

CORVAN ANTICS

Sept/Oct 2018, Vol. 46, Issue 5



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Riding with the President

by Stephen Brown

Wow, go to a convention, come home the Corvanatics President. I thank you for your support, I take the position seriously, will try to represent Corvanatics proudly and it's members responsibly, and with a look to the future.

I should start by thanking some of our folks. John Nickel, outgoing President, thanks for many years serving the club. Chris Brown, out going Director-at-Large, thanks for all those years and for all the support you give Molly Bacon to help her be successful. And I want to thank Molly for outstanding work as Secretary/Treasurer and Newsletter Editor. We have many who contribute to the newsletter, but Molly pulls it all together. In fact I'm told, even though it wasn't announced at the banquet, that Corvan Antics won second place for Chapter Newsletter Award. Great job!

With all this change there are several who have stepped up. Thank you Duane Wentlandt as the Western Director; and thank you Robert Marlow as the Director-at-Large. I think we had a pretty good convention meeting; good attendance, short business discussions and elections, several Clark's door prizes and even dash plaques for the attendees. Steve Spilatro did a terrific and interesting talk about the "Firebrier" and his FC projects. I hope he becomes a regular speaker at our meetings. The meeting was recorded, and we hope to make it available for those who weren't fortunate enough to attend (pay attention to future announcements).

This year, John Nickel selected a "President's Choice," his favorite FC at the convention. It was awarded to Steve Spilatro's "Firebrier" at the convention banquet (see page 10). Thanks Tim for the help presenting it. Hopefully this will become an annual event.

There were two noteworthy FC's at the convention. Steve's "Firebrier" completed after several years of in-depth restoration and an unrestored custom 8 door Greenbrier which was used at Hearst Castle in California. I'm sure we will be hearing more about both of them. You can see them on page 3.

The convention had great attendance, lots to do and a great Corvanatics meeting. The club is approaching 300 members; wouldn't be great if most could attend next year's convention in Chicago. It's a good time to put it on your 2019 calendar. Hope to see you there.

As I tell my sons, "Keep it out of the ditch." Enjoy your FCs.



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Corvair Event Calendar

13th annual Great Plains Corvair Roundup , 9/28/2018-9/30/2018, Best Western Wichita North, Wichita, KS. Additional info, contact Greg Renfro, grenfro@cox.net

Vairs at the Fair 10/4/2018—10/6/2018, Heart of Georgia Corvair Club, Quality Inn and Suites, Warner Robbins, GA. Additional info, contact Lillian Law, lawjandl@aol.com

Vairs in the Valley 10/12/2018—10/13/2018, NC Mountain Corvairs, The Smokey Falls Lodge, Maggie Valley, NC. Additional info, contact John Nickel, fivcent@rsnet.org

Corvanatics Merchandise



Details, pictures and how to purchase at <http://www.corvair.org/chapters/corvanatic.s/merchandise.php>

Item	Price
Corvanatics Jacket/Hat Patch	\$2.50
Corvanatics Surface or Window Sticker	\$2.00
Corvanatics Magnet	\$2.00
Corvanatics Lapel Pin	\$3.00
Corvanatics Key Fob	\$8.00
Corvanatics Hat	\$18.00
Corvanatics Roster (available to members only)	\$4.00
Corvair 95 Toys & Models Update Booklet	\$4.00
Powerglide Transmission Book by Bob Ballew	\$10.00
Differential Booklet	\$5.00
3-Booklet Set <ul style="list-style-type: none"> • Paint Codes (includes cars thru '64) • Prices and Options • Paint and Trim Combinations 	\$5.00

Congratulations

Corvanatics' newsletter, Corvan Antics, was awarded 2nd place for the Tony Fiore Memorial Chapter Newsletter Award—2018

From the Secretary

by Molly Bacon

Hi all,

Good to see some of you at the convention. We had a good Corvanatics meeting with 35 members and 12 non-members attending.

Since the last newsletter :

- 297 members
- 18 new members
- 32 members renewed their dues
- 4 members were dropped

This has to be an all time high for new members in a two month period, 18.



