

Corvan Antics

Celebrating our 42nd year.

July/August 2014
Volume 42 Issue 4

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



It's really exciting to me that there are less than three weeks before the CORSA International Convention in Tacoma. Since this is my first personal involvement in putting one of these together and ensuring that all the bases are covered, I find that it is an almost overwhelming task at times. I have been putting on my local show for the past five years and thought that I had a pretty good handle on what needed to be done at the national level. It is a far larger task than I originally thought! I feel that as the first Special Interest Group to host the Convention, we have done a pretty good job in coordinating for things that needed to be done.

I must acknowledge the extremely hard work that the members of all of the local clubs in WA, OR, ID and Western Canada is what has made it actually happen. Corvanatics acted as the main coordinator and many of our members from outside those local clubs have made huge contributions toward our goal of a successful and smoothly running show. Those of you that are able to attend will be the final judges of how well we did our jobs.

If you have questions or problems with how things are (or aren't) happening, please get in touch with one of the people on site who are wearing the Yellow Ribbons. We

are Co-Chairs or Event Directors and have had direct involvement with executing the plan and should be able to get something done. Also, please thank all those folks who are wearing the Red ribbons. They are volunteering their time to make your show better!

Don't forget the Annual Corvanatics Meeting on Tuesday evening at 8:30. We will be holding annual elections for all positions on the board. We are seeking a volunteer to take over as newsletter editor at the end of this year. There will be drawings for door prizes near the end of the meeting. This has been a fun meeting each year for the past five years that I have been your President and I expect it will be again this year.

I and my wife Barb and my grandson Chris will be making our trip to and from Tacoma from North Carolina into a vacation as well as a working week in Tacoma. The trip will take us thru many of the places that I have not been to in over 58 years so I expect it will be like a whole new experience. We will visit the St Louis Arch, Mt Rushmore and Yellowstone Park among others on the way out and will be visiting the Portland OR area after the show has ended.

We will not be bringing a Corvair, but driving our 2007 Honda Accord with 170 k on it,



mainly because it has a working air conditioner in it. Hope that it is reliable as my Corvairs have been over the years!

See you in Tacoma!

John Nickel



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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: CorvanAnticsNews@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. Please remember that this is a every-other month newsletter, it is more suitable for advertising services than for selling items.

Corvanatics Merchandise

Item	PDF	Mailed
2014 Convention Poster	N/A	\$25.00
Corvanatics Jacket/Hat Patch	N/A	\$2.50
Corvanatics Window Sticker	N/A	\$2.00
Corvanatics Magnet	N/A	\$2.00
Corvanatics Lapel Pin	N/A	\$3.00
Corvanatics Key Fob	N/A	\$8.00
Corvanatics Canvas Tote	N/A	\$10.00
Corvanatics Hat	N/A	\$18.00
Corvanatics T-shirt	N/A	\$12.00/\$14.00
Men's Corvanatics Polo Shirt	N/A	\$18.00/\$21.00
Women's Corvanatics Polo Shirt	N/A	\$18.00/\$21.00
Corvanatics Roster*	Free	\$2.00
Powerglide Transmissions booklet by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3 booklet set: <input type="checkbox"/> Paint Codes (includes cars thru 64) <input type="checkbox"/> Prices and Options <input type="checkbox"/> Paint and Trim Combinations	Free	\$5.00

Corvanatics
PO Box 155
Pine Mountain Valley, GA 31823

Membership and Merchandise pay-
ments can be made through
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Details and pictures at: <http://www.corvair.org/chapters/corvanatics/merchandise.php>

From the Secretary *by Molly Bacon*

Hi all,

Hope everyone is getting excited as I am that it's less than one month to the 2014 CORSA Convention, which Corvanatics is sponsoring. How exciting is that. Sure hope to see lots of you members there. Remember to bring your money (cash or checks). You can pay dues and buy merchandise. I will also have a supply of the new booklet membership rosters. They are just \$2.00. What a bargain.



Finally, Chris and I've added another Corvair-powered forward control vehicle to our collection, but it's not a Corvair 95. We purchased Ultra Van #328 in May. We still have my Rampside and the eight door Corvan. We're selling the 63 Corvan (see the ad on page 8 in this edition), so check it out if you're looking for a Corvan.

WELCOME !! to our new members

Kelly Macfarlane UT
Eric Olsson WA

Please encourage any FC owner you see or communicate with to join Corvanatics. I can provide you with a PDF of a welcome letter and membership form you can print and pass out. Just email me at Corvanatics@gmail.com or call me to have printed ones mailed.

