

Celebrating our 45th year

January/February 2017  
Volume 45, Issue 1

# CorvanAntics

Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of the  
**Corvanatics**  
The Forward Control Corvaire People



## Riding with the President

by John Nickel

Happy New Year! As we begin our 45<sup>th</sup> year as a chapter of CORSA, I am looking forward to another exciting season of travel and car shows. Now, all I need to do is get the 8-door back on the road. It's not as much fun attending without a car/truck to show. As you can see from the picture of my Rampside (Results of Vairs in the Valley), it isn't exactly show worthy anymore, so the 8-door is my best choice for shows. I would really like to take it to Independence, MO for the Convention in June. I hope to see you all there too.

The Corvanatics Board of Directors has pretty much finalized the revised version of the By-Laws and is also working on a set of Corvanatics Policies to further help any new members and also newly elected officers to understand why we do



the things that we do. In general, the policies can be modified to current needs without a formal vote, whereas the By-Laws do require a formal vote to change them. We hope to publish both of these documents in the CorvanAntics in the March/April issue.

I have a couple of FCs that are show ready, but they are a little small to drive, since they are resin models by NEO, 1:43 that I bought through



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DieCast Direct. At this time I have a '64 Greenbrier and a '64 Ramp-side and have a '64 Panel Van on order that should be here by the end of January. I took a couple of pictures to show how nice they are and I will pressure the editor to add them in here.

Have a great winter and get ready for spring. Drive your FC if you can!



## ***Corvanatics Merchandise***

Details and pictures at <http://www.corvair.org/chapters/corvanatics/merchandise.php>

Item	PDF	Mailed
Corvanatics Jacket/Hat Patch	N/A	\$2.50
Corvanatics Surface or 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 Hat	N/A	\$18.00
Corvanatics Roster*	Free	\$2.00
Powerglide Transmission Book by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3-Booklet Set <ul style="list-style-type: none"> <li>• Paint Codes (includes cars thru '64)</li> <li>• Prices and Options</li> <li>• Paint and Trim Combinations</li> </ul>	Free	\$5.00

# From the Secretary

by Molly Bacon

## The Winner Is Kent Harrington \$10 Clark's Gift Certificate

**Remember, you can only  
win if your dues are current**



Happy New Year,

### Important changes

You may have already read elsewhere in the newsletter, the Corvanatics Board of Directors is changing how we post and collect dues that are due. We will be taking a more proactive approach. Below you will see members listed with dues that are coming due in the next four months. They need to pay their dues by the end of the month they are due. Of course, you will still receive notices when they will be due and finally overdue and about to be dropped, but if not paid after the end of the month of your expiration date, you'll be dropped from the roster and no more newsletters. There is a grace period until March to get overdue members synched up.

You can find your dues date on your membership cards or you can email or call me to check up on when you're due.

Since last newsletter:

- 270 members
- 5 new members
- 28 members renewed their dues
- 2 members were dropped

### WELCOME !! to our new members:

Jim Williams	WY	1962 Greenbrier
Joseph Werner	IN	
Terence McKenna	CO	1962 Rampside, 1965 Greenbrier
Ash Dovel	FL	1961 Rampside
Norm Wright	FL	

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 or request some of the Corvanatics business cards. Just email me at [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com) or call me to have these mailed.

### Dues Due!!

Everyone should have a membership card. Please let me know if you don't or have misplaced it, I will send you another one. 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.

Remember, your dues can be paid for more than one year at a time. When you pay your dues, you

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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. \$10 for an emailed copy and \$12 for a paper one mailed.

***Dues Already Owed***

**This is your final notice to pay by Jan 31**

You are also **NOT** eligible to receive a gift certificate even if your number is generated.

Daniel Dood	Oct 2016	Derek Bronken	Nov 2016	Thomas Fricker	Dec 2016
William Meglan	Oct 2016	Michael Burgio	Dec 2016	Bill Jabs	Dec 2016

***Coming due before the next newsletter***

**These people must pay before the end of the month listed by your name or you will be dropped March 1**

Jim Cheek	Jan 2017	Philip Sheridan Jr	Jan 2017	Ralph Gubser	Feb 2017
George Conboy	Jan 2017	Bob Sullivan	Jan 2017	Richard Kovacs	Feb 2017
David Feasel	Jan 2017	Chad Barrett	Feb 2017	Bill McCurdy	Feb 2017
Ron Hinz	Jan 2017	Richard Boxdorfer	Feb 2017	Dave Palmer	Feb 2017
David Huntoon	Jan 2017	LD Brent Jr	Feb 2017	Joseph Pinal	Feb 2017
Keith Martin	Jan 2017	Kenneth Drye	Feb 2017	David Sanger	Feb 2017
Stacy Milnes	Jan 2017	Robert Elwood	Feb 2017	Larry Schmuhl	Feb 2017
Michael Raley	Jan 2017	Don Filkins	Feb 2017		

