

CORVAN ANTICS

Nov/Dec 2018, Vol. 46, Issue 6



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Riding with the President

by Stephen Brown

The new Board held it's first meeting recently. Good energy, and good discussions about Chapter finance, 2019 convention, and projects to improve the Chapter. For those who went to Pittsburgh, I hope you enjoyed our meeting. Over the last couple years we have been putting effort into the presentations which should interest everyone.

The Historian position became vacant in July. Steven Spilatro has offered to fill that role. We're excited to have Steve as part of our team, the Board intends to better define his role and hopes to expand it some to be more meaningful for the Chapter.

For those who attended the Penn Grade 1 motor oil tech session at the national, we came away with a better understanding about zinc additives. One of things they discussed was to change your oil in the fall before you put your car....FC...away for the winter and not so much in the spring. It made sense to me and I think I'll try to make that happen soon for my Corvairs.

Several of us are getting ready to travel a thousand miles south to attend the Fan Belt Toss in Palm Springs at the end of October. From my prospective, it's the best Corvair swap meet of the year. They usually have a really nice car show with a good collection of mid-engine late models, and a variety of custom Corvairs, with a few FC's to boot. Hope to see you there.



I wish everyone a great Christmas holiday, hope 2019 proves to be good to you.

Until next time,
"keep it out of the ditch".



Credit to Bob Fisher

From the Secretary

by Molly Bacon

Hi all,

Sad to see it's come to that time of the year when most of us are tucking our FCs away for a long winter's nap. Since moving to Michigan, we now have to do the same.



Since the last newsletter :

292 members

6 new members

19 members renewed their dues

11 members dropped

WELCOME !! to our new members

- Joseph Lipiner CT
- Paul Bergstrom MN
- Todd Millican ID
- Larry Bush Jr IN
- David Beck IN
- Mark Gibson UK

A picture of the cute little Corvanatics lifesavers that were at the convention and also at DACC's Homecoming, which I wrote about on page 9.



1962 Green brier (see Dave's Greenbrier directly below)

1961 Green brier (stay tuned for Mark's story in the next edition in January)

New member Dave Beck's "hippie" van

Used in a Chevy Venture commercial, watch it here,

<https://www.youtube.com/watch?v=XdcXv52lty0>

In 2014, John Swindle, drove it in the Great Race.



Chevy, C-E Sell Venture As a Means to Freedom

By Tanya Gazdik

POWER 3/17/97

DETROIT—Television spots breaking today for General Motors' Chevrolet Venture minivan target the typical two-child baby boom family using the theme line "Let's Go."

A 30-second teaser spot begins today, with three more 30-second spots joining it Feb. 26 during the Grammy Awards broadcast. Spending will be comparable to what rival Ford Motor Co. spends on its Windstar minivan—about \$36 million last year, according to Competitive Media Reporting—said Karen Francis, Venture brand manager.

The influence children have on buying decisions was taken into consideration in developing the campaign, she said. Television buys were heavy on family-focused programming.

The print schedule includes a four-page insert in March weeklies and April monthlies; the mix includes adult magazines and such titles as *Time for Kids*, *SI for Kids* and *Crayola Kids*.

The campaign, from Campbell-Ewald Advertising in Warren, Mich., shows families using different Venture features.

One spot highlights its separate front and rear sound systems, because, as a voiceover says, "kids don't ever listen to the same music their parents do." In "Baby," a couple straps their 4-year-old into the childseat in back and pops in a tape of "Old MacDonald." The child dons headphones and throws toys to change radio stations. The child settles on opera, while the parents are singing "E-I-E-I-O." Comic Drew Carey provides the voiceover for another spot, showing a 1960s hippie van morphing into a family minivan.

"We wanted to develop the first minivan with a unique personality and break the mold of the minivan 'feature, feature, feature' advertising out there today, in which you list the practicalities," said Bill Ludwig, Campbell-Ewald chief creative officer. "Minivans weren't always boring. When I was in college, I had a minivan and it allowed me to do a lot of exciting things, whether that was to go across the country or drive around campus.

"Minivans were a fun vehicle; they were an escape mechanism to get out there and enjoy life," Ludwig said. "They were not only a mode of transportation but a mode of freedom."

