

CORVAN ANTICS

May/June 2019, Vol. 47, Issue 3



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Riding with the President

by Stephen Brown



Sunshine and rain, sunshine and rain, that's springtime in the Northwest and probably most of the country. It's a great time to get outside work in the yard and get the cars out, spruce them up, and go to a car event. I attended two large swap meets over the last month. (Oh, did I tell you I love swap meets!) Corvaire stuff is hard to find but it's there. I met a couple Rampside owners at the Boise meet. I encouraged them to join and admired their ridesLove the springtime.....

Much of our discussion at the last Board meeting was about the Member Satisfaction Survey. Over half the members completed the survey. I'm told that's a really good response; thanks a lot for your input, and thanks for some very nice comments about how the club is run and our newsletter. You will see it referenced in various locations in the newsletter, and probably for months to come. Some of the things that caught my attention are: Only about half the members have attended a Corvanatics meeting at a National convention; by a wide margin, you approve our donations to the Scholarship program and the CPF the preservation foundation; you reference the Corvanatics website somewhere between monthly and seldom; there is considerable interest in a Corvanatics T-shirt; many would like the opportunity for a life-time membership; and there is a lot of interest for Regional activities.

We started working on some of these topics, hopefully you will see some of the results at the Convention. One thing we will do is publish the survey results and comments on the Corvanatics website, maybe by the time this is published. The other thing is the newsletter is a page or two longer. Hope you appreciate the extra work by the Editor to make that happen.

Wow, I've said a lot. So please everyone, get out shine-up and tune up your FC's and go show them off. Hope to see you at the Pacific NW Econo-Run in a couple weeks and certainly at the convention in Chicago.

Until next time....Keep it out of the ditch.

Corvan Antics is published for the benefit of the members of Corvanatics. We're the largest chapter of the Corvaire Society of America and are supported solely by membership dues. If you are not a Corvanatics member, please consider joining us. Membership information can be found at <https://www.corvaire.org/chapters/corvanatics/membership.php>.



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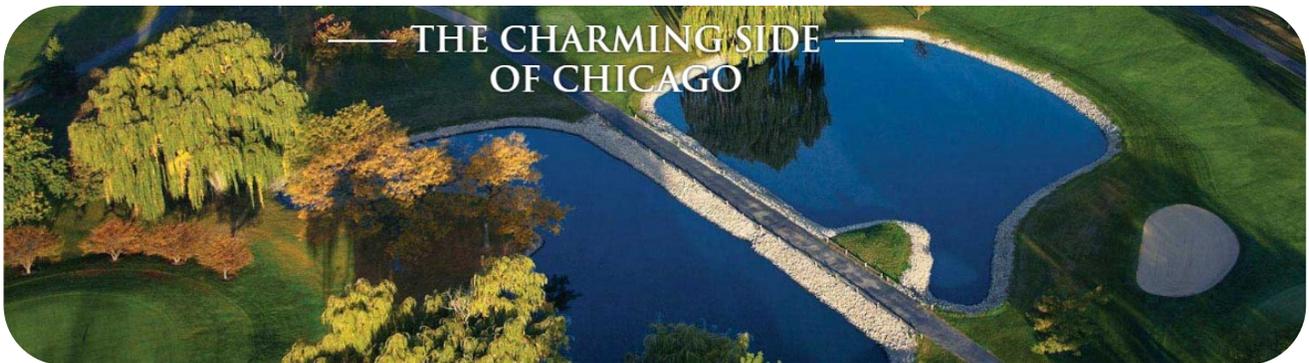
The Last Corvair and the Founding of CORSA

2019 CORSA International Convention
St. Charles, IL - July 23-27, 2019

Corvanatics meeting is Wednesday evening 8:30 - 10:00



Held at Pheasant Run Resort, 4051 E Main Street, St. Charles, IL 630-584-6300



ATTENTION ALL MEMBERS!!

Getting Ready for Corvanatics Business

This is important for all members!!!

Not just annual meeting attendees.

**As we lead up to the convention's annual meeting ,
there are some business items that we all need to be involved in.**

By next newsletter (July) we need to have this information to be able to publish in the newsletter:

- Nominations for officer elections. That can be you or a friend (or even a stranger who would do the job)
- Any thoughts or comments that could affect the bylaws or policies and procedures.

Officer Elections

Officer positions are open to any member in good standing that is willing to fulfill the duties of the office as described in the bylaws (find those on the website, here: <https://www.corvair.org/chapters/corvanatics/files/documents/CorvanaticsBylaws.pdf> or contact the Secretary). Too often, the only candidate discussions and nominations are at the annual meeting. That doesn't really leave any consideration time. But, anyone can nominate themselves or someone else by submitting their name and, if possible, a short bio to the Editor to publish in July's newsletter.

The following positions are open for election (Secretary/Treasurer has a two year term expiring on even years.) Incumbents are listed, but no guarantees they will run.