***Coming due March and April***

**Be proactive and pay now. You will never be penalized for paying early.**

Robert Babcock	Mar 2017	Robert Langdon	Mar 2017	Cole Adcock	Apr 2017
Cap Devitt	Mar 2017	John Lantz	Mar 2017	Jack Bacon	Apr 2017
Jamison Hiner	Mar 2017	Ed Lindsay	Mar 2017	Paul Broyles	Apr 2017
Don Hudock	Mar 2017	Jerry Moyer	Mar 2017	Bruce Coleman	Apr 2017
Bryan Jaumont	Mar 2017	John Protteau	Mar 2017	Patrick Connors	Apr 2017
				Jesse Wright	Apr 2017

**Don't Forget**

**Corvanatics Business Cards.** Email, call, write me or order online at the Corvanatics website in the merchandise section for a “stack” of Corvanatics business cards to give out whenever you see an FC.

Thanks,  
Molly Bacon

# Tech Tip: Metal Ramp Plugs

by Gary Baxter

I recently redid my Rampside and did not want to see the ramp deteriorate again from dirt and moisture getting inside. The plastic plugs used to cover the four bolt access holes at the top by the latches do not last long. They either crack and break, or shrink and fall out. I measured the hole and found I needed a 1" diameter plug. I then went searching for a metal plug, like those I have seen on other sheet metal things, like appliances.

I found a zinc plated plug that fits perfectly. The ones I found came in a package of ten. They can be used as is, or after lightly bead blasting or sanding, can be painted. And unlike the plastic plugs, the paint does not quickly peel off.



Latch area with metal plugs installed.



Plugs and their package.

## Your Baby Picture Could be Here!

You don't need to send a story, just email me a high-quality photo of your FC, along with a caption that describes your vehicle and includes your name and if you want, where you live. Send your email to [CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com).

Thanks!

## Homeless Brake(?) Cable:

I got an email from Tom Wieduwilt in Omaha, NE, who has a cable that he thinks is for an FC parking brake. It is free to a good home. He is happy to take pictures and email them to you if you are interested. Tom's email is [tewied@cox.net](mailto:tewied@cox.net).

# Flow-Thru Ventilation

by Gary Baxter

Most auto manufacturers added flow through ventilation features to their cars in the late '60's. This was done not only to improve comfort and reduce noise, but also as a safety thing. As more cars came with air conditioning, people were driving them long distances with the windows closed. This could lead to poor air quality inside, and be dangerous if there was any kind of exhaust leak. Cars had also become tighter and quieter and wind whistles were more noticeable. Opening the vents could cause the air pressure inside the car to increase and this could cause whistles as the air tried to escape past the window seals. The solution used by most makers was to install a vent in the door jamb, in the flat area under the latch. This vent is a plastic assembly with rubber flaps. The air going past the vehicle creates a low pressure area at the back edge of the door opening.

I have utilized a pair of these to allow me to open the vents of my Rampside while leaving the windows closed. By having a means for the air to exit, I get increased air flow and less wind noise.

Most mount by having tabs at one end that slip into an opening in the body and a small sheet metal screw or two at the other end to hold it.

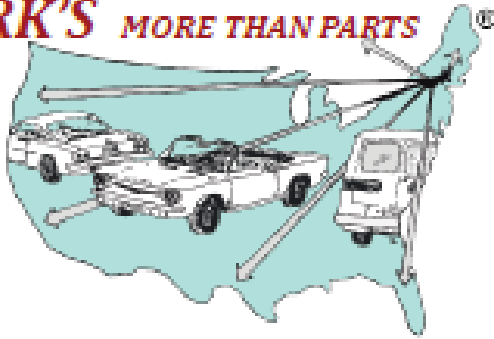
That means you need to make the opening just slightly taller than the back side of the valve to allow clearance to slip it in. Make a pattern from the back side of the valve and cut through the



back of the cab and any carpet or upholstery you have added there. Using masking tape, and tracing the pattern on it, reduces the chance of damage to the paint around the opening you are making. Insert the valves and drill the holes for the screws.



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CORVANANTICS is the bi-monthly publication of Corvanitcs, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanitcs is dedicated to the preservation and enjoyment of America's most original and innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

Corvanitcs is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed newsletter and \$12 for a mailed newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanitcs website at [www.corvair.org/chapters/corvanitcs/membership.php](http://www.corvair.org/chapters/corvanitcs/membership.php) or by mail. If mailed, please 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. All of these can also be sent by email to [CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com).

