

CORVAN ANTICS

Jul-Aug 2021, Vol. 49, Issue 4



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



2021 Corvanatics Annual Meeting - June 24 9:00 PM EDT
Zoom Webinar (for details - see page 2)



Board of Directors Panelists

Left to Right—Top to Bottom

Duane Wentlandt—Western Director, **Steve Brown**—President, **Steve Spilatro**—Webmaster, Historian, **Molly Bacon**— Secretary/Treasurer, Newsletter Editor, **Dale Dewald**—Central Director, **Tim Schwartz**—Eastern Director, **Ken Hand**—Vice President

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Corvan Antics is published for the benefit of the members of Corvanatics. We're the largest chapter of the Corvair 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.corvair.org/chapters/corvanatics/membership.php>.

Corvanatics Annual Meeting

Zoom Webinar June 24th at 9 PM EDT

The Corvanatics Board of Directors were able to successfully hold a virtual Zoom webinar annual meeting. Only a handful of members were in attendance. There were still enough to listen to a bit of club business, meet the then current officers, hold elections to place new people into offices, and listen to some really great tech talks. Oh, and of course, give away some nice door prizes. There were five \$20 Clarks gift certificates and two of Steve Spilatro's custom carburetor swivel linkages. The linkages are also available on page 15.

Steve Brown started off mentioning that the club is now at 300 members and has grown 47% in the last eight years. It is also adequately solvent enough to donate \$500 yearly to the COR-SA scholarship fund, which has allowed Corvanatics to have one of the scholarships specifically listing the club's name.

Steve also mentioned that the Board has met virtually six times in the last year and that there was also an unofficial Corvanatics meeting at the CORSA Mini Convention last month in Springfield, IL. Page 6 has more details. Last year the President's Choice Award Car Show was held virtually and after Steve carefully reviewed all the entries, he selected Kent Sullivan's 64 Rampside (see [Corvan Antics, 2020-4](#))

Vice President, Ken Hand, talked about why someone should be a member of Corvanatics. Newsletter Editor, Molly Bacon, mentioned the latest awards given to Corvan Antics (see page 5) and also asked for more member contributions. Steve Spilatro, webmaster/historian, give a quick tour of the website features and talked a bit about the FC registry. Tim Schwartz, Eastern Director, talked about the Corvanatics presence on Facebook. Finally, Dale Dewald, Central Director, talked about why members should be interested in being on the Corvanatics Board of Directors.

Next, there was a call for nominations so officer elections could be held. Most positions were still unopposed, except for both Central and Western Director. The final results were Dale Dewald -President, Ken Hand - Vice President, Molly Bacon - Secretary/Treasurer, Tim Schwartz - Eastern Director, Chris Brown - Central Director, Steve Brown - Western Director, and Billy Cannon - Director-At-Large. All of the Board's contact information is on the last page of the newsletter.

Finally, Steve Spilatro talked about headlight bucket restoration, Ken Hand talked about van rear suspension modifications, and Dale Dewald talked about valve rocker failures.

There were a few questions that were addressed. Steve Brown reminded members to keep their dues and address information up to date and thanked everyone for attending and expressed hopes to see everyone in Atlanta, 2022.

GREETINGS FROM THE OUTGOING PRESIDENT, STEVE BROWN

I'm writing this as the outgoing President. The All-Member Zoom Meeting should just have happened and its deadline for CorvanAntics.

I anticipate the Zoom Meeting went well, with lots of attendees, and that the elections happened installing a new President. It's been a pleasure to be President over the past 3 years. I've tried to focus on our members needs and wants; tried to be fiscally responsible; tried to utilize our resources to the fullest; and even accomplish some of my goals. I'd like to thank Ken Hand for his support, Molly Bacon for her great newsletter and all of her administrative support, for Steve Spilatro for his website support and his great articles, and our Regional Directors. This all couldn't happen without them.

I went to Springfield to the Mini-Convention, which was my first real excursion since the loosening of the Covid restrictions. We held a Corvanatics meeting with 30-35 in attendance and 6 from the Board. It was an open forum meeting with interesting "FC" talk. The Mini wasn't a National Convention but the organizers tried to come close. I particularly enjoyed the Corvaire fly-in (about 7 Corvaire powered airplanes), the evening at the Corvaire museum on Route 66, and for me the "swap meet". I had a chance to talk with the Atlanta organizers and got some of Corvanatics needs addressed for their convention. There were only 5 or 6 FC's at the Mini, so I decided not to make a "President Choice Award". Last year's contest was a good format and I suggest the next president try it. One of our Board Directors, Tim Schwartz out of New Jersey, was in attendance. On his trip home he dropped a valve seat in his Greenbrier near Indianapolis. I'm sure he has a story or two about that happening.