- ◆ President - incumbent - Stephen Brown
- ◆ Vice-President - incumbent - Ken Hand
- ◆ Eastern Director - incumbent - Tim Schwartz
- ◆ Central Director - incumbent - Dale Dewald
- ◆ Western Director - incumbent - Duane Wentlandt
- ◆ Director-At-Large - incumbent - Bob Marlow

Anyone interested in running or nominating someone is encouraged to "throw their hat in the ring." Please **DO NOT** assume these positions are taken care of. **We need you!**

From the Secretary

BY MOLLY BACON

Hi all,

Hope everyone is getting out and about with their FCs. I'm all excited as I'm getting a new engine for my Rampside. I hope to be driving it sometime soon. There have always been too many other projects in the way. Don't forget to try to make it to the convention, FC or not.

Since the last newsletter :

- 294 members
- 8 new members
- 21 members renewed their dues
- 3 members dropped



WELCOME !! to our new members

- Anthony Martinez* CA 1961 Rampside
- Douglas Middleton* TX
- Rob Amsler* FL
- Mike Stanley* OR 1965 Greenbrier
- John Cleveland* AL 1963 Corvan

WELCOME BACK to returning members

- Howard Gaass* CA from 2018
- Gerald Fleming* OR 1962 Loadside from 2013
- Daniel Vallée* Quebec 1961 Rampside, 1963 Greenbrier from 2016

Dues Due!! Pay now so your name goes away from the list

You will not be penalized for paying early, your due month stays the same

Due in May

| | |
|-----------------|-----------------|
| Dale Dewald | Jim Diell |
| John Pinnell | Jeffrey Murrell |
| Ted Worley | Danny Robertson |
| Jim Worthington | |

Due in June

| | |
|-----------------|---------------------|
| Stan Darke | Mike Gassman |
| Gordon Hunter | William Kobelschlag |
| Ralph Loewinger | Ted Moon |
| Gary W Moore | Dwight Riley |
| Lisa Wasson | Matthew Wingeleth |
| John Wyss | Dave Ziegler |

Due in July

| | |
|---------------|-----------------|
| Jean Allan | Steve Braverman |
| Jerry Brown | Gary Duncan |
| Nolan Grant | Mike Hall |
| Ricki Jannise | Paul Raymond |
| Bill Ramdsen | Francis Schmit |
| Alan Short | Cliff Tibbetts |
| Dave Todd | Craig Wilson |

Due in August

| | |
|----------------|------------------|
| Andrew Baca | Robert Bentz |
| Brian Carrillo | James Carrington |
| Mark Corbin | Jay Davis |
| Spence Duffey | Dorothy Hansen |
| William Huff | Jon Protteau |
| Kenneth Ray | Greg Renfro |
| Paul Sergeant | John Skowron |
| Tom Young | |

**New member
Anthony Martinez's
1961 Rampside**



35th Tri-State Corvair Meet
May 17 – 19, 2019
Alamosa, Colorado

Host Hotel is the "Best Western Alamosa"
2005 Main Street Alamosa, CO 81101
Make reservations today @ 719-589-2567
Book before 4/16 and mention "Corvair"
for \$110.99 per night special rate, while
rooms are available.

Hotel is pet friendly, has plenty of on-site parking, is 100% smoke free,
has free Wi-Fi, is air-conditioned, has both a swimming pool & hot tub,
and is ADA accessible/compliant.

Schedule of Events

- Friday Registration and Welcome Party at the Host hotel
- Saturday "Show 'n Shine" car show in downtown Alamosa
- Buffet banquet and Awards Presentation Saturday evening
- Sunday, visit The Great Sand Dunes National Park on your way home

Hosted by Pikes Peak Corvair Club, Colorado Springs, Colorado

For more information and to register, visit the PPCC website @
www.corvair.org/chapters/chapter809
and be sure to join in the conversation on our
"2019 Tri-State Corvair Meet" Facebook event page




The Preventive Maintenance Series by Mike Dawson

HABITS TO DEVELOP AROUND OLD CORVAIRS!



Belt Adjustment : After you install a new belt, check the tension several times when the car is fully warmed up. New belts will stretch over a short period of time, especially if you drive at high speed. If your car has a history of either wearing out belts or flipping them off, there is a correctable reason. Please refer to PMS 20 on our Website. (editor: the HACOIA website, <http://www.hacoia.org/>)

Carburetor Inlet Nuts : On two- and four-carburetor engines you should check this item after any long storage and make a habit of a quick check any time the lid is up after the engine has been running.

Tire Pressure : Time can get away from us, so save wear, increase gas mileage and improve handling by checking monthly. For cars, keep a 10-12 psi difference between front and rear. FC vehicles handle much better on the highway in wind with pressures 40-45 psi front and back. Your spare should be filled to whatever your rear maximum pressure is.