Dues Due!!

Everyone should have a membership card. It has your "Good till" membership dues due date on it, so everyone will be able to keep up with when to send in their dues. That way your name doesn't get published in the newsletter. Send those dues in on time or even early and pay for multiple years, too! Paying early doesn't cheat you of any time on your membership. It will be renewed to the number of years from your current due month.

Last Chance

We still have just a couple members 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.

Dennis Dorogi	Apr 2014
John Policella	Apr 2014

Dues Already Owed Due May and June. Second notice

Howard Gaass	May 2014	Rick Buck	June 2014
Keith Hammett	May 2014	Edward Kotecki III	June 2014
Jon Jantz	May 2014	James Nicklas	June 2014
William Meglen	May 2014	Timothy Palmer	June 2014
Mark Whitman	May 2014	Darren Pralle	June 2014
JC Ash	June 2014	Fran Schmit	June 2014
		Larry Sherwood	June 2014

Coming due in the next two months (early reminder)

Due July and August

Tom Berg	July 2014	Greg Schupfer	July 2014
Stephen Brown	July 2014	John Sunden	July 2014
Sam Christ	July 2014	Duane Wentlandt	July 2014
Mark Corbin	July 2014	Jonni Berkman	August 2014
Eldon Dahl	July 2014	Billy Cannon	August 2014
Phil Domser	July 2014	Tim Colson	August 2014
Thomas Fricker	July 2014	Seth Emerson	August 2014
Mel Herwald	July 2014	Paul Fox	August 2014
Howard Home	July 2014	Richard Gebhardt	August 2014
Bill Jabs	July 2014	Gary Moore	August 2014
Clyde Jones	July 2014	John Nickel	August 2014
Eddie Meadows	July 2014	Philip Raker	August 2014

Remember, your dues can be paid for more than one year at a time. When you pay your dues, you will be sent an updated membership card with your new expiration date. Dues can be paid from the website with PayPal or sent "snail" mail with a check or money order.

Thanks,
Molly Bacon

Front Suspension Rebuild

by Charlie O'Hare

I bought my Rampside four years ago and started the restoration by having the rear suspension rebuilt by John Sweet. I resealed the engine, and powder coated the sheet metal. The entire undercarriage was wire brushed and painted with Eastwood's Rust Encapsulator.

The front suspension was final job to make the truck road worthy. It is not an easy job. The torch was used extensively to free parts that were installed in the truck over a half a century ago. Over the period of two weeks I methodically removed each part. If the part was going to be reused, it was cleaned and painted it with Eastwood's Rust Encapsulator. Most of the front suspension and steering parts were replaced. A "NOS Boomerang" was installed as well as a Ken Hand spring and shock absorber kit that I had purchased from him several years ago.

After reinstalling the suspension and steering components I was ready to take the Rampside for its first drive. Though I have only driven it 8 miles so far I haven't noticed any of the bouncy "pogo stick" ride that seems to plague FCs, thanks to Ken's springs and shocks it seems to drive great.



With the front suspension showing its age Charlie decided it was time to do a complete rebuild.



It was much easier to disassemble and clean the crossover and a-arms with the suspension out of the truck.



Left: New springs and shocks are installed.

Below left: With the drive train, brake system and both front and rear suspensions finished Charlie will next tackle the body work and paint.



The refurbished suspension is placed back in the truck notice the NOS boomerang (steering relay).

A New Home for Flatbed Fred

by Jack Bacon

I just sold my Corvair Corsa a week ago Friday. The new owner flew into Minneapolis Friday night and after picking him up at his hotel Saturday morning, we set to work to make sure the car would make the 1200 mile trip home. After a new battery and adjusting the noisy lifters on the left side he was on the road to New Orleans.



The GMCCA car show was last Sunday with a great turnout of Corvairs including four Rampsides and a van. I was talking to John Herkenratt and he had mentioned did I see Wally Couture's Rampside Flatbed Fred for sale in the car corral just behind us? After looking over Fred and talking with Wally, I knew I had to have this unique truck. It was so cool! So for know, I had to give up the long search for a really nice Corsa coupe.

Wally named his truck Flatbed Fred during his ownership and now Fred has a new home. I am looking forward to going to our first car show - Back to the 50's this coming weekend.