I'm so glad we can travel again. I'm scheduled to attend Vairfest in Arroyo Grande California, to go to the Corvaire Homecoming in Ann Arbor Michigan, and the Fan Belt Toss in Palm Springs. Hope to see you at one of these events.

Well, I continue to work on my 61 Rampside Camper. I'm slow, but persistent. It will show up on the road one of these days. Even though I'm stepping down as President since it is time for someone else's new ideas and goals be assured I will continue to be part of Corvanatics by being active and supportive. I'm proud of this organization.

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

Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago - Corvan Antics Volume 9-4, Jul-Aug 1981

Dave Newell provided a tally of the different toy and model FCs known at that time. The list includes 23 miniature FCs made by Amway, Structo, Premier, KTS, MF, A1, and Andy Gard.

Questions were answered by Corvanatics Technical Advisors about installing disc brakes in FCs, equipping an FC for maximum power, and availability of FC valve rotators.

30 years ago - Corvan Antics Volume 19-4, Jul-Aug 1991

There was no July-Aug issue this year

20 years ago - Corvan Antics Volume 29-4, Jul-Aug 2001

Dave Palmer provided the bulk of this issue's content. He described making a scale model, self-propelled, water-bouyant, remote-controlled scale model of the Corphibian. [Dave, does it still exist?] Dave also described the trek in his '64 Greenbrier "Valveeta" to Baja Mexico.

10 years ago - Corvan Antics Volume 39-4, Jul-Aug 2011

This issue features a nice cover picture of Dave Munaco's 1961 Rampside, after receiving a 5 year rotisserie restoration.

Fran Schmit described installing a fusible link on the main power wire line from the battery to the cab.

And there is a reprint from Mike Dawson's Preventative Maintenance Series: "Things that need double (or regular) checking"



From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

It was fun seeing old members and signing up lots of new member, plus seeing the FCs on display at the Mini Convention. I also enjoyed handing out the surprise goody packets at the unofficial Corvanatics meeting there. I hope to be able to attend the DACC Homecoming, August 26-29th, in Ann Arbor, MI. If you've never been there, it's a must attend. P.S. See the next page for the latest newsletter awards.

Since the last newsletter :

- 300 members
- 13 new members
- 22 members renewed their dues
- 4 members dropped



WELCOME !! to our new members

| | | | | | |
|---------------------------|-----------|--|------------------------|-----------|------------------------|
| <i>Matthew Hardesty</i> | <i>OH</i> | <i>1963 Greenbrier</i> | <i>Dave Schaefer</i> | <i>IN</i> | <i>1961 Rampside</i> |
| <i>Jason Van Fleet</i> | <i>CA</i> | <i>1962 Rampside</i> | <i>Jim Crawford</i> | <i>IN</i> | <i>Rampside</i> |
| <i>Chris Law</i> | <i>GA</i> | <i>1963 Rampside</i> | <i>Mark Aksamit</i> | <i>AZ</i> | <i>1964 Corvan</i> |
| <i>Christopher Heckel</i> | <i>OH</i> | <i>1964 Greenbrier</i> | <i>Brian Nicholson</i> | <i>IL</i> | <i>1962 Corvan</i> |
| <i>Glen Rittenhouse</i> | <i>IL</i> | <i>1963 Rampside</i> | <i>Stephen Simon</i> | <i>CA</i> | <i>1965 Greenbrier</i> |
| <i>Troy Hull</i> | <i>WA</i> | <i>1961 Rampside, 1962 Rampside, 1963 Rampside</i> | | | |

WELCOME BACK !! to our returning members

| | | | |
|-----------------------|-----------|-------------------------------|----------------------------|
| <i>Dan Brizendine</i> | <i>IN</i> | <i>1964 8-door Greenbrier</i> | <i>returning from 2008</i> |
| <i>Terry Kalp</i> | <i>KS</i> | | <i>returning from 2016</i> |

Dues Are 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.

Remember that your due date is on your membership card!!