Battery Cable Ends : Another maintenance item that can get away from us. Pull both battery cables off the battery and clean the contact areas twice a year. Keep track of your battery dates to avoid a no-start from a seven-year-old battery you forgot about.

Brake Stomp Test : Unless everything in the brake system is new, you should sit in your garage twice a year and do a brake-pedal stomp which would be harder than you would use in a panic stop. The system is designed to accept that and you could head off any pending brake disaster. (Editor adds: even if everything is new, the hard harder test is a good test to do)

Oil Filter Bolt : The '65 Shop Manual called for 15-20 ft.-lbs. of torque on the oil-filter bolt (filter-to-housing) which is far above "hand tighten only" printed on some older Corvair filter boxes. The big issue is that the filter torque is like fan-belt tension noted above; the filter bolts can loosen up due to fiber gasket shrinkage. Following a filter change, be sure to check the torque at least once after several driving activities. Half of the cars I checked at the convention last summer had loose bolts; a couple had oil stains on the sides. The 15 ft.-lbs number appears to be adequate and that is actually pretty tight.

Lug Nuts : Corvair lug nuts should be at 65ft.-lbs. and will not loosen up with that torque. However, if you do some air-wrench tightening, be sure to check them with a torque wrench because some air wrenches make a lot of noise without producing much actual torque. Using a 4-way wrench works fine if you muscle the cross bar a little.

Mechanical Fuel Pumps : The single pointed bolt that secures the mechanical pump seems to loosen up due to vibration. Grab the top of the pump and try to rock it. Do not over-tighten or you could lock up the pump internal push rod, but if the pump is loose and allowed to jump up and down, it will quickly erode the aluminum parts. It also makes a rapid knocking noise. Always keep an eye out for leaks.



A/C IN A FC

by J.C. Ash

This is how I fitted A/C to my '64 Rampside. Dimensions are not shown, since the brackets will probably be different to fit the particular components you use.

The biggest problem with putting A/C in a FC is the lack of room. The depth from the dash edge to the bulkhead is less than an Early car, so the Early evaporator will not fit without sticking out past the dash. There is no room for a condenser behind the grill, or on top of the engine like in an Early car. There is not even room between the rear engine mount and the engine for the A/C pulley and belt.

Starting with the engine compartment, the rear mount has to be cut back about 3/4" in order for the pulley and belt to fit. This is best done with the engine removed. Cut the braces that angle down from the frame to the base at the brace about 7/8" back from the front edge. You will need to reshape these pieces so that they now bend at the end of the cut. Fold them around and cut off the portion of the base sticking out past them. This must be done to provide room for the A/C pulley and be able get the belts past the mount. It may also be necessary to make a flat area on the engine mount washer and rubber mount. Replace the engine rear mounting bracket with a '64 or Early A/C car style mount.



I used a newer aftermarket style compressor on a custom-made compressor bracket, along with the Corvair brace that runs from behind the engine pulley. I used fittings with the ports on the sides to be able to hook up the hoses more easily and welded a port fitting onto the high-pressure fitting for a hi-lo switch. There are many styles of fittings available, including ones with the ports that can be spliced into the middle of a hose. I Made a fast idle system using a solenoid under the panel in front of the engine compartment that engages when the compressor is running.



Moving to the front, I found a condenser unit from a small pick up that would just fit into the space under the right front corner of the truck. This particular one happened to be from an '80's or '90's Toyota. I had to rework the end fittings in order to hook up the hoses. This required cutting and rewelding the fittings. The R12 expansion valve was not replaced. The area where this goes has a solid panel just below the footwell vent.



This had to be cut out to provide an opening for the air from the grille to pass through the condenser. The condenser was mounted with fabricated brackets, that also mounted the receiver/drier.



A/C cont.

Inside, I was able to use the diffuser from an Early car mounted under the radio box. I cut a square hole in the side of a 4" can so it would fit over the diffuser inlet. For the evaporator, I used an old Mark IV style under dash unit. I mounted it with the fans at the top. I removed the front diffuser and made a panel to close that off with enough room to act as a duct going to a 4" hose connection made from another can on the left side. I could then use 4" flexible vent hose to connect to the diffuser under the radio. Drains fittings were added at the bottom of the panel for condensation.



For controls, I removed the stock controls from the Corvair diffuser and from the Mark IV. I then modified the stock diffuser to mount the Mark IV controls in place of the stock ones. I used Early wiper knobs to replace the original Mark IV knobs so it would look correct. The wiring was then extended to connect to the evaporator unit.

Hoses were made using Beadlock fittings and hose for 134a. Note: many aftermarket compressors do not come with enough oil in them, in spite of what they say. Always check the amount by draining the compressor and measuring how much was in it. There should be at least eight ounces of refrigerant oil for a new system. Mine only had 2-1/2 when it was measured. That would have led to a quick failure, if not caught.