WELCOME !! to our new members

Kenneth Ray	MS	1963 Greenbrier	Andrew Baca	ME	1963 Greenbrier
Michael Slotwinski	DE	1962 Rampside	Scott Ford	TN	1961 Rampside
Greg Renfro	KS		William Huff	IL	
Burt Neuner	IL	1964 Greenbrier	Ron Bunten	IN	1963 Rampside
James Speas	IN	1961 Rampside	Elaine Roerink	MI	1964 Greenbrier Deluxe
Marvin Granger	MI	1963 Corvan, 1964 Greenbrier	John Ackerman	IN	1961 Rampside Camper, 1962 Corvan
Tom Young	PA	Rampside	Jeff Robb	NC	1963 Corvan 8 door, 1965 Greenbrier

Welcome Back

Duane Wentlandt	OR	1963 Rampside	<i>rejoined after three years</i>
Roger Moody	NC	1962 Corvan	<i>rejoined after two years</i>
William Garrison	PA		<i>rejoined after eleven years</i>

Special FCs on display at the Convention

1963 Greenbrier “Firebrier” & 1961 Greenbrier “Hearst Van”



Owners Patrick Skiver (“Hearst Van”) & Steve Spilatro (“Firebrier”) in deep discussion

Members' Convention Recognition

Twenty-four of our members participated in at least one Convention event. Even though they didn't always drive an FC, we want to recognize their accomplishments.

Marilyn Dewald is listed first since she was awarded the **Edward N Cole Award**.

Here are the details of her events that led to this award with 1090.86 points

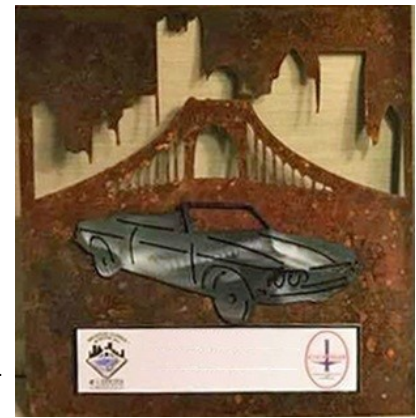
Autocross - Street Stock SS-3-L: 1965-1969 low performance (95-110 hp) –

Ladies – 1965 Monza 2-dr Coupe, 1st place, best time – 33.24

Concours – 1965 Monza 2-dr Coupe, Tahitian Turquoise, Bronze, 90.86

Econorun - Class 2C: Manual transmission Corvairs with 2 carburetors, 1965 Monza 2-dr Coupe, 1st, 30.107 mpg

Rally - Primary Class - Corvairs with two occupants; a driver & navigator, navigator – Dale Dewald, 1965 Monza 2-dr Coupe, 1st – 538 points



Representative of many of the trophies awarded

Here are the rest of the members in alphabetical order of last name:

Jean Allan

Model Car – Hobbyist Stock – 1st

Molly Bacon

Tony Fiore Memorial Chapter Newsletter Award – Corvan Antics - 2nd

Ed Bartlett

Econorun - Class 2C: Manual transmission Corvairs with 2 carburetors, 1962 700 Station Wagon, 5th - 21.606 mpg

Rally - Primary Class - Corvairs with two occupants; a driver & navigator, navigator – Dawn Bartlett, 1962 700 Station Wagon, 4th – 1121 points

James Cheek

Autocross - Street Stock SS-1: 1960-1964 low performance (80-110 hp), 1963 Monza Convertible, 2nd, Best Time – 34.93

Valve Cover Races – 1st

Kevin Clark

People's Choice—Best of Show—1963 Corvan

Dale Dewald

Autocross—Improved Stock IS-2: 1965-1969 low performance (maximum two-venturi), 1965 Monza, 1st, 28.11 Best Time

Seth Emerson

Autocross - Improved Stock IS-5, 1966 Monza, 1st, Best Time – 31.26

Jim Enfield

Concours – 1963 Monza Convertible, Ember Red, Silver, 95.93 points

William Garrison

Econorun - Class PG: All Corvairs equipped with Powerglide transmissions, 1966 Monza 2-dr Coupe, 1st, 29.831 mpg

Rally - Primary Class - Corvairs with two occupants; a driver & navigator, navigator - Patricia Garrison, 1966 Monza 2-dr Coupe, 2nd, 989 points