Due in July

| | |
|-----------------|--------------|
| Steve Braverman | Jerry Brown |
| Gary Duncan | Philip Hack |
| Richard Hall | Raymond Paul |
| Allen Short | Dave Todd |

Due in August

| | |
|-----------------|---------------|
| Bridget Ahlgrim | Greg Blakeney |
| David Brown | Mark Corbin |
| Jay Davis | Kenneth Ray |
| Paul Sergeant | |

Due in September

| | |
|------------------|--------------------|
| John Ackerman | Paul Scott Allison |
| John Amen | JC Ash |
| Kenneth Brown | Danny Davis |
| Dick Dean | Bill Fenemore |
| Jeff Kent | Norbert Laubach |
| Lillian Law | Ruben Marquina |
| Nicholas Richter | James Speas |
| Marlon Weyand | Ken Zindel |

Due in October

| | |
|-----------------|-----------------|
| Jim Angus | Gary Baxter |
| Benny Bonaminio | Greg Cole |
| Tim Colson | Eldon Dahl |
| Jim Davis | Terry Dumerauf |
| Mark Gibson | Larry Hickerson |
| Bill Prichard | Jon Robere |
| Larry Sherwood | Craig Wilson |
| Roland Young | Mark Youngs |

The Winner Is
Jean Dougherty
\$10 Clark's Gift Certificate
 Remember, you can only win if your dues are current!



Thirty Years Ago This July (1991)

The twenty-first CORSA International Convention in July 1991 was hosted by Group Corvair, the Washington DC area Corvair club. The club was fortunate to have two notable guests: Ralph Nader and John Fitch.

After Mr. Nader’s presentation, he toured the Corvairs on display and this 1964 Greenbrier with 520,000 miles on it caught his attention. He remarked “That’s incredible!”. Ron Fedorczak of Columbia, Maryland owns this now “monthly” driver which as now accumulated about 580,000 miles.



Note that it is equipped with the rare front “bucket” seats, with the passenger seat able to be folded forward to accommodate extra long cargo.



Glory Days Car Show Coverage

by Jerry Lentz



On May 29, 2021, Gary Jones drove Barney, his 64 Monza, up to my house in Valley Falls, KS. We caravanned 24 miles west to Holton KS for their annual Glory Days Car Show. I led the way driving my 62 Ramp-side with my wife Annie driving our 66 Corsa and Gary bringing up the rear driving Barney.

It was a really good turnout with over 200 cars in attendance and the biggest one they've had so far.

We were the only 3 Corvairs there and we received a fair amount of attention. It was an uneventful day with no breakdowns.

No trophies were won, but I did win a door prize which was a bucket of car cleaning stuff.

**Congratulations
to this newsletter
for winning the
CORSA Chapter
Outstanding
Newsletter Award
2019—2nd place
2020—1st place**



CORSA Mini Convention—May 18—22, 2021—Springfield, IL

It was nice to be able to meet together, show and view cars and talk to others after a long 15-month do nothing.

After the first day on which the concours was held, Mother Nature concluded her many days long deluge of rain. This made for a much better opportunity for conversations, viewing the many vehicles, and just enjoying being outside. This isn't saying that the Crowne Plaza in Springfield, IL isn't a very nice, comfortable, spacious hotel at which to have something of this size.

Corvanatics had both a table in the vendor area to sell merchandise, collect dues and sign up new members, which we did a lot of all of both, and we had an impromptu meet and greet meeting on Wednesday evening.

As mentioned in the Annual Meeting writeup, we had a good turnout, about 35, for an "unofficial" meeting. Along with some explanations about the club and a good Q&A, there were non-fancy goodies



(Corvanatics Swiss Army-like knife and Corvanatics Hershey kisses) passed out to everyone, as shown here.

Other events were a welcome cruise in, a dinner at the Corvair Museum, and a banquet, besides the Car Display on Saturday which had the People's Choice voting.

As you can see below, six FCs entered the People's Choice.

Jim Williams' Greenbrier, Dan Brizendine's 8-door, and Chris Law's Rampside received trophies at the banquet. There was also MiLana Wright's Corvan with a nice history story board, Tim Schwartz's Greenbrier, and Dave Beck's "Groovy" Greenbrier (see more on that on [pages 10-12](#))



Riding with the President—Dale Dewald

Hello everyone!