When tested on an 80 degree day, the outlet temperature was 39 degrees. I am looking forward to a comfortable summer!



A 1:25 scale vision of Greg Renfro's finished rampy.

Twin Rampsides

Greg Renfro found some extra time while he was getting his full sized Rampside road ready and legal to construct a resin bodied version. Instead of building the model like the truck is now, Greg built the model how the Rampside is going to be when finished.



ABOVE: The rear of the scale version. BELOW: The full sized Rampside. Note Greg shrank the tag.



Corvanatics
Dedicated to the preservation of Corvair 95 light trucks and vans

Corvanatics Home

The Corvanatics chapter of the Corvair Society of America is dedicated to the preservation, restoration and enjoyment of Corvair 95 light trucks and vans. We are currently accepting applications for new members. The Corvanatics chapter is open to anyone who is interested in the history, design and engineering of the Corvair 95 light trucks and vans. We are currently accepting applications for new members. The Corvanatics chapter is open to anyone who is interested in the history, design and engineering of the Corvair 95 light trucks and vans.

HAVE YOU VISITED THE CORVANATICS WEBSITE?

<https://www.corvair.org/chapters/corvanatics/index.php>

YOU CAN FIND:

- DOCUMENTATION RESOURCES GALORE
- EVERY NEWSLETTER FROM THE VERY FIRST EDITION
- SEARCHABLE TECH ARTICLE DATABASE
- PHOTO GALLERY
- CORVANATICS MERCHANDISE
- MEMBERSHIP PAGE—JOIN OR RENEW
- ALL FROM THE COMFORT OF HOME!



CORVANATICS SURVEY RESULTS

The survey was sent by email to 91.67% of the membership, the other 8.33% had chosen to not furnish an email address when they joined. 53.03% responded to the survey. The complete results are on the Corvanatics' website at the bottom of the Resources page, https://www.corvair.org/chapters/corvanatics/files/documents/Corvanatics_Survey_2019.pdf.



We used Survey Monkey and the results were completely anonymous. So, those who commented thinking we knew who they were and would have some reference for their comment. Sorry, we did not.

Below are responses from some of our officers.

Ken Hand - Vice President

All I can say is WOW, we had over 50% participation with the survey we put out. Most are lucky to get a 10% participation, Good for you guys and gals for being so interactive with the club.

I have to add there were a couple of good responses that may eventually get acted on and a couple of answers from people that must live a very sheltered life. I'm not complaining or picking on anyone just surprised at a couple of answers.

Molly Bacon - Secretary/Treasurer/Newsletter Editor

One of the most commented items was for the newsletter to have more articles, especially technical in nature. We heard you and the number of pages in each newsletter (to start right now) will be increasing and have a few more articles. The mailed newsletter is also going out in an envelope to avoid being torn while going through the postal system.

Another common comment was about including classifieds (and this response will also apply to comments about spares). Every few years this needs to be addressed and I guess it's time again. Our newsletter is only published every other month and with the speed of the internet and social media popularity, publishing ads in the newsletter would just end up being stale news. By press time, most likely items would have already been sold, found, etc. Plus, an online classified section on the website would be just too labor intensive for our already hard-working, volunteer webmaster. Remember, all of our officers are volunteers and generously provide their time to make this chapter what it is.

Someone commented about the decline in club memberships, but I want to clarify that Corvanatics' membership has increased every year since I've been in office starting in 2012. There were less than 200 members then and we've grown to just barely short of 300 members now. This survey was one of the things we can use to find how to make Corvanatics even more appealing to both new and current members.

Annual meeting and taking dues and selling merchandise - since the CORSA Convention moves to different parts of the country each year, there are different attendees. For those who were not able to attend last year's convention, you would be unaware that we had already addressed having the non-business, non-presentation activities of collecting dues and selling merchandise removed from the meeting. Last year, it was moved to the indoor vendor area and will be in that location from now on. A table will be set up the entire time the indoor vendor area is open. Come by and pay dues, view the merchandise in person and buy it on the spot taking it with you, or just come by for some friendly conversation. The Corvanatics table should be easily located by the tall Corvanatics flag and will be next to the area occupied by Steve Spilatro, our Historian and Webmaster, with his merchandise for sale. In the same area as the Corvanatics table will be a table for the Ultra Van Motor Coach Club chapter since I'm also Secretary/Treasurer/Newsletter Editor and Merchandise Coordinator for UVMCC. Come on by!!