Gary Greenwood

Autocross - Improved Stock IS-4 Forward Control, 1962 Loadside, 2nd, Best Time – 35.38,

Concours – 1962 Loadside, Black, Silver, 95.04

Cole – 3rd, 1066.04 points

Econorun - Class FC: All Forward Control Corvairs, 1962 Loadside, 1st, 23.554 mpg

Rally - Primary Class - Corvairs with two occupants; a driver & navigator, navigator – Tony Ellison, 1962 Loadside, 13th, 1472 points

Valve Cover Races – 2nd

Wesley Heiss

Model Car Concours – Craftsman Modified – 1st & 2nd

Ray Mitchell

Model Car Concours – Factory Built Modified – 1st



Convention Recognition (cont.)

(Continued from page 4)

Clair Morgan

Econorun - Class FC: All Forward Control Corvairs, 1963 Greenbrier, 2nd – 23.403 mpg

Rod Murray

Website Award, Western Pennsylvania Corvair Club – 2nd

Jeff Murrell

Econorun - Class PG: All Corvairs equipped with Powerglide transmissions, 1968 Monza Convertible, 9th – 18.701 mpg

Rally - Primary Class - Corvairs with two occupants; a driver & navigator, navigator – Kim Murrell, 1968 Monza Convertible, 16th – 1591 points

Burt Neuner

Autocross—1965 Monza 2dr, Coupe, Street Stock SS-3: 1965-1969 low performance (95-110 hp), 1st—33.97 Best time

Cole— 4th place tie, 235 points

Concours—1965 Monza 2-dr. Coupe, Aztec Bronze, Bronze, 88.42 points

Econorun—Class 2C: Manual transmission Corvairs with 2 carburetors, 1965 Monza 2dr, Coupe, 4th, 25.932 mpg

Rally—Primary Class - Corvairs with two occupants; a driver & navigator, 1965 Monza 2dr. Coupe, 14th, 1483 points

Larry Schmuhl

Econorun - Class FC: All Forward Control Corvairs, 1962 Rampside, 3rd – 19.62 mpg

Rally - Primary Class - Corvairs with two occupants; a driver & navigator, navigator – Mary Schmuhl, 1962 Rampside, 27th – 3817 points

Paul Sergeant

Econorun - Class PG: All Corvairs equipped with Powerglide transmissions, 1962 Monza 2-dr Sedan, 6th – 20.235 mpg

Rally - Primary Class - Corvairs with two occupants; a driver & navigator, navigator – Stefani Wilde, 1962 Monza Coupe, 27th – 1903 points

Michael Slotwinski

Econorun - Class FC: All Forward Control Corvairs, 1962 Rampside, 4th – 19.411 mpg

People's Choice—FC class, 1962 Rampside, 2nd

Rally - Primary Class - Corvairs with two occupants; a driver & navigator, navigator – Linda Slotwinski, 1962 Rampside, 5th – 1183 points

Steve Spilatro

Concours – 1963 Greenbrier, Red, Gold, elevated to Senior, 96.25 points

Corvanatics President's Choice – 1963 Greenbrier “Firebrier”

Tim Schwartz

Rally - Primary Class - Corvairs with two occupants; a driver & navigator, navigator – CJ Heckel, 1963 Corvan, 3rd – 1079 points

Alan White

Autocross - Street Stock SS-3: 1965-1969 low performance (95-110 hp) – 1965 Monza 2-dr Coupe, 1st – Best Time 33.97

Cole – 6th, 1040.2 points

Concours – 1965 2-dr Coupe, Butternut Yellow, Silver – 92.2 points

Econorun - Class PG: All Corvairs equipped with Powerglide transmissions, 1965 Monza Coupe, 4th – 24.82 mpg

Rally - Primary Class - Corvairs with two occupants; a driver & navigator, navigator – Curtis Stump, 1965 Monza Coupe, 17th – 1644 points

Thomas Young

People's Choice—FC Class, Rampside, 3rd



Convention People's Choice Car Show

1st Place FC & Best in Show

**Kevin
Clark**



**1963
Corvan**



**Michael
Slotwinski
2nd**

**Tom Young
3rd**



Clair Morgan

Dick Kaetzel



Convention FCs



Stay tuned for more convention coverage in the next edition.