At our recent official Corvanatics annual meeting, held online in a webinar format on Zoom, I agreed to serve and was elected President. All I can say is that I will do my best to lead Corvanatics for the next year and beyond if re-elected. I would like to thank Stephen Brown for his leadership of the oldest chapter of CORSA for the past several years. We all need to especially thank our secretary-treasurer, Molly Bacon, for the exceptional effort in producing our newsletter, Corvan Antics, corresponding with members, managing the membership roles, and managing our finances. Steven Spilatro deserves much credit for building and maintaining our web presence on the CORSA site, gathering, and scanning many original documents and materials, and building the FC registry. We also need to thank our regional directors for their service, either in the past or ongoing.



No one can really predict the future (except for the surety of death and taxes) but we can extrapolate from recent trends. What is trending in the collector vehicle hobby is the increasing popularity of utility vehicles and trucks. As a Hagerty Insurance customer, I get their daily email feed. Very frequently there are market alerts about the increasing value of more traditionally commercial or utilitarian vehicles. Of particular note; Toyota FJ-series, early Jeep SUV's, Volkswagen Type 2's (Transporter, micro bus, Vanagon) and the Big Three (and IH) pickups from the '60-70's have seen huge increases in popularity and values. The Corvair FC line is following this rising tide now with nicely restored or running very original Greenbriers and especially Ramp-sides fetching well into 5-figure prices.

For our club to remain healthy I think we should take advantage of this popularity by being the source of information. The uniqueness of our vehicles will be both an attraction and difficulty for new owners when it comes to servicing and restoring them. Steven has already posted almost all of the original factory documentation for service but there has been 50 years of additional problem-solving experience gained within our membership. Based on how our recent annual meeting went, I think a big draw to the club will be to continue with regular Zoom meetings for all members; maybe starting with 3-5 per year with live tech presentations. The tech sessions could be based on both operational problem solving and/or techniques and methods for restoration. There could also be a (perhaps time limited) live Q & A included as part of the meeting as well. As members, please let me know what your thoughts are on this.

Now that summer is here, I urge everyone with a road worthy FC to get out and drive it. Exposure is our best advertising!

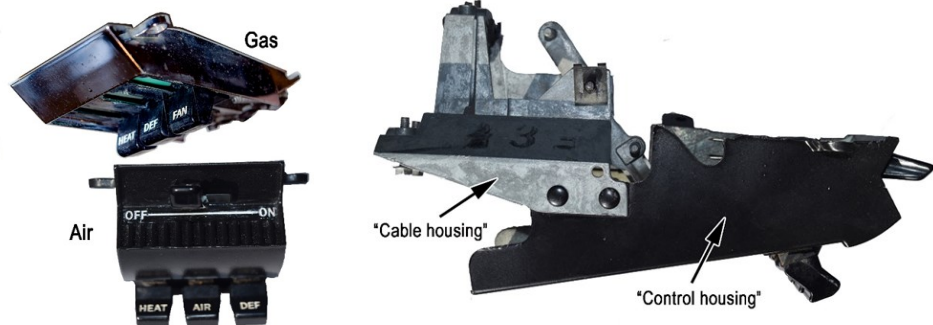
Corvair 95: Stock was. . .

By Steven Spilatro

6 – Forced Air Heater

Heater control

FCs with forced air and gas heaters used different control assemblies. The control unit for the gas heater was chrome and the same as used in the car. Control units for the forced air heater were largely the same for the FC and car through 1964, sometimes sharing the same part numbers.



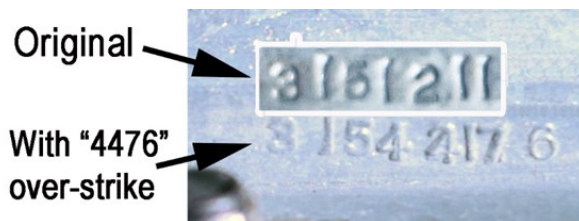
While the gas heater control was essentially unmodified through the years, the forced air heater control was modified a several times. The heater control housing is assembled from two components, which I will refer to as the "control housing" and the "cable housing". The control housing holds the blower ("Fan") switch and the slots along which slide the "Heat", "Air" and "Def" controls. The cable housing is rivetted to the rear of the control housing and is typically unpainted on the left side. The heater control cables extend from the heater box in the