Technical material will be sent to the Technical Editor for review. Authors are asked to submit a photograph of themselves for the article.

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. Deadline for publication is the 15th of February, April, June, August, October or December. All ads must be Corvair-related.

## Performance Corvairs

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# Forward Control Corvairs at Hilton Head Island

from Dean Gemberling

The Motoring Festival & Concours d’Elegance is a 10-day event that showcases an eclectic variety of automobiles, boats, and airplanes and has been held on beautiful Hilton Head Island, South Carolina for the past 15 years.

This year, the Festival was held on the grounds of the Port Royal Golf Club. Although Hurricane Matthew caused extensive tree damage just about everywhere one looked, the event organizers did a fantastic job creating a beautiful venue despite the persistent view of orange barrier fencing and the non-stop work of the tree removal companies.

Every other year since 2010, The Heart of Georgia Corvair Club has been invited to participate in the Car Club Showcase (CCS). According to Bill Schmitt, the CCS Event Chairman, “The mission of the Car Club Showcase is to provide a unique collector-car experience for both exhibitors and show attendees by showcasing the car-club lifestyle. Each year we seek to provide the uniqueness by looking for different car clubs to participate and for different themes to help us tell a story about the car hobby”

Each invited car club is asked to bring and display 10 vehicles that best represent their “passion” for the hobby. This year, we featured the following three Forward Control Corvairs:

1. The beautiful 1964 8-Door Greenbriar owned by Billy & Wendy Price
2. The legendary 1963 Rampside owned by James & Lillian Law

3. The unique 1963 V-8 Powered Rampside owned by Dean & Judi Gemberling

After getting our Corvairs lined up and prepped for the display, we set up our chairs behind the cars and most of us set off in search of some hot coffee to offset the cool morning weather.

Scattered throughout the golf course, the car displays ran the gamut from the typical to the extravagant including the “Honored Collector”, Jeff Lane of the Lane Motoring Museum of Nashville, Tennessee, who specializes in “Weird, Wacky and Wonderful” vehicles. Jeff brought the 1932 Helicron, a propeller-powered car and the 1948 Larmar, a single person “grocery-getter” that is a mere 2 feet, 4 inches wide. During my conversation with Jeff regarding his odd sense in collector cars, he informed me that he had recently acquired the Corphibian from the Mecum auction and was diligently working on getting it “seaworthy” again. For those that aren’t in the know, the Corphibian is described as follows from the Corvanatics website:

*“The Corphibian, built by Chevrolet Engineering and Hulten-Holm & Co. on a Loadside body, is possibly*



James and Lillian Law’s Crescent Award winning 1963 Rampside



*(Forward Control Corvairs at Hilton Head Island, from page 8)*

*the rarest Corvair 95 model. It is a working prototype amphibious vehicle, capable of terrestrial and aquatic transport. The body was converted into a waterproof hull with propellers and rudders on each side. Never put into production, only one is known to exist. The Corphiban was featured in the December 1981 Corsa Communique and in the 2000 vol 24(4) CorvanAntics. A proto advertisement from Hulten-Holm was printed in the 1999 vol 27(1) CorvanAntics."*

We spent the day showing our Corvairs, answering questions, tactfully fighting the myths and proudly demonstrating the many unique aspects of our favorite American automobile.

Billy's 8-Door was a huge hit with all the doors open so that visitors could easily see and appreciate the optional table set between the two bench seats that practically invited them to climb inside for a face-to-face visit.

It was an especially neat situation with the two 1963 Rampsides parked side-by-side such that James and I could actually show the visitors the physical differences between the two trucks so that they had a much better appreciation of the differences between the stock and modified platforms.

The highlight of the day came when James & Lillian Law, chauffeured by Chris and Joan Law,

drove onto the Winner's Platform to humbly accept The Crescent Award for their legendary and gorgeous 1963 Rampside. The Crescent Award is essentially a People Choice award as chosen by the exhibitors via a Top 5 ballot. Congratulations to James & Lillian Law!

We are certainly looking forward to 2018 with high hopes for great weather and great fellowship among fellow Corvair enthusiasts and friends.



Dean Gemberling



Billy and Wendy Price's 1964 8-door Greenbrier



Dean & Judi Gemberling's 1963 V-8 powered Rampside



James and Lillian Law's 1963 Rampside

# IMPORTANT!!

## Changes to the way dues expiration is handled

The Board of Directors has been reviewing Corvanatics policies and has made changes to how dues that are expiring are handled. The following is the new policy that will go into effect March 1, 2017. This effective date allows two months to catch up notifications and those members who are due and for those overdue to still have a chance to pay before being dropped. The new policy will be a more proactive approach:

*“Members will receive a notification; either email or mail, if no email was provided, plus it will be posted in the newsletter at least two months before their dues will expire. The month of the member’s due date, always the first of the month and can be found on their membership card, if not paid, they will receive a final written notice. If still not paid at the end of that month, their dues due month, they will be dropped from the membership roster.”*

## FC's at Vairs in the Valley 2016 by John Nickel

This year’s Vairs in the Valley in Maggie Valley, NC, was wet due to Hurricane Matthew. Only three FC’s were present due to the weather. It seems like all of them are true daily drivers and not afraid of a little rain!