Third in the Rally - Pittsburgh 2018

by Tim Schwartz



The one event that I regularly enter at the annual convention is the rally. In general, I don't have a navigator lined up in advance, and often find a willing person at the meeting. Well, this year, I had a friend's son lined up in advance, but after arriving at the convention, I was perplexed to discover he found his college orientation week more important than the CORSA Convention. Kids these days..... My attitude towards the rally is it's a nice drive in the country around the convention. I don't have much of a competitive streak.

On Tuesday, I had lunch with a friend's daughter Jen, who lives in the area, and she was really interested in trying the rally. I told her that, in general, I go in primary class (only a driver and a navigator in the car), but if she wanted to bring her nephews, then we could move into touring class (more than just the driver and navigator in the car).

Well, another friends' son, a recent high school graduate from Ohio asked about joining us. I'd been trying to get CJ to come to a convention with me for several years, as I often visit them on my way to conventions in the mid-west. So I said, sure, we're in touring class anyway!

On Wednesday, Jen was called into work and couldn't come at all, so I texted CJ and told him we were back in primary class, he was navigating, and when would he arrive? Well, he worked that evening and got to the hotel around 1AM Thursday morning; 7 hours before the rally meeting.

CJ had never been in a rally or to a CORSA convention, so we downed a quick breakfast, got him officially registered, and went to the meeting. I told him that there were around 75 cars in the rally, and that if we finished in the top 25, we should be thrilled. If we were in the top 10, I'd be stunned, and if in the top 5, he'd have to scrape me off the floor. The next morning CJ told me he needed a spatula. When I asked why, he told me he checked the results and we had come in third, and the best placing FC!

P.S. CJ is CJ Heckel, son of John and Sue Heckel, who were active members of both NJACE in NJ (my local chapter), and Blue Mountain Corvairs in eastern PA before moving to Ohio in 2004.

Vintage Cooler on the way to Canada via Corvanatics' member, Dick Dean

by Rod Murray

I sold a couple of neat vintage Therma-Chest coolers at the convention – these are great to use or display with our FC's.

Interestingly, both were sold to two different Corvair enthusiasts who saw the items posted on Facebook but were otherwise unable to attend the convention.

Fortunately, they both benefited from generous CORSA members who were at the convention and offered to take the coolers back with them for a handoff. One of the coolers was purchased by Don Cory, whose friend, Don Wagner, had the amazing collection of Corvair Tin Friction toys in the vendor dome.

Attending Ontario Corvair Club member, Dick Dean, offered to deliver the 2nd cooler to buyer Harry Ducker on his way home past Harry's home near Hamilton, Ontario – hey, maybe Harry will join Ontario club!



Corvanatics FC Registry Update – Newspaper Archive VINS

by Steve Spilatro

The Corvanatics FC Registry has recently been expanded and updated. The data have been re-organized and additional information about vehicles has been added. Because I do not want to post personal information, and since upkeep on a large number of records is very difficult, names of owners and contact information is recorded but not posted online. I post only certain information about the vehicles - VIN, paint and trim codes, number of doors if a van, an image of the vehicle, and assorted other information. I've added links to online auctions and sales of vehicles, and anticipate tracking when vehicles change ownership. I also hope to add additional pictures of vehicles that undergo restoration. The table gives a summary of the data in the registry at the time of this writing.

	R1206 Greenbrier	R1205 Corvan	R1254 Rampside	R1244 Loadside	Totals	8-Door
1961	85	75	177	14	351	14
1962	87	102	75	24	289	12
1963	115	105	74	--	294	20
1964	122	60	120	--	303	19
1965	94	--	--	--	94	16
Totals	503	343	446	39	1331	81

Of these FCs:
 614 have a picture
 289 have Deluxe trim
 513 have Standard trim
 162 are parts/junkyard vehicles
 841 are still roadworthy or restorable
 28 are from window stickers, shippers, titles, etc.
 295 are records from old newspapers, legal notices, etc.