More Convention Coverage

by Kevin Clark

When we started out on our trip to Pittsburgh I had promised myself to write something every night during the week at the Corsa convention. This would give me an early start on the newsletter. Doing so would have been so much easier than trying to remember the events and the details four weeks ago.

So, it's Monday and I do recall quitting for the night early. We drove 260 miles in over five hours and it seems it took just as long to find our room and get settled in.



Pittsburgh's hockey mascot Iceburgh, the Penguin was on hand greeting everyone at the Welcome Party that evening. The Frost Green Corvair to be raffled off later in the week sat in the same room for everyone to see. Paul Huelskamp arrived a day earlier than we did to watch the Corvair races at the race track.



Tuesday morning was a day of discovery. Paul found me in the parking lot

where the Corvairs were sitting, coming and going. We wandered around looking at many different ones. My personal favorite is a flaming Corv 8 with nicely done custom body work.



At the other end of the parking we found the indoor swap meet was inside the inflatable Sports Dome. Patrons must go through a tiny revolving door to enter which maintains constant air pressure. There is another door sealed off warning not to use it or the dome will deflate, and you will face 50mph wind.



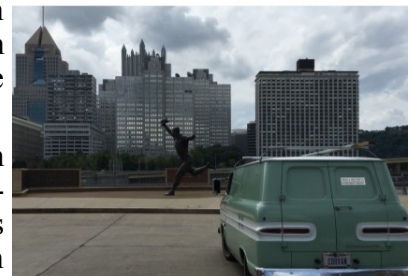
Among the vendors a fantastic display stood out showing all the engine parts. The parts were neatly mounted on the display board and table. They weren't for sale but each of the parts were identified and were so clean they looked brand new. Hats off to Jeff Bremer of Circle City Corvairs for this educational kiosk.



The outdoor swap meet was a fun place to browse for Corvair parts and cars. You could buy a late model with a 140-engine located in the back seat in a mid-engine configuration. Or if you are a Steelers fan you could buy a Rampside. Painted in Pittsburgh Steelers' coat of arm color, it certainly will draw attention or be an easy target if you venture close to Cincinnati.



My wife Susan and I later took the Corvan into the heart of Pittsburgh for some sight-seeing. Pittsburgh is so hilly I was cautious not burn the clutch. At every hill I approach I wait to make sure my lane is all clear for takeoff. We drove around Heinz Field



where the Car Display would be later in the week.

That evening we met up with the gang from the Corvair Club of Cincinnati to go on a dinner cruise on the Gateway Clipper. We sailed the Three Rivers with a nice dinner and plenty of sightseeing. Pittsburgh has over 400 bridges. We certainly didn't see every one of them, but the tour was a long one to enjoy.



Convention Coverage (cont.)

(Continued from page 3)

Wednesday was another fun day. Paul and I took turns driving the Corvan through the Funkhana course. It was challenging. The course was extremely tight especially for the big van to make a series of three-point turn arounds. At one stop you toss a fan belt onto the top engine shroud complete with a cooling fan. The Corvan had a really loud and embarrassing squeaking noise at every turn of the wheel. Paul ran the course twice. With his experience driving trucks from ODOT Paul aced it without knocking any of the cones over.



Another visit to the indoor swap meet we looked at model cars on display. It's amazing some models were created from 3D printers. One such item was a Rampside scooter built for a child to ride. Wes Heiss of Corvair Labs had prototypes on display for slide out cup holders / tray designed to be part of your early style radio housing. He was selling cell phone holders molded to fit in the Corvair ash tray. All done and created using the 3D printer.

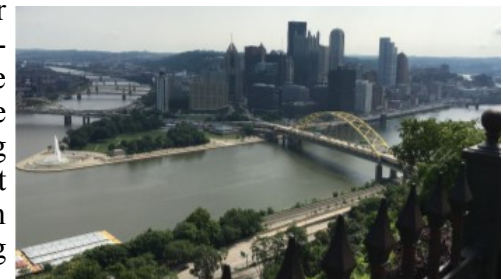


Ray Mitchell from the Columbus Vairforce Corvair club had on display a Structo toy Rampside truck rigged up as a tow truck. He won in his class. And there are dioramas!

