to expose all four clip areas and then Acid etch the rusty stuff; followed by Epoxy and the final paint. I am toying with the idea of a black Rampside with a Silver stripe, roof and wheels.

Bringing Another One Back by Graham Dell

My winter project is the "rebirthing" of a '61 Rampside 110 4sp. First FC for me and a real learning experience. When purchased it looked pretty good for a 51 year old pickup that had been rattle can touched up painted about 10 years ago. Then the discoveries began. The FC spent most of its life in the Seattle area, not know as a severe rust environment. But, GM and their double wall air plenum construction encouraged mass surface rust in places that you just can't get to. Battery box, undercarriage and wheel wells look like a summer sunset in Sedona.

Keeps me out of the bars but this is becoming a lot more than I expected. This is number 11 or 12 in a line of Corvairs that mostly are still on the road. Great fun taking things apart, cleaning them and putting them back together mostly in the right places.

I also have possession of CORSA-X YS317 that only requires dusting and driving. This FC fills my need to cuss and fix.



CorwanAntics Vets



John Nickel

Master Sergeant E-8, US Army Retired

January 1966 to August 1992. 26 years, 6 months and 10 days

Artillery Surveyor and Intelligence Sergeant

Assignments included 4 tours in Germany: Darmstadt, Babenhausen, Schweinfurt and Pirmasens;

Korea (Camp Casey); Ft Dix, NJ; Ft Sill, OK; Ft Bragg, NC (twice); Ft Campbell, KY; Ft Stewart, GA, Ft Richardson, Alaska and Ft Riley, KS.

John and a friend with two flat tires in Oklahoma July 1966



John on the way to German with Leslie July 1966.



2010, 75 year old civilian

Clay Wispell

Captain, U.S. Army Ordnance Corps

Ft. Benning, Aberdeen Proving Grounds, and Picatinny Arsenal, Dover, N.J. (primary active duty station),

Dallas Naval Air Station Research and Development Unit (active reserves).



1960, 25 year old Second Lieutenant

Corvanatics Vets



Dean Gemberling
Fort Benning, Georgia
1984-1988
Captain
U.S. Army

Dean and Wife Judi



Lieutenant Gemberling

Vets please send your name, rank, time of service, which branch and where you were stationed, along with photos of then and now to *Corvan Antics* editor Gary Moore. See page 2 for contact info.



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of Corvanatics**

Convention Volunteers Needed

We still need a few Co-Chairs on the 2014 Convention Committees. Each committee has a local CORSA member and a Corvanatics member that share the responsibilities of chairing the committee. All committees have a local volunteer.

We still need Corvanatics volunteers for the following committees:

- Autocross
- Econo-run
- Vendor & Swapmeet
- Hospitality/Accommodations/Parking/Tours/Banquet
- Valve Cover Racing/Tech Sessions

If you are interested in volunteering or need more information contact John Nickel or Ken Hand, contact info on page 2.

Installing Rampside Armrests by Dean Gemberling

I installed new [armrests C10798C](#) and [armrest brackets C12802](#) from Clarks. It was pretty easy BUT I wanted the armrests to be level. Therefore, I found a simple method of installing them so that they look level:

Use the upper inside edge of the door panel as the point of reference.

CAUTION: Do NOT use the directions as supplied by Clarks unless you want the armrest to be too low and too far back. (Those directions appear to be appropriate for the side doors on a Corvan or Greenbriar.)

If you drill the 1/2 inch holes in line with the screw nearest the door handle using the supplied measurements in the photo, you will achieve the same results.

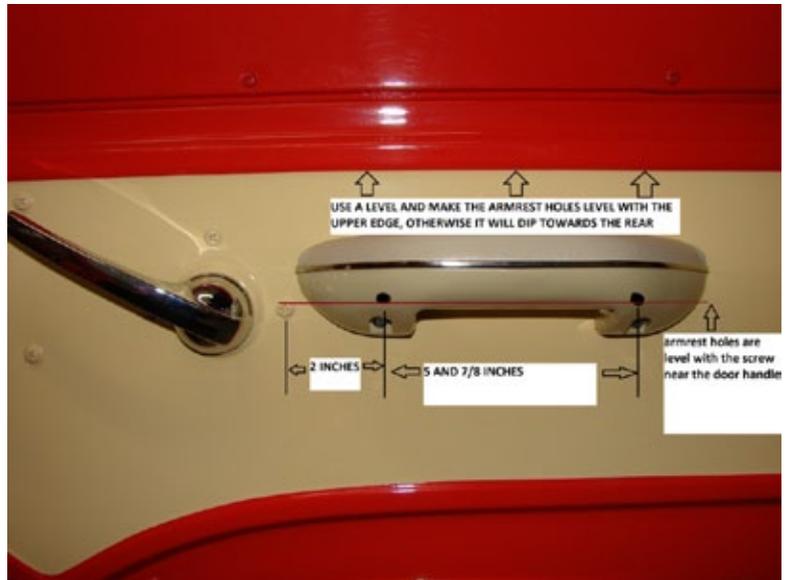
CAUTION: Ensure that the window is rolled up BEFORE you drill the holes to avoid breaking the glass!!

It can be tricky to install the armrest because the bracket has to be held in place in order to start the armrest screws.

CAUTION: the bent edge of the bracket goes on bottom with the lip edge hitting the door panel so that it allows the nuts to be canted diagonally upward.

The following will help make the final bracket & armrest installation easier:

Once you have the upper door panel removed to access the lower panel, simply use one of the supplied armrest screws along with a large washer and temporarily screw it into the bracket through one of the newly drilled holes in the door panel and snug it up so that the other hole lines up and holds the bracket in place so that you can start the other screw through the armrest and into the bracket. BUT leave it loose enough to remove the other screw that is temporarily holding the bracket in place. Discard the washer, then screw the other side of the armrest in place.





The Mystery Machine (1964 Corvan) owned by John Mellies visits the Country Club Plaza in Kansas City during the holidays.

CorvanAntics

newsletter

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