Not sure if everyone is aware that we do have a club membership roster available. It is unlike most other rosters since I print it right at that time it's requested, which provides you with the most up-to-date copy. A hard-copy booklet with smudge-proof plastic covers and a plastic binding can be ordered for \$4.00, either online in the Merchandise section of the website, here: <https://www.corvair.org/chapters/corvanatics/merchandise.php> or by

ANNUAL SURVEY (CONT.)

sending a request and the money to Corvanatics, 5425 Morrow Rd., Gladwin, MI 48624. There is also available an electronic version of the booklet in a PDF format, which can be emailed to you. The printed roster version (and PDF copy) is organized in both member and geographic sections and includes the FCs the member owns; when that information has been provided. Finally, a “not so pretty” Excel or QuattroPro spreadsheet file can also be emailed.

T-shirts (and even more merchandise!) – we are working on this. More in a later issue.

Hosting a convention again (or any large event). Oh my! I figure those who mentioned this in the comments must only have been participants. I was the Budget, Finance and Registration Director for the 2014 Tacoma CORSA Convention that Corvanatics hosted. It was somewhat fun, somewhat rewarding, and somewhat discouraging. Finding volunteers to help is always a challenge. This also goes for organizing regional events, of which there were lots of responses asking for those. It takes people with the time and willingness to stick-to-it to organize and especially to work at; not just participate. Hey, if you’re willing to volunteer (do all that), we’d sure like to hear from you!

Steve Spilatro - Historian/Webmaster

For members who did not know we have a website or have not fully explored it, you will find well over 100 documents available, from repair manuals to GM technical bulletins, as well as Chevy sales and dealer brochures, and How-to articles written by members. The top website features were the Newsletter Archive, Documentation Reference, Photo Gallery, and Technical Article Search Index. It’s great to see that these features are being used. We’re fortunate to be able to post all of the old newsletters and have a search engine for the technical articles. It was suggested to allow organizing the tech tips based on same number format as used in the service manual. This is a great idea and I would really like to add this feature if I can get some help. I could provide a spreadsheet with all the tech tips, but would need one or more members willing to volunteer some time to look up the codes. Contact me if you are interested in helping.

I would like to allow members to upload images themselves to the photo gallery, which would be possible if the website had a log-in feature. Unfortunately, we do not have online access to a database for storing member info, which would be needed to add the login capability. This also would be needed to allow searching for information about other Corvanatics members, which was another useful suggestion. Actually, if database access were added to the CORSA server that hosts the Corvanatics website we could add several new features, including enhancements to the FC registry. Someone asked about production figures for standard vs Deluxe Greenbrier. There is no GM documentation with the original production figures, but the Registry does give a breakdown among vehicles for which we have the trim codes.

DIRECTOR'S CORNER

My name is Duane Wentlandt and I am the Western Director for Corvanatics. I currently own a 1963 deluxe Rampside that is undergoing a complete rotisserie restoration. It is a 4 speed with a 102HP motor. It is painted pure white with a cardinal red stripe. I have restored several Rampside and prefer the stock look that GM built. I do much of the work myself including, disassembly, metal replacement, body work, paint, mechanical and reassembly. I was fortunate to have one of my Rampside make the factory stock restored class and score 98.79 at a Corsa convention. Restoring Corvairs is my hobby and I have been doing it since 1992. During my restorations, I consistently refer to the shop manuals and assembly documents. Of course, many photos are used as a reference for later assembly. This is just part of my story. I hope Corvanatics is a good reference for your questions regarding FCs. If you have not checked out our website, please do so as it includes research materials that can be invaluable.