Camping with Ultra-Vans

by Kevin Clark

Here is a shot of my van. My friend Paul Huelskamp and I (Kevin Clark) went to the Ultra Van Rally. We went for two days and camped with them. The rally was in Celina, Ohio June 2-6. While there we got to view five UltraVans, joined them for dinner and roasted S'mores over a campfire. The following day we went on a tour at the Airstream factory in Jackson Center, Ohio. With no humidity and mosquitoes, I slept in the van while letting Paul have the whole tent.



New Members

As an introduction new members Kelly and Becky Macfarlane sent in this photo of them taking their 1963 Rampside out for a spin. The Macfarlanes are from Fruit Heights, Utah and are members of the Bonneville Corvair Club.



Then and Now by Steve Spilatro



Award Winning Corvanatics webmaster Steve Spilatro sent in these photos saying to use them if I needed filler. I told him the Corvan Antics doesn't put in filler. The van looks great in both eras, especially the shag carpeting in the early version.

1980: Jane and Steve Spilatro in Bloomington, IN with their recently purchased 1961 8-door Greenbrier

2014: Jane and Steve Spilatro at the car show in Vienna WV. With the restored 8-door Greenbrier



Showing With the Big Boys

by Helen Moore

Mike Hall asked Gary if we would join him and his wife Rhona, Bud and Kay Laubach, and Richard and Ruth Ann Boxdorfer at the 2014 American Truck Historical Society's convention and show in Springfield MO the last weekend in May. I have been to quite a few car shows with one or the other of our Rampsides pick up trucks but never to a *truck* show. I'm not generally a fan of trucks but it was on Gary's sixtieth birthday weekend, so how could I say no. My only stipulation was that we had to drive the Rampside.

What I discovered is that our Rampsides looked really small compared to most other TRUCKS! There were Peterbuilts, Macks, Diamond REOs and Diamond Ts, Freightliners, and International trucks. There were also other FC's from Ford, Jeep and Chevrolet. We spent much of the day visiting with people and wandering around the Ozark Empire Fairgrounds looking at all the big trucks and over the road busses. We also checked out the indoor vendors (think air conditioning!) and saw everything from clothing, to memorabilia to toy cars, trucks & trains. There was even an 8-foot long cast aluminum Sinclair dinosaur for sale, guaranteed to fit in the back of your pick up.

Continued on page 9 See ATHS



Above: The Corvair FCs lined up for a photoshoot, look in the background you will see a Ford Econoline and Jeep FC pickups

Left: A 1956 GMC Greyhound Super SceneCruiser.

Below left: A couple look for the Jeep FC.

Below: Some of the hundreds of trucks on display.



Help Wanted

As I will be stepping down as editor of the Corvan Antics at the end of the year a replacement is needed. I will lend a hand to make it a smooth transition. If you have questions please email me at Corvananticsnews@gmail.com or contact John Nickel.
Gary Moore

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Shows we are attending:

July 21-25 CORSA International Convention
Tacoma WA

Sept.30-Oct. 4 Great Plains Corvair Round Up
Branson, MO

Oct. 24-25 Great Western Fan Belt Toss
Palm Springs, CA

FOR SALE BY OWNER



Just on the market for this newsletter. Nice 63 six door Corvan. 102hp, 4-speed, FC engine. Recently replaced the pilot bushing and rebuilt the carbs. A bit of rust on the floor pans, but they're not totally gone, like some. Bench seat bottom definitely needs some attention. Nice straight body, decent paint job. Runs good, stops good. Last tagged in California in 2009. Call Chris Brown for more info, 706-628-4470. Van is located in northeast Michigan. Titled in Georgia, but still have the Michigan title, too. With the Ultra Van, something has to go

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ATHS Show

continued from page 7

Our four Rampsides were parked near each other but not in a spot where we could get a good photograph. We pulled out of our spots and found a gate to line up in front of for a better photo shoot. Mike Hall borrowed the banner from the Gateway Historical Truck Chapter of St. Louis to hang on the gate. They let me line everyone up, but really – how do you arrange four trucks that are all a slightly different shade of red? On our way back to our parking spots Gary and I noticed the Coca-Cola concession stand on the fairground's midway. We couldn't pass up that photo-op and while we were taking pictures Mike Hall pulled up in his '62 red & white Rumpy that is a near twin to ours. I don't think we were supposed to be parked there but the two trucks under the Coca-Cola sign looked so cool that everyone who came by took pictures and no one told us to leave.