Fig. 1—Summary of vehicle records in the registry

I see the FC registry as a repository for information for Corvaire 95s, whether fully restored, a potential fixer-upper, a parts vehicle, and even if the vehicle no longer exists. I have added the ability to “filter” the records that are displayed. This means that you can select to see only certain vehicles, such as of a particular color, is a junkyard or parts vehicle, has deluxe trim, etc. Recently I added over three hundred records of FC VINs found in an online newspaper archive. I’m not sure how much value to attach to these records, but they do offer some interesting historical information.

Actually, it was rather fortuitous that I stumbled across these old records - how so? Using Newspapers.com, I discovered that a search for a partial VIN consisting of the year, model, & factory (such as “1R124F”, 3R125S”, etc.), would find complete VINs (with the serial number). It does not work with a search phrase any shorter (e.g., “1R124”) or longer (e.g., 3R125S1”), and it does not even work for complete VINs - a weird quirk of the archive’s search algorithms. And it does not work for any of the other three newspaper archives that I have tested.

Each newspaper page with a search “hit” needs to be searched for the VIN, which can be a time-consuming process. Sometimes there are “false hits” – no actual VIN, just a similar combination of letters, which often happens among stock listings (I ignore those pages). A VIN may be present for a variety of reasons, which can also make finding it on the page difficult.

Most commonly the VINs are found in Legal Notices of public auctions of foreclosed and abandoned vehicles. A Legal Notice may be for a single, a few or dozens of vehicles to be auctioned. I am quite amazed at the number of FCs that went through public auction, and I’m sure there are many

Pursuant to order of Court of Common Pleas of Allegheny County at No. 2518, January Term, 1970, William L. Fogarty, Director of the Department of Supplies of the City of Pittsburgh as Sales Agent for said City of Pittsburgh will offer for Public Sale on December 30, 1969, at 10:00 A. M., E.S.T., at City Towing Pound, 29th Street and A.V.R.R., Pittsburgh, Pa.

Date	Name	Make	License	Serial	Amount
11/17	Farmer Choice Poultry	Chevrolet	CB25169	3R125F101772	117.00
11/18	Evelyn Lanese	Chevrolet	03C798	10769W258559	114.00
11/19	A. Arment Auto Sales	Chevrolet	T903599	D59N230156	111.00
11/19	Judith A. Dugan	Nash	27E211	B671165	111.00
11/19	Najib M. Jacob	Chevrolet	None	11739N184206	111.00
11/19	Dennis Walker	Oldsmobile	56C470	386696M143705	111.00
11/19	Charles E. Hay	Plymouth	7U8319	3311159281	111.00

Fig. 3—A Legal Notice listing information about original owners. This is a truncated to save space. The original Notice includes several dozen vehicles.

By order of the Acting Police Commissioner of the City of Boston AND IN ACCORDANCE WITH Chapter 135, Section 8 of General Laws as amended by an Act of March 1938, the following vehicles will be sold at Public Auction in the City Storage Lot on Atkinson Street, in the rear of the Traffic and Parking Commission Dept. Building at 112 Southampton St., Roxbury, Mass. on Saturday September 23, 1972, at 10 o'clock a.m.: MG Conv. Ser. #GH5UA198902G, Chrysler Sedan Ser. #8133224334, Lincoln Sedan Ser. #1Y82H424454, Mercedes Sedan, Ser. #8507178, Rambler Sedan Ser. #B264324, Chevrolet Sedan Ser. #41847C186812, Chevrolet Conv. Ser. #137675B14-9554, Buick Sedans Ser. Nos. 7H3006384 and 8J3041983, Ford Station Wagon Ser. #5A74V166-716, Ford Conv. Ser. #5F08T681-488, Ford Sedans Ser. Nos. 3E-64C191300, 4T19U142933, 6F07C-277463, 3E54X220769, 3F42T232780, Oldsmobile Sedans Ser. Nos. 610M03731, 834M310714, 626L05135, Pontiac Sedans Ser. No. 161P-28110, 614P279018, 263P219580, 863P256453, Pontiac Conv. Ser. #614P223143, Plymouth Sedans Ser. Nos. 1132587782, 3201163079, Chevrolet Van Ser. #3R126S114-540. All vehicles, without removal of parts, must be removed from the premises on the day of the sale. Cash or certified check at time of sale.
 O.J. Daukas, Property Clerk

Fig. 2 — A typical legal notice of a vehicle public auction

(Continued on page 10)

Corvanatics FC Registry Update (cont.)