Later that evening Susan and I enjoyed an outdoor movie in the hotel parking lot.



The hotel parking lot served as the staging area for the Economy Run and Rally on both days Wednesday and Thursday. The participants were in line and waiting their turn to run the course. Susan and I decided to go on our own rally by intentionally getting lost somewhere in Pittsburgh then use the map app to find our way back. We ended up climbing the highest peak at Duquesne Climb and captured a breathtaking view of the skyline. After almost everyone was accounted for at the conclusion of the rally, tech inspection was taking place in preparation for auto crossing set for Friday.



The autocross was at Macy's at a shopping mall. Watching the first car making its way around the course, I realized a lot of other cars failed to follow the same path. So, it doesn't matter how fast you go, you just need to complete the course and you have a shot at winning.

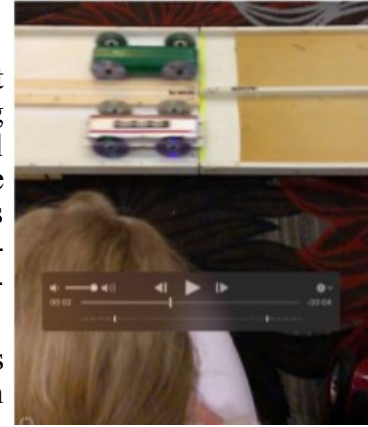
(Continued on page 5)

Convention Coverage (cont.)

(Continued from page 4)



The valve cover race was later that evening. I discovered by standing next to the finish line I used my cell phone to record in slow motion. The very last race was so close. I was able to review the result and the official made the correct call determining the winner.



Finally, it was time to party at the banquet. After a sit-down dinner was served a winning ticket was drawn for the Frost Green Corvaair. Someone from New York won it.



Saturday was the Car Display next to Heinz Field. One block was blocked off allowing only Corvairs and the like to park. The tree lined street and perfect weather brought many outsiders to admire our Corvairs in a park like setting.

Out of five FCs, I won first place. Out of around 65 or so Corvairs, I was shocked to learn I had won Best of Show. It brought smiles to my face and it really made my day.

Next year the CORSA convention is west of Chicago. Susan and I will be planning to attend. Will you be ready in your Corvaair?

A SMART FAN

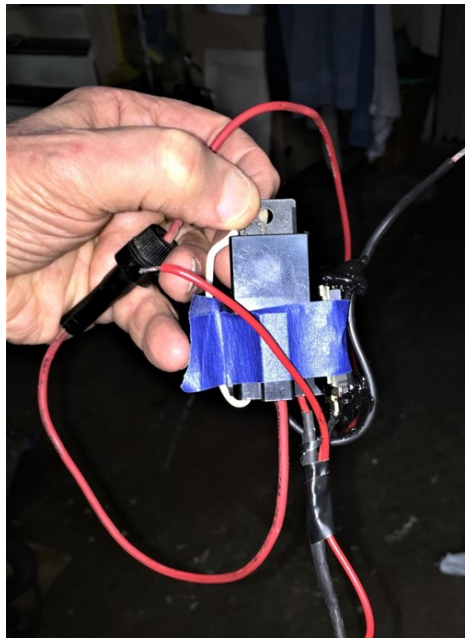
by Fran Schmit

I call this my SMART FAN as it allows me to run on low or medium and knows when I move the fan switch to HIGH... and that means Full-Speed HIGH, as it then connects the Fan directly to the Battery. Avoiding the loss due to sending the current all the way to the front and then all the way back again. Sliding the switch back to low shuts off the relay and the fan returns to low, just as turning off the key releases the Fan from the Batt and stops all action.

The photo shows the relay, diodes and wires. The screw that hold it to the wall also is the ground screw.

A small circuit diagram helps to describe the idea.