We all left the fairgrounds for dinner at a barbeque place and decided not to come back the next day. That left Gary and I free to join other Heart of America Corvair Owners Association members in nearby Branson, MO on Saturday to scope out some details for the 2014 Great Plains Corvair Round Up.

We had a great time and our little red truck drove like a dream (and picked up her fair share of compliments from the "big guys.") Next year's show will be York, PA. It is worth a visit if it is near you. You don't have to take your FC, but you'll wish you had.

Top right: A 1928 Mack model AK

Middle right: A 1948 Chevrolet COE

Right: Mike Hall and Helen Moore's Rampsides.

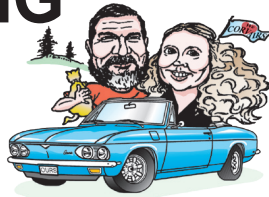
Below: Lined up at the gate.

Below right: A Consolidated Frieghtway's Truck. In the background a MO-DOT utility truck lifting photographers to a higher vantage point.



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Ramp and Tail Latches: Come and Get 'Em!

The Rampside Latches are done, complete and ready for your orders. Dan Weinoe has finished the first run of latches and are making them available through California Corvairs. The latches will on display and available for order at the National Convention in Tacoma. Get yours before the Chevrolet Cameo guys find out about them.



1 2 3 4

The latches are available in four finishes:

1. Latch, steel shell, chrome plated (original style)
2. Latch, steel shell, polished and chrome plated (better)
3. Latch, stainless shell, brush finish (very nice look)
4. Latch, stainless shell, polished finish (the best)

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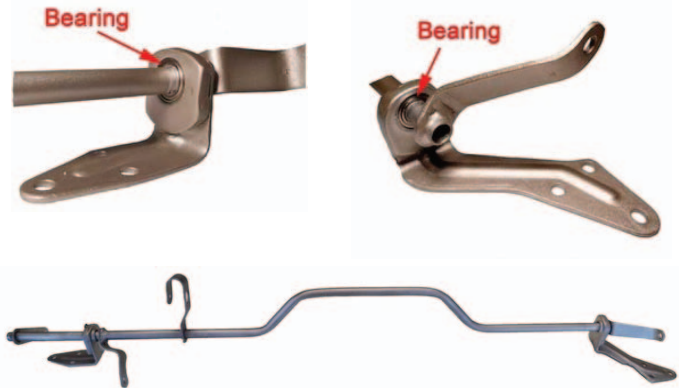
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Steve Spilatro will be vending his Dragfree Cross Shafts in Tacoma. These feature bearings at the rotating points instead of bushings that can bind and cause wobble as they wear. This assures smooth synchronized linkage action during opening and closing of throttles.

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<p>W Pike St. Extension SH 5-3970 Canonsburg, Pa.</p>	

Yenko Chevrolet ad sent in by Rod Murray from the February 6, 1963 *The Daily Notes* Cannonsburg PA.




TACOMA WASHINGTON
JULY 21 - 25

2014 CORSA INTERNATIONAL CONVENTION

2014 CORSA International Convention

Hosted by: Corvanatics Special Interest Group

When July 21-25

Location: Tacoma WA

Host Hotel: The Murano

Information: <http://www.corvair.org/chapters/corvanatics/>

Contact:

Corvanatics Secretary

706-628-4470

Corvanatics@gmail.com

2014 Great Plains Corvair Round Up a CORSA sanctioned mini-convention

Hosted by: Heart of America Corvairs Owners Association

When: September 30-October 4

Location: Branson, MO

Host Hotel: Branson Radisson Hotel

Information: <http://www.hacoa.org>

Contact:

Scott Allison

816-506-6892

beaminscott@yahoo.com

Wes Mellies

913-406-2918

CorsaWes@gmail.com



Want to put your CORSA sanctioned event on the Corvanatics Calendar send information to:
CorvanAnticsNews@gmail.com (Logo optional)

1961 Corvair 'Loadside Shorty' or 'What Was He Thinking?' by Billy Cannon

Let me start right off by saying that the 'harm' done to the 1961 Corvair 95 Loadside, one of only 369, was performed by a previous owner (who shall remain nameless). During the 1990s the Corvair 95 pick-up was not as popular as it is today. Collectability probably didn't even enter the mind of the person wielding the cutting torch.



A few "Crampsides" have fell victim to this procedure by removing the 45 and 5/8 inch ramp on the passenger side, the same amount from the bed and driver's side and then putting the whole thing back together. This mode was certainly OK since the Rampys were relatively more plentiful. In Shorty's case only 25 inches was removed and then welded back together. But why would someone want to do that to a rare 1962 Loadside? This very solid, rust free truck lived in Vegas, so cutting out rust was not the reason.