Restoring Corvairs one at a time. Duane

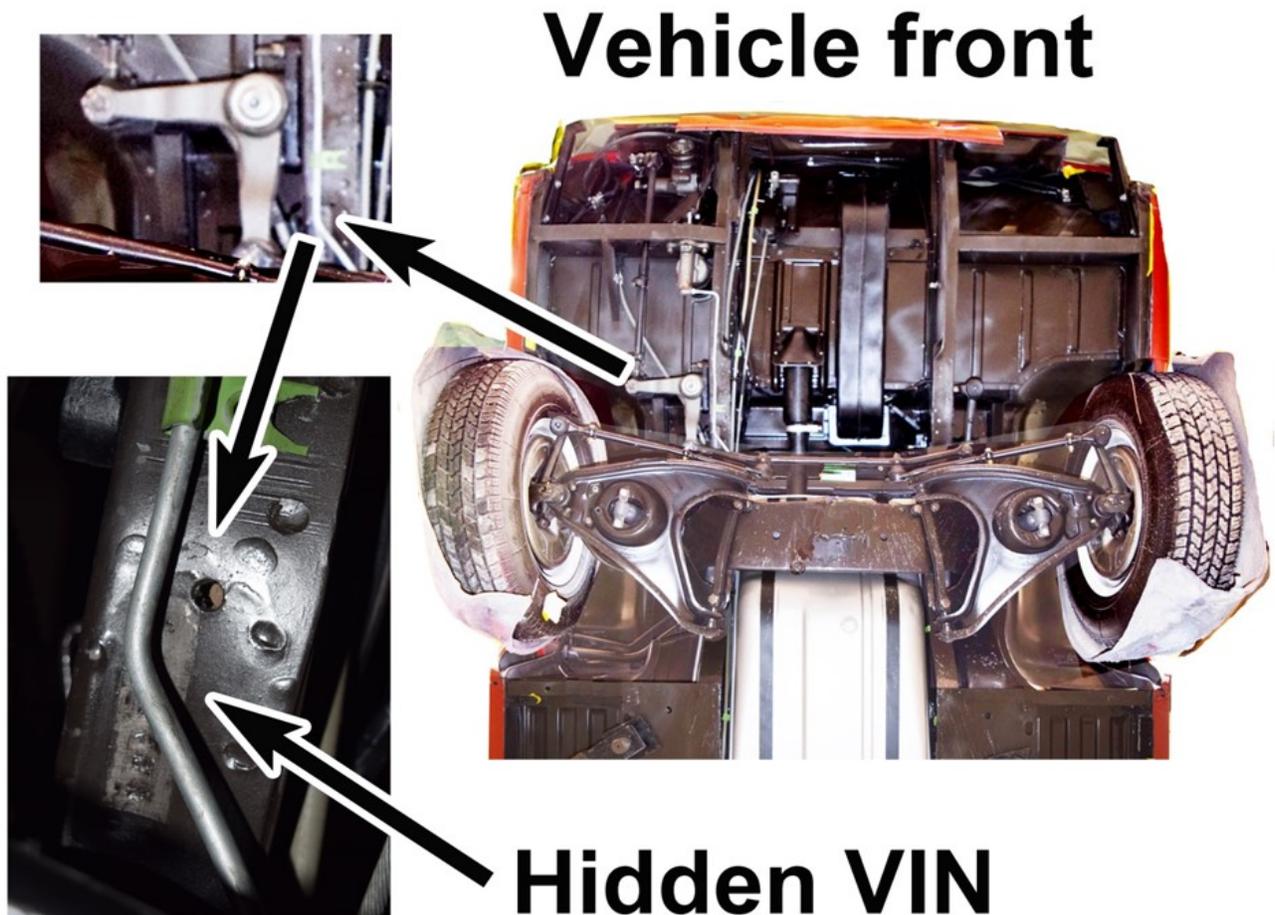


THE FC HIDDEN VIN

By Steven Spilatro

Often when there is question about Vehicle Identification Number (VIN) tampering, the vehicle's hidden VIN (aka Confidential Vehicle Identification Number) can be inspected. The hidden VIN is a copy of the VIN, or a version of it, stamped onto the frame, engine, transmission, or other part of the vehicle. For the Corvair 95, the hidden VIN consists of the Assembly plant single letter abbreviation (S for St Louis, or F for Flint) plus the vehicle serial production number. Thus, if the VIN were 2R124F101410, "F101410" would be the hidden VIN. The location of the hidden VIN was specified in the engineering drawing L-52313 (of which a copy is not known to still exist) and is on the front under body left side outer rail, approximately parallel to the position of the relay (boomerang arm). The position is shown in the picture, showing a series of closer views of the location. The hidden VIN, in this vehicle, is partially obscured by the brake line.

Picture is oriented to show driver's side on the left



JUMPER CABLES

BY FRAN SCHMIDT



Now is the Season!

It used to be that we would be using Jumper Cables all the time. Of course, with the Globe being warmed maybe that's not happening as much. OK, but it hasn't warmed THAT much, yet.

So, here's a tip on how to keep your jumpers from dying a premature death, as mine used to do every so often, till I ... 'saw the light'.

Take a look at these two clamps. Yes, one is red, and one is black and you better know which posts they go on!

Notice anything about them that seems cock-eyed? Sure, one of them has taken a bite out of a log and got its tooth replaced with a stick, right?

I did that intentionally. Here's why.

The current in a clamp comes in/out on only one side of the clamp. Look inside and you will see no wire hooked to the other side. The teeth that are factory built into the jumper cables are put on both sides of the clamp. Only one side has any current carrying capacity at all.

If/when the "not-connected" teeth make better contact than the "real" teeth, current will be supplied to those incorrect teeth - through the spring!

The spring is hard steel and not very conductive

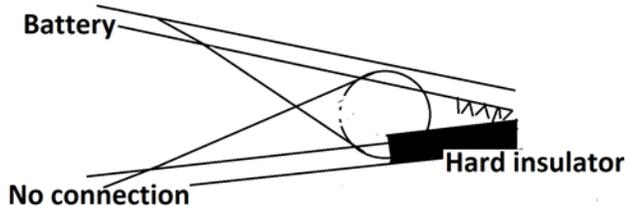
so when you pump 100 Amps through it - - it gets very HOT and loses its spring-y properties and the cable falls off the post. AND your Jumper cables will work no more!