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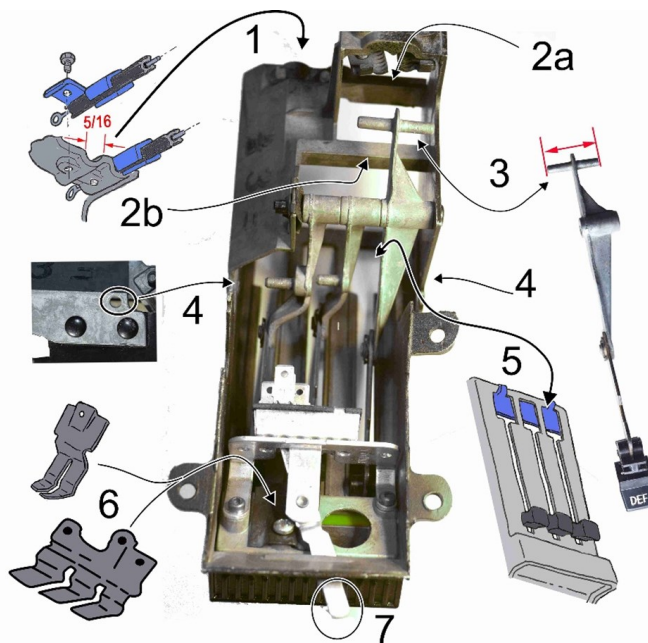
(Continued from page 7)

rear of the vehicle through the floor of the cab to be secured to the cable housing. The unit was painted black, except early in the '61 model year when it was metallic silver.

The control housing was part #3151172 and did not change over the years. The cable housing of the '61 silver control unit was part #3151211 and became #3154476 in black units when later modified. Oddly, renumbering of the new cable housing seemed to be an oversight - the "4476" of the new number was embossed over top of the "1211" of the original number. GM assigned numbers to the complete housing assemblies, which passed through 5 different part numbers from '61 - '65.



Dealers were notified of changes to the heater unit in Technical Service Bulletin DR552 (late 1962), which included changes to the control cables. Vehicles S110430 and F109386 were the first to receive control cables with wires cadmium coated to prevent corrosion and seizing within the housings. And now, instead of using small compression clamps, metal clips (#1 in the figure) were attached directly to the "air" and "heat" cables to better secure them to the control housing. To accommodate the new clips, the guides of the control housing into which the cables are secured were enlarged from a 3/16" to 5/16" diameter.



Later units have two pin holes (#4 in picture) on opposite sides of the housing through which a metal rod could be inserted to help align of the levers. The control housing was reinforced with cross bars (#2a & 2b in the picture), and because the bar labeled "2b" also limited the downward throw of the levers, the metal retainer (#5) previously serving that purpose was discontinued.

Other changes also improved functioning of the heater control levers. The levers have a short pin around which the control cable wires connect. The pair of pins on the "Def" lever were lengthened from 3/4" to 1" (#3 in the picture), and the pins of the "Air" and "Heat" levers were structurally reinforced. (The extra pin of the Def lever allowed connection of left- and right- side defroster control cable in cars.) At the front of the unit, the blower motor switch (#7) was modified such that the knob attached without need for a metal retainer. Below that lever in the heater lamp housing, a green lens was added in early '61.

Due to a proclivity of the control levers to slide unprovoked into "on" positions, a detent spring (#3830794; #6 in picture) was added to hold the air and heat levers in their off position. TSB DR552 shows this spring first appearing in August '62. However, later in the '63 model year GM decided to install a larger spring (#3832817; as shown in the 1963 assembly manual) that also serviced the "Def" lever. But this too would not stand, for we see this replaced in the '64 assembly manual by a different two-lever detent spring (#3734406), again for only the "Air" and "Heat" levers.

When and for how long the three-detent spring was used is unclear, and a survey of several dozen '63 and '64 FCs suggests a very short run. So far, I have found the three-detent spring on only two '64 FCs, Flint serial numbers F101619 and F102096. A few St Louis FCs assembled around that same time that I examined had the two-detent spring. I speculate that the detent for the defroster lever was quickly discontinued because it was too difficult to snap it into position.