(Continued from page 9)

more since not all old newspapers are available online. I'm also intrigued how much information is sometimes included in the Legal Notice, and in one of the examples the Notice includes the owner's name and the vehicle license plate number.

VINs were found in old newspapers for other reasons also; for example, in classified and auto dealership advertisements. Even today it's rare for dealers to include VINs in ads, but I came across one. It's a 1961 ad from Lyle Chevrolet in Cuyahoga Falls, OH, that featured 3 FCs. Another interesting find was an auction of several vehicles held by the British Columbia Telephone Company, which included two Greenbriers. Since the serial numbers of those two vans are within 6 of each other, it's possible that other vans with intervening (or nearby) serial numbers may also have originated from this phone company.

SAVE ON A NEW 1961 TRUCK
 AT
Lyle Chevrolet Co.

1961 CORVAIR
 Loadside pickup. Serial No. 1R124P104105, heavy-duty front shocks, color cream.

1961 CORVAIR
 Rampside pickup. Serial No. 1R124P110008, direct air heater, heavy-duty front shocks, heavy-duty battery, color red.

1961 CORVAN CORVAIR
 Panel. Serial No. 1R125P-112071, direct air heater, right and left mirrors, four-speed transmission, two-speed wipers, windshield washers, heavy-duty front shocks, color turquoise.

1961 CHEVROLET
 1/2-Ton Fleetside pickup. Serial No. 1C144P113922, direction signals, heater, color green.

1961 CHEVROLET
 Suburban Carryall. Serial No. 1C146P118782, anti-freeze, V-8 engine, Air-Flow heater, heavy-duty rear springs, 2-tone paint, color maroon and white.

Contact Mr. O. Lehman
 or Mr. H. Deusterman
Lyle Chevrolet
 2306 FRONT ST.
 CUYAHOGA FALLS
 WA-8-1117

How many of the FCs identified from these newspaper archives still exist? I don't know, probably very few – so far, only two correspond to existing FCs that are in the registry. But other correspondences may crop up as more FCs and VINs from archives are added to the Registry. I find it very cool to discover historic references to my vans, and I suspect others might as well. And maybe someone come up with other uses or insightful analyses of the data.

The Corvanatics FC registry can be found at the URL

([http://](http://www.corvair.org/chapters/corvanatics/VINregistry.php)

www.corvair.org/chapters/corvanatics/VINregistry.php). If your FC is not present, now's the time, and you can send the VIN, paint and trim codes, and image and other tidbits of information to me at spilatrs@marietta.edu.

Figure 4. A dealership ad that includes VIN numbers; also truncated to conserve space

TENDERS

Sealed tenders will be received by B.C. Telephone at 400 Fitzwilliam Street for vehicles which are listed below.

Year	Description	Veh. No.	Serial No.
1965	Mercury Econoline Van	697	1Q7344A5921190L
1963	Chev. 4 Wh. Dr. Panel	265	3K1405614805A
1963	Chev. Panel	323	3C140561594A
1962	Corvaire Van	675	2R125F116339
1962	Corvaire Van	673	2R125F116333
1956	Ford	442	4832518TK19981

Please bid as follows: "As is where is" — Tender accepted on all or any items.
 To inspect vehicles contact Mr. F. V. Bogle, 753-3244.
 Tender forms available at 400 Fitzwilliam Street, and are due on January 9, 1970,
 Tenders received after this date will not be accepted. Sales subject to 5% tax.

Nanaimo Daily News (Brit Col, Canada) 1-2-1970 pg 17

Figure 5. Phone company FCs from British Columbia

Corvanatics President's Choice Award

awarded by outgoing Corvanatics President John Nickel



Steve and Jane Spilatro
 "Firebrier"



1965 Greenbrier Roof Replacement (part 2) by Billy Cannon

Work continues on Russ Thuleen’s white and red 1965 Greenbrier Deluxe.

Russ and Mark have removed the damaged front section of the roof. Mark has dismantled and measured the donor roof and Russ now has our ‘64 8 door in his shop as a ready ‘damage free’ example also for measurements and comparisons.

Unfortunately Mark has had a bad fall and fractured his collar bone. This has delayed progress quite a bit but here are pictures of the project as it now sits.