Keep on CORVAIRing, Fran Schmit

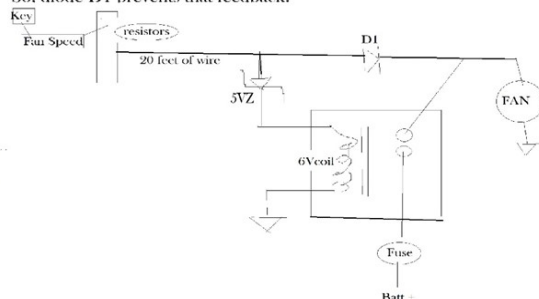


The Fuse in my hand is from Batt terminal on the Starter. White wire under thumb is ground for the relay's coil. Red wire in front of ring finger is where current comes from (the Fan's resistor pack). That current goes through the diode and out the black wire to the right.

As the switch on the resistor pack reduces the pack's resistance, the voltage applied to the small red wire increases. The coil of the relay takes about 6V to latch. There is a 5V Zener in series with that coil, so about 11V needs to be applied (across the coil/zener pair) to trip the relay (which happens when the switch is placed on High).

When the relay contacts close, the fused red wire is connected directly to the black output wire - supplying the Fan with the full-controlled output of the GEN, ~ 14V.

Because the Fan is now running straight off the Batt+, the Ignition would stay HOT if you turn off the key. So, diode D1 prevents that feedback.



FC Gas Tanks

The Preventive Maintenance Series Mike Dawson

Removing and replacing FC gas tanks is not explained well in the shop manual and although the instructions are amusing they are not helpful. The following steps that I used in a recent project may be helpful for those doing an FC tank for the first time.

Think ahead of time about parts: have at least all three hoses, clamps, and a sending unit seal. You might want to use anti-seize on nuts and bolts since you may need to take it out again in ten years.

Have the vehicle as high up as possible, securely on jack stands.

Siphon the gas by using a length of ½” hose, a shop rag and an air gun to gently pressurize the tank until fuel flows. Or carefully use an electric fuel pump to empty it.

Remove the shifter if applicable.

Important: Use a marker to record the installed height of the tank against some area of the body. You will need this to know if the tank is re-installed completely. If you have a manual transmission and don't follow this step, the shifter may not clear.

Remove the rubber fuel line on the passenger side of the tank at the steel line from the rear, and remove the screw & ground wire from the body just to the front and passenger side of the tank.

Remove the left front tire & wheel to make work on the filler neck easier.

Loosen the two outboard hose clamps, slide them towards the tank and remove the bolt securing the filler neck. Spray some lubricant on the neck where it will have to slide through the neck grommet towards the outside (the total distance is limited). Use a pry bar to pry against the vent pipe while at the same time use a hose removal tool to loosen up the two hoses until they clear the filler neck. In the event someone before you used hoses longer than necessary you may have to cut the two hoses with a hacksaw blade holder. No electric saw because of possible sparks. You can leave both hoses attached to the tank during removal if you have difficulty getting them off of their nipples.

Position a floor jack with a board about 6” from the bottom of the tank and loosen the two nuts on the retaining straps to the end of the threads. Wiggle the tank until it drops down and then remove the nuts. From the front of the tank, passenger side, feel the top where the sender fits and remove the sending unit wire plug. If you cannot reach it you may have to lower the tank until you have access.

The filler neck hoses will try to stop the tank removal so use a pry bar or big screwdriver to flatten them against the tank until the tank starts to move out.

For installation, hook up the proper length of hose to the sending unit and clip it to the side of the tank. Use duct tape if the clip is rusted away. Do not put the filler neck hoses on until the tank is back in. Insert the tank partially into the vehicle, hook up the sender plug, and lay the ground wire over the front of the tank. Be sure that the tank will not pinch the sending unit wire when fully installed.

Once the tank is installed back to where you indexed it and before you tighten the two retaining nuts, move the tank as far to the passenger side as it will go. This helps with the filler neck hose installation. AGAIN check that the sending unit wire is not pinched by the tank.

Tighten the two nuts, attach the ground wire and hook up the rubber fuel line to the rear steel line.

Push the filler neck against the body grommet and measure from the bottom of the tank nipple to the end of the filler neck; it should be around 7”. Once the new hose is pushed on to the tank nipple it should be slightly difficult to clear the filler neck. Have the hose clamps positioned on the hoses as you install them.

Treat the vent tube in the same manner and use a little Vaseline® or a few drops of engine oil to aid installation of the two hoses to the filler neck.