Did I forget to mention that after all the cutting was done that the power plant was removed and a Olds 215 V8 was stuffed in the original engine compartment. My only thought is that this truck was being built as a "Wheelie Machine". That never happened because the madness stopped right there. The project was abandoned and never moved under V8 power.

Let's move forward to May of 2003 where two very good friends from the Vegas Vairs Corvair Club got wind of this lonely little truck. Russ Thuleen and Rudy Scheindt thought that the vehicle deserved to be rescued and made arrangements to buy it. Rudy likes to put V8s in Corvairs and Russ likes his trucks. The deal was done and Rudy kept the very desirable aluminum V8 with conversion pieces and Russ was satisfied with the very solid (albeit shortened) body. Since then Rudy has moved back to Grantsville, Utah and Russ has moved to Chelsea, Alabama. True to form, the V8 remains with Rudy to this day and Russ towed the little truck to Alabama where he would get to it someday.

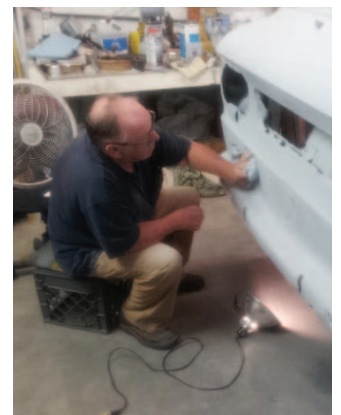
About six months ago that day arrived. Another trade was

done and Shorty now has a brand new X block replacement motor and moves under it's own power. A trip to the media blaster resulted in a bare metal blank canvas. Then many hours



were spent getting the body as straight and smooth as possible. Some finish work was needed on the welds that joined the truck after the 25-inch chop. Once Russ was satisfied with the metal work, a coat of rust prohibitive primer was applied.

Russ is very supportive of the local Shelby County



School of Technology and has enlisted the expertise of the paint and body Instructor, Mark McCary on this and other Corvair projects. Mark brought his paint gun to Russ's shop and laid down a primer coat and an all hands on deck VCE sanding party was arranged. After a full day and many sheets of sandpaper and sore muscles, Shorty was ready to be transported to the paint booth.

Plans for Shorty have always been to serve as a parade vehicle and conversation piece. Color schemes were discussed, debated and experimented with on the computer. Three each, Red, White and Blue vertical stripes were always in the back of Russ's mind with the intent of making the truck appear even



shorter than it is. However the final decision to go with the 'Ole Glory' theme was solidified when he got the seats back from Bobby of Hills Upholstery Shop in Sylacauga, AL. The embroidery work with the eagle superimposed over the flag clinched the body color scheme for the body of the truck.

Once inside the spray booth, the whole truck was painted white. Russ and Mark spent all afternoon hand laying the masking for the red stripes. The doors, bumpers and trim pieces were previously painted and back at the shop awaiting reassembly. The now red and white striped bed was masked and the entire cab was sprayed blue. School was starting and Mark needed to get back to his students. Shorty's paint patiently cured until 3 coats of clear could be applied.

I have never seen Russ more excited than when he got the call from Mark that Shorty was ready for pick up! Once again Mark had proved his mastery of the paint gun and provided "Mr. Russ" with another Corvair with top notch looks and eye appeal.

The enjoyable and most rewarding task at hand is to now put the truck back together. Hanging the doors is certainly a two man job and it was an honor to be able to help Russ with that job. But don't get me wrong....it was a nerve racking experience for both of us because of the risk of damage to that gorgeous paint job. All went well due to Russ's careful and well thought out planning for door alignment. As of this writing, Russ is methodically putting all the bits and pieces back together and working toward his goal of having Shorty ready for the parade into the Georgia State Fair Grounds the first Saturday of October.

I can honestly tell you that he is smiling and enjoying each and every step as he checks off the days to that goal. So now I hope that you can forgive the fact that a rare truck was put to the knife, and many will still say "What was he thinking?" Sure, it was done but now the Corvair world has Shorty' and we can enjoy the little truck for what he is. A patriotic, eye-catching part of one mans dream to make people smile. And by the way the stars WILL come out but that's a different story.





Mike Hall and Gary Moore at the American Truck Historical Society's national convention.



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