Pass. side front with alignment references and identified issues.



Drivers side front with alignment braces temporarily installed.



Alignment reference top of door and roof is almost there.



Drivers side top view of damaged roof skin and bracing cuts.



Donor roof and windshield standby for installation.



Side view with undamaged drivers door fitted for alignment.



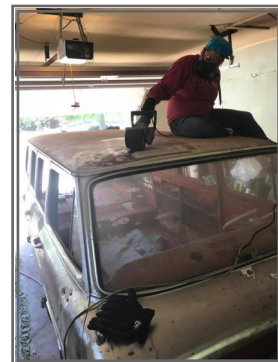


Found on Facebook



Pictures of our members/their vehicles randomly found posted on Facebook

Real progress on Nicole Smith's GB camper



Billy Bruce

Jack Bacon

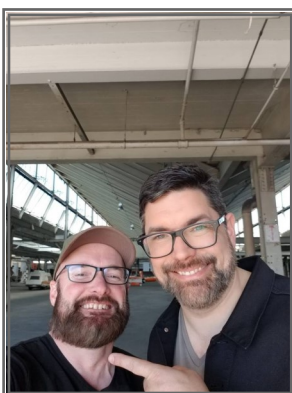


Tim McCann

Dean Gemberling



Allen Bristow and Dennis Pittsenberger from Sticker Shock



Jim Williams—even more progress



Rampside Adventure

By Mike Moyer

In April, I received an email from my friend, Earl Jones, about Tom Hulsey's Rampside. Tom passed away not long ago and the family has a large collection of Corvair parts to sell. Of course I was out of the country working at the time. After some pictures were sent and a few emails went back and forth with Tom's wife Jan and family members, we agreed that when I got back home, I would come up to take a look at it and see if we could make a deal. On Friday, the 22nd of June, I set out from Navarre, FL on a 780 mile trip to Zebulon, NC. It was a 12 hour drive, thankfully without incident, and I was able to spend that night at Earl Jones' house.

Saturday, June 23rd, I went out to the chicken house with Earl to check out the truck and the rest of the collection. Now, if you haven't seen a North Carolina chicken house; they are a couple hundred feet long and this one is home



to a whole lot of Corvairs and parts. It was quite overwhelming. Tom's section of the barn had his collection of 10 cars including the 63 Rampside and loads of parts. Sunday morning, June 24th, the Rampside deal was done. Due to the distance, I had to pass on the parts collection and other cars. The Rampside was dragged out of the chicken house using Earl's car and loaded and winched directly onto my trailer. It was backwards on the trailer. I have trailered Corvairs that way before. But this one had a little extra weight as we had loaded an extra engine in the bed with a few other parts that were graciously given to me along with the truck as part of the deal. I started the long journey home. I didn't get very far on the interstate before I had to pull into a truck stop to turn the Rampside around. At highway speeds, the trailer was swaying; almost at the slightest movement.



Thankfully, the truck parking was flat and I was able to push it and turn it around solo and winched it back up on the trailer. The rest of the trip went well enough and I was back in Florida parking the trailer about midnight Central Time. Monday, June 25, was the big day. The new Rampside was off loaded and parked next to Pop's 64 Rampside. I had to put it on the wheel

dollies to get it parked in the garage since I forgot the keys at my house and had locked the truck when I parked the trailer the night before. Tuesday, June 26th, work started. First goal was to see if it would run. With a battery borrowed from Pop's Rampside, I managed to crank the truck. Straight away I installed rebuilt carburetors and with a hose from a gas can straight to the fuel pump, I had my first try to start it. No good.



No spark. I tried cleaning the points. Still no spark. Time to dig into my parts hoard. I found another points plate with new points and condenser. This time, success. 63 Rumpy lives. She's very loud as the exhaust is shot. Next goal, fix the parking brake. That was easy, just a little PB Blaster to free up the ratchet on the brake handle. Wednesday, June 27, the big day; out to Walmart to get a battery and then see if it will move. I started the truck in the garage drove it out into the yard and turned it around. I started back to the pad in front of the garage and clunk, it stops dead. Crap. I backed it up a little and tried forward again and clunk. Double crap.. So, I get out of the truck and take a look. The muffler fell off and chocked the tire. A sigh and a laugh at myself and off to the next project, Spa day. The remainder of the day was spent scrubbing off the years of grunge. It now looks presentable. I will most likely just drive it, as is, for a while until I get the trouble spots on the body repaired and before I even think about paint.