Push the filler neck back in until you can line up the attaching bolt. I use a ¼” drive flex socket on a long ¼” extension to tighten all four hose clamps.

You're done!

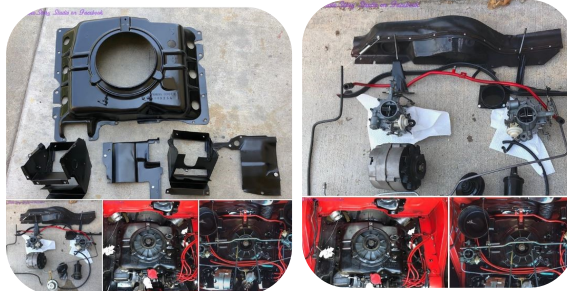


Found on Facebook



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

Alan Gonick and his new engine



**Jim Williams
more progress
looking good**



Some of our latest camping members



**Patrick Skiver
Hocking Hills Vintage Trailer Rally**

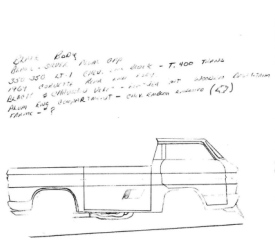


Ron Lehman—on the road now



**Eva McGuire—new to her Trillium
named Pumpkin**

**Speaking of Patrick
some of his earlier drawings**



Michael Slotwinski



Kent Sullivan



**Alex Becker
Pro Touring article**



**Gary Rubin and
Wayne Carini**



**Christy Barden
(taken from a chapter newsletter)**



Great Plains Corvair Roundup

By Greg Renfro

The Great Plains Corvair Roundup was held in Wichita Kansas on September 28-30. There were cars and Corvair enthusiasts from 7 states that attended the event.

Friday evening there were valve cover races and lots of socializing. Saturday morning was the car show. There was a good representation of FCs in the show with 5 Rampsides and 1 Bell van. Rampsides were

shown by John and Teresa Miller from Paris Springs MO, Gary and Helen Moore from Kansas City, Jerry and Donna Pentzer from Ozark AR, JC and Marilyn Ash from Sand Springs, OK, and Greg and Stephanie Renfro from Wichita KS. The Bell van was entered by Alex Moats from Wichita KS. There were some great FCs going up



John and Teresa Miller



Gary and Helen Moore

City, Jerry and Donna Pentzer from Ozark AR, JC and Marilyn



Jerry and Donna Pentzer

Ash from Sand Springs, OK, and Greg and Stephanie Renfro from Wichita KS. The Bell van was entered by Alex Moats from Wichita KS. There were some great FCs going up



Greg and Stephanie Renfro



JC and Marilyn Ash

against each other as well as the wagons. In the end, JC and Marilyn Ash took home the best in class for their beautiful rampside. John and Teresa Miller brought home 2nd with a wagon getting third. It was a great car show and each winner received a trophy for their wonderful Corvairs. After that, a good number of the Rampsides competed in the slow drags. Helen Moore took 3rd place in her red rampside being edged out by an early sedan and a wagon. Greg Renfro took first place in model cars for his resin rampside



Alex Moats



Greg Renfro's resin Rampside

model. Sunday we said goodbye to all our friends.

We look forward to seeing everyone at next year's Roundup in Carthage MO.

DACC Homecoming—Aug 23—25, 2018, Plymouth, Michigan

by Molly Bacon



I write about this event every year and still feel it is one of the best car events we've ever been to. I always see a fair amount of Corvanatics members, to include many of our Canadian members. DACC is Detroit Area Corvair Club and is based in southeast Michigan. They have what can be called the world famous hospitality room. If you go away hungry, there's something wrong with you. All meals are included and finalized by a pizza party and drive-thru awards banquet.

Chris and Molly promoting Corvanatics



I had the Corvanatics table set up when the wind didn't become a big obstacle. Signed up six new members.



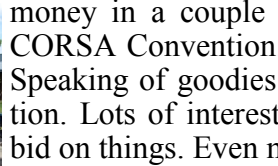
Food, Food and Hospitality



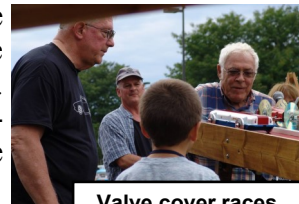
Their vendor area is one of the better. I heard one vendor say he made more money in a couple of days here than all week at the CORSA Convention. There are also great tech sessions. Speaking of goodies. They have a live, fund raiser auction. Lots of interesting items and fun watching people bid on things. Even more fun at the valve cover races.