However; if you were to remove the teeth from that 'dead' side and replace them with a good solid hard NON-conductor, this bad scene would not happen. Turns out that a piece of Oak (wood) is quite appropriate for this application.

An alternative would be to make a high current FLEXIBLE connection - inside the clamp, right where the spring is - between those two sets of teeth. Not an easy task, by the way. That way whichever tooth finds 'home' the current will flow nicely - and not through the spring.

Take your pick on these two options but do not use the cables as supplied. Unless, of course, you like buying replacement cables.

Let's keep on CORVAIRing, Fran



The spring pushes the two halves together to make the electrical connection but only the Battery side should carry any current as the only contact with the other side is through the spring.

The 1964 Corvan (and it's an 8 door too!)

(Many THANKS to Chris and Molly for trusting us with getting this one "Back on the Road")
T²C This introduction article was first published in the September 2017 VCE Oil Drop 17-9.

The 'More Door' van pictured here is a shared undertaking with lots of ideas on how to utilize it for the benefit of the Vulcan Club and Springfest. We will probably settle between a display for the 3 cylinder engine and/or a tow vehicle for the cooker. Right now it is in the tear down and assessment phase and looks very promising. A 110 hp engine from inventory has been identified and will go in over the winter.

'T²C' = Thuleen, Tutt, and Cannon

It's been 21/2 years since the 8 door was given to us by Chris and Molly. The 'T²C More Door' has been through a thorough assessment and evaluation of needed body work and parts. It has moved from the storage building in Goodwater to Russ's shop in Chelsea. Howard and Russ have completed some of the major body work on the doors. The two driver side doors were the worst of the eight while the pair on the passenger side were in much better condition. Billy Rudolph from Corvair Atlanta had a set of Greenbrier doors that were donated to the cause. Many thanks to Billy R...this was an added bonus because we wanted to add some windows to the van anyway. Especially working roll up-down windows that will help with ventilation for those hot Alabama cruising months.

Russ wanted to put a 140 PG in 'Shorty' for the convenience of driving it in the parades. The swap has been performed and that left a donor 110 4 spd that is now in the T²C Van. Howard just reported, the truck NOW (26 Feb) has a running engine. During the assessment we have discovered that replacement of the fuel tank and lines has been done, new brake hardware, and a mysterious reversal of the shift mechanism. An aftermarket dash and wiring had been added by the previous, previous owner but it is deemed to be not trustworthy. So a new front/cab wiring harness is in order along with a stock FC dash and gauges. Once it is up and running under it's own power, it will make it's way back to the shop in Goodwater for more 'off the lift' work.



1964 CORVAN 8 Door



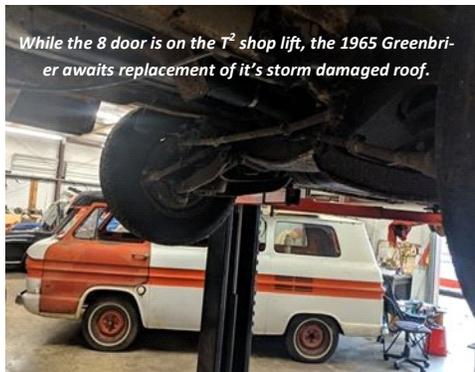
T² = Russ Thuleen, Howard Tutt



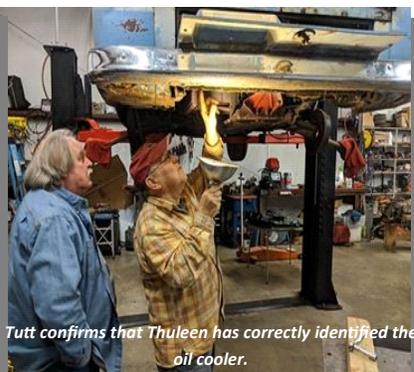
Note the powder coated seat frames



Pass' side doors have been moved to drivers side



While the 8 door is on the T² shop lift, the 1965 Greenbrier awaits replacement of it's storm damaged roof.



Tutt confirms that Thuleen has correctly identified the oil cooler.



Howard disconnects that 'last' wire and the old car powerpack is out.



Powerpack remove/install heavy-duty table!



Greenbrier doors donated by Billy Rudolph!