Bill McColl’s 1963 red and white Rampside, the 2d place FC. Bill is from Thomasville NC



Jim Cheek’s 1963 Greenbrier, “Patina” was the 1st place FC. Jim is from Inman, SC.



...and the 3rd Place FC, John Nickel's 62 tan and brown Rampside. John is from Barnardsville, NC.

# *Help Wanted on a DTYer's Safety Issue*

*from Fran Schmit*

New Year's Eve Day I was under my FC checking out a stinking gas connection. I had tightened it on a previous occasion and when I came into the garage today I smelled gas again, so down I went and I loosened and moved and retightened and then took off the fuel line so I could re-teflon one of the screw fittings as I wasn't certain how it could still be leaking. In the end I replaced two pieces of hose - before and after the filter - and stopped the leak. OK...but that's not what I want help on.

While I was pulling and squeezing and shoving and clamping I was always hanging on to a hose that wanted to squirt gas on me. Actually it did and I'm still tingling in some spots where the gas sat for a while, so here's my question and I want this not only for my use but also for public display for anyone who ever does anything under or around a gas tank.

What is a foolproof way to prevent the gas from coming down that line when you want to work on it?

There has got to be a Technique or a tool or an idea of "how-to" or something, to stop it...before you even go after whatever it is you are doing. Please send in your advice to the Editor and I will read what is written. No need to send it to me as I will just spread it around to everyone anyway.

What do you do - or did, when you used to do stuff - when you want to "do a fuel line"? Say, you want to change the filter...you have to shut off the gas supply or the gas will run out on the ground while you change the filter. Not only run on the ground but run onto you! My arms are still tingling! Actually I got squirted in the face and my eyes were stinging while I used only my

hands to feel where to shove the new fuel line! As soon as I got the hose on I went out and got a handful of snow and that worked great on the stinging eyelids!

How about a vacuum tank hooked to the filler neck? You take a gas cap and mount an airtight fitting to it, then using an air-tank as a vacuum tank (pumped empty by your intake manifold) you attach the vacuum tank to the gas tank and open the valve. I would put a vacuum gauge on it, just because I like gauges. The gas tank now sees a negative pressure. Nothing will happen till you are underneath and open that fuel line... and air is sucked in. That air will bubble through the gas in the tank and out into that low-pressure tank... leaving you with a little time to get the new fitting onto the line. Clumsy, I know, but I'm getting too old to do this stuff in the dangerous mode - - let's come up with a fix for the problem.

What do they do at the Chevy garage? What advice does the General give? How about the US Marines?

Yeah, I know. The General says to bring it in to the shop so you don't have to deal with it...cute, but I want to do this myself. I want good advice before I go back at that set of fittings...again!

How about putting a ball valve in the fuel line - right out of the tank - making it possible to shut off the entire supply anytime you want to work on it. That would require advance planning - I know about hindsight being 20/20 - but that is a possibility for a future plan.

The Model A had the fuel tank above your lap - obviously gravity feed so they didn't need a fuel pump, but gravity feed is what we have on the

*(Continued on page 12)*

*(Continued from page 11)*

CORVAIR fuel line that is underneath. What did the Model A guys do to keep from getting squirted by that gravity feed? I would really like to have some good ideas put on the table so we can all sit around and pound them into a couple good, clear, simple set of rules that ALL of us - - and the new guys - - can use from here on in.

Some of you search the Internet, on occasion, how's about looking around there for some suggestions. Let's get a whole bunch of ideas to dig though and then come up with a plan.....sound like a good winter project?

By the way, after I got the hose off and the leak stopped I looked at that old hose and it was indeed just an old hose that was bound to leak no matter how tight was the clamp.

Fran

### Tech Editor Notes:

One way to shut off the fuel from the tank is to clamp the outlet hose with a small set of Vise Grips. This what Fran did, but the hose was old and brittle, causing it to immediately crack and soak him in gas. He is asking for suggestions of how to prevent such an occurrence when you have to change the hose from the tank, or do not know how brittle it is. On a FC, you can blow air back through the line from the tank until the air bubbles in the tank. By doing that, you break the suction that would siphon gas from the hose when you disconnect it. Unfortunately it does not work for the cars as their pick up is not on the top of the tank.



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