Now its time to head back across the pond for my next work rotation. First project on my return will be brakes. I already pulled the wheels, checked the wheel cylinders and know they are beyond rebuilding. The truck is now all tucked in, back in slumber for a month. Time to make lists and start ordering parts for August.



Thanks to Earl Jones and the Hulsey Family and to Steven Spilatro for deciphering my VIN and trim plates. It is a 1963 deluxe truck with custom options, including two speed wiper with washer, and two tone paint, built in January of 63.

Corvanatics Annual Meeting Minutes

The meeting was called to order on July 25, 2018 at the CORSA Convention in Pittsburgh, Pennsylvania at 3:12PM by President John Nickel. Dash plaques were given to all attendees.

The minutes of last year's meeting were read and approved. The Annual Statement was also read and approved. Molly mentioned that newsletter costs were for the mailed newsletter were more than those members where paying; averaging around \$18 a year. Steve Brown has offered to begin printing the newsletter to try to reduce some of the cost.



Dash plaque given to attendees

The next item was elections. Steve Brown and Ken Hand were nominated for president. Steve received the majority vote. Ken Hand and Billy Cannon were nominated as Vice President. Ken received the majority vote. Tim Schwartz remained as Eastern Director, Dale Dewald as Central Director. Duane Wentlandt was nominated and elected as Western Director. Bob Marlow was nominated for Director-at-Large and was approved. At this point in the meeting, Steve Brown took over the meeting.

Tim Schwartz mentioned that Corvanatics has a very active Facebook page.

A motion was made to donate \$500 each to the Corvair Preservation Foundation (CPF) Endowment Fund and the CPF Scholarship. This was approved.

There will be a President's Award selected by outgoing president, John Nickel's and presented at the banquet. This will not necessarily be for a concours vehicle, just his choice.

Steve Spilatro presented a variety of items for the tech talk.

Steve Brown has a Rampside with a camper barn find and wondered if others had some camper information. A suggestion was made to check with the RV Museum in Elkhart, IN as they have a large amount of information on conversions.

At this point, the meeting was adjourned.

Corvan Antics—thru the years

10 years ago - 2008 issue 5

Over the years you may have heard that the Econoline pickups would stand on their nose under hard braking and they will. Check out this video [60 s Chevy vs Ford](#).

20 years ago - 1998 issue 5

This year the CORSA National Convention was held in St Louis, Mo. The TV show My Classic Car with Dennis Gage was there. This show aired season 3 (1999) episode 10. This episode can be viewed here [My Classic Car](#).

30 years ago - 1988 issue 5

Ken Krol wrote about construction of a folding rear seat for Corvans and Greenbriers using a stock seat. And, in a write up by Bob Kirkman, it seems GM made one prototype folding 3rd seat. Bob's article appeared in the Sep/Oct 1985 newsletter.

40 years ago - 1978

Corvan Antics was only published four times a year, so there was no issue 5.



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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 anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed newsletter and \$15 for a mailed newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanatics website at www.corvair.org/chapters/corvanatics/membership.php or by mail. If mailed, 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. They can also be sent by email to CorvanAnticsNews@gmail.com. Authors are asked to submit at least a photograph of themselves for the article with any other photos.

Technical material will be sent to the Technical Editor for review.

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.

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The 13th annual Great Plains Corvair Roundup



Will take place on September 28-30 in Wichita Kansas. This is a fun event that many in the region attend. This year we will be meeting at the Best Western Wichita North for the event.

Friday night we will have valve cover races.

Saturday there will be a car show followed by slow drags and a field trip to the Kalp shop then the evening wraps up with an awards banquet.

Sunday will be breakfast then a sendoff.

There is usually a good turnout of FCs at the roundup and some of the highest quality examples you'll see anywhere. If you can make it out we'd love to have you there.

For more information please contact me, Greg Renfro, via email grenfro@cox.net or look for us on Facebook by searching Great Plains Corvair Roundup.

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