Vendor row



Tech Session



Valve cover races



Auction

Another benefit of registering is the ability to go to the GM Heritage Center. This General Motors-owned display is not open to the public; it's by invitation only. The cars and the displays change every year.



GM Heritage Center

All of the registrants have a ballot to select their top 25. No classes to worry about, just pick 25. Why 25? Part of what you receive as a registrant is a next year's calendar featuring pictures of two of each of the top 25 per page and the Best in Show on the cover.



Steve Spilatro Best in Show

Speaking of Top 25, five FCs made that selection, to include **Steve Spilatro**, Corvanatics webmaster and Historian, who was selected as **Best in Show** with his 61 8-door Greenbrier.



Jim Speas



John Ackerman

Other FCs were Jim Speas' amazing double hinged ramp 61 Rampside, John Ackerman's rare 61 Rampside Camper, Marvin Granger's beautiful 64 Greenbrier, and Kurt Graham's unique 63 Corvan. Check out page 12 for pictures of other FCs and some of our members.



Marvin Granger



Kurt Graham

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Corvan Antics—thru the years

by Steve Spilatro

40 years ago 1978 CorvanAntics Volume 6 - No issue #6 since Corvanatics was published in only 4 issues.

30 years ago - 1988 Corvanatics Volume 16 #6 - Due to a shortage of content material, issues 16 #6 and 17 #1 were combined. Tom Silvey was Corvanatics President, and a youthful Bob Marlow was getting his feet wet as Eastern Board Director. Wesley Goecker described how to add a lock to your FC's engine rear access panel. Technical Editor Bob Kirkman reported that the long-lost prototype FC folding rear seat had been located in Chesterfield, MO.

20 years ago - 1998 Corvanatics Volume 26 #6. Ray Mitchell was Corvanatics President, and an ambitious young Tim Schwartz had snatched Eastern Directorship away from Bob Marlow. Ben Styles reported on his wedding to Lynn and their "all-Corvaair bridal parade" that was part of the celebration. Even with all of that, Ben found time to write a new Ben's Bus article.

10 years ago - 2008 CorvanAntics Volume 36 #6. President Ken Hand's steady hands were guiding the Corvanatics ship, and the now long-married Ben Styles was serving as the Eastern Director. Much of this issue was taken with a complete listing of the entire Corvanatics roster - is your name there? Jean Allan provided pictures of the prototype folding rear seat residing in Dan Brizendine's 8-door Greenbrier about which Bob Kirkman had reported 20 years earlier.

Corvanatics Merchandise



Details, pictures and how to purchase at <http://www.corvaair.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
Corvaair 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



Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.

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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.

DragFree Cross Shafts

Stock Cross Shafts with Bearings

Reconditioned cross shafts for the 21st Century Corvair - now with newly improved bearing mounts.

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Performance Corvairs

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- Electronic Distributors
- Dash Parts
- Steering Columns
- Steering Wheel Adapters
- Quick Steering Components

Proud Supporter
of Corvanatics

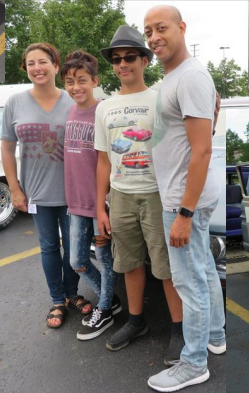
Performance Corvairs
San Jose, CA

Other FCs and members at DACC Homecoming



John Oostdyk

Nicole and Trianna
Smith and family



Best in Show winners
Homecoming & Convention Car Show

Steve Spilatro

Kevin Clark



Ralph Gubser



Patrick and Sue Skiver



Unknown red Rampside

Apologies if I missed
someone

The Winner Is
Jeff Kent
 (I, Molly, was really the first valid number pulled, but I'll pass it on to someone else)
\$10 Clark's Gift Certificate
Remember, you can only win if your dues are current