Written and laid out by Billy Cannon

Found on Facebook

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

Ron Mann—Kissimmee



Rob Schlack



Willard Moody - spotted out & about



Jerry Murray—on the move



Craig Nichol



Greg Renfro —his working Rampside



John Miller— Interstate driving



Dan Reis—from rust repair last edition to out for a cruise



Alex Becker —South Dakota snow



Nicole Smith—back at cutting out rust



Mark Gibson—shopping for a new fish



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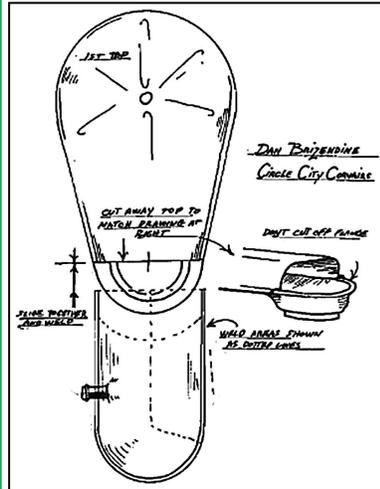
Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago 1979 Corvan Antics Volume 7 #3

Louis Guion reported on his "8-door-6" Greenbrier that has been taking him the twelve miles to work every day. "8-door-6" was the Texas license plate number. Reports were made from the Corvanatics meeting at that year's National Convention, during which Bob Kirkman of Chevrolet Engineering gave a presentation on how Greenbriers were assembled (Oh, but to go back and hear that talk again).

30 years ago - 1989 Corvan Antics Volume 17 #3



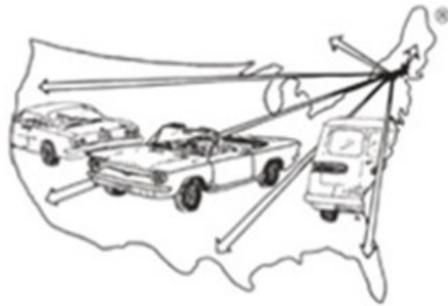
This is the issue in which Dan Brizendine describes how to make stock-looking 140 HP air cleaners that fit in the FC engine compartment; these plans are still highly sought today. The Corvanatic's presidential reins were passed from Tom Silvey to Clark Hartzel, who expressed concern about dwindling Corvair parts availability. (A problem no more since, subsequently, in 2012, GM began to re-manufacture a full line of FC parts including all . . . oops, check that – wrong universe!)

20 years ago - 1999 Corvan Antics Volume 27 #3

Kent Sullivan reported on his efforts to decipher the FC paint and trim codes. (Kent, that "CZ" ECL is still a mystery; maybe it stands for Cra-Zy?) Ray Mitchell was in his third year as Corvanatics president, and was looking forward to the Corvanatics meeting at the upcoming convention at Lake Tahoe.

10 years ago - 2009 Corvan Antics Volume 37 #3

Dave Palmer's 1964 Greenbrier *Velveeta* is double covered: On the cover of this issue of Corvan Antics shown as featured on the cover of the 2009 PanAmerican Seed Company Catalog. The Secretary, Larry Schmuhl, reported the newest members of the club were Eric Prosis, Gary Moore, and Eddie Meadows.



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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:

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- Business card (2" x 3.5"): \$5
- Photos for ads are \$6 each and can be color or black/white

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Jim Enfield—Dec 29, 1948—Feb 9, 2019

by John Johnson, President—Central Pennsylvania Corvair club

Jim was a mainstay of our group. He was a regular at monthly meetings as well as a participant in our various activities. You could always count on Jim and Linda to drive a corvair on our cruises. Weather permitting; they would also attend monthly meetings driving one of their corvairs. Every time I went to the “Markets” show, there would be Jim and Linda usually in their regular parking spot. The only time I can remember he was not in his usual place was the time he was with the club members on the grassy hillside. That day he drove the Rampside and brought a canopy along to shade our group. It was interesting to see the number of his car friends who visited us just to say hello. Jim and Linda were fixtures at Shrewsbury and it will be hard to not see them in that parking lot. By the way, I believe that was the place the unveiling of the “pumpkin” took place. Can you imagine the surprised looks and conversations the day the “pumpkin” was introduced to the Markets show? I can see Jim laughing and enjoying the limelight that the van caused that day. It was also a favorite of the kids. The van was in its full regalia on “trunk or treat” Friday. That’s when the children move through the cars collecting their Halloween treats from the car owners. Needless to say, Jim and Linda were a favorite stop, both for candy and to gaze upon that amazing “pumpkin”! There are so many stories about Jim that space in this article limits. As time goes on, I plan to share other stories of my friend. I never saw Jim angry or frustrated. That’s quite an accomplishment considering he drove cars that were 50+ years old. That intoxicating smile, twinkle in his eye and ever present smile are something we will all miss. I consider it a privilege to have known him. Rest easy my friend, see you down the road.

A curious thing

The other day I was getting into my FC, in the garage, where it was sort of dark.
It’s a stick.

I slid behind the wheel and lifted my left foot to stab the clutch.

My foot went up in the air and stopped, not high enough to reach the pedal.

I put my foot down and it went down obediently with no problem.

I lifted it again and it came up smartly but not high enough!

Being an OLD guy who has already lost a lot of friends – I immediately thought “old timers” disease.

A stroke would manifest something like this, wouldn’t it?

Well, let’s check this out, I thought, so I turned on the light and saw my shoelace was stuck in the door.

Keep on CORVAIRing, Fran

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