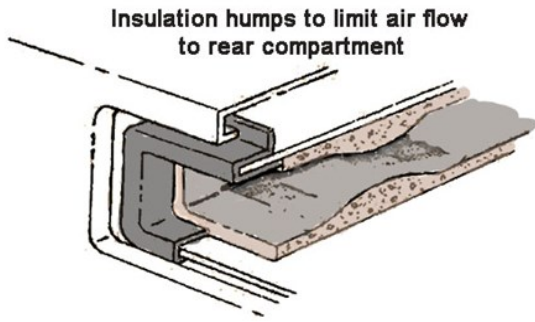
Air ducts and distributors

Drivers in the temperate zone knew that warm air seemed to get lost on the way to the cab, and passengers in the cab were really left out in the cold! Resolving the latter problem necessitated a redesign of the front heater distributor (see picture) early in '61 model run. Although the part



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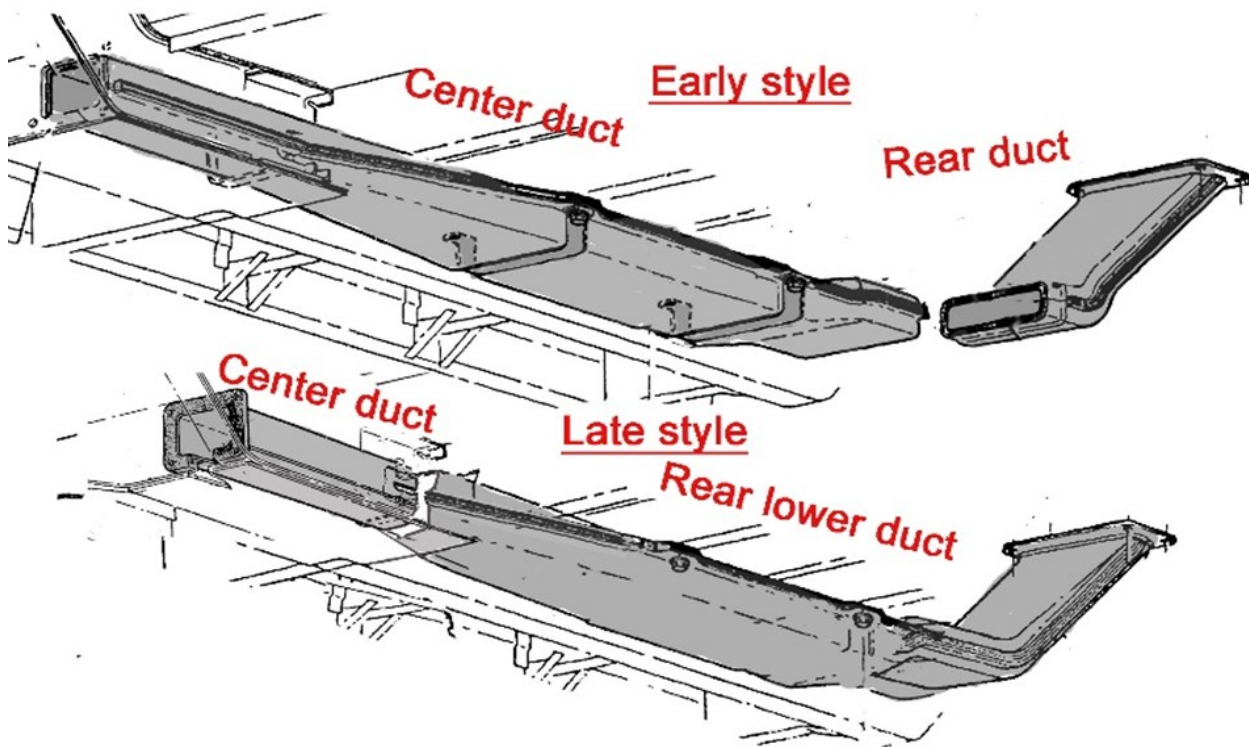
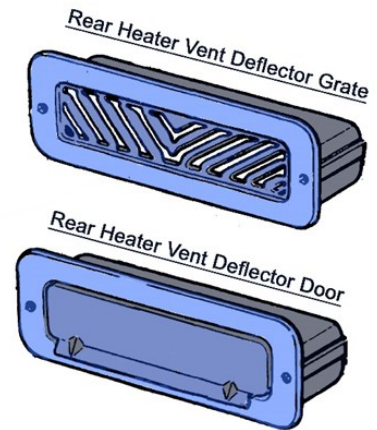


number appeared not to change, the engineering drawing for # 3786367 records changes between 7/2/60 and 2/9/61 in the size and number of the slots and the addition of an off-center partition to improve distribution of hot air in the cab. But the forced air heater ducting system that brought the air up from the rear was the archtype leaky pipeline.

Conducting warm air from aft to fore of an FC was a persistent engineering challenge. Technical Service Bulletin DR 470 (March '61) offered an assortment of field repairs and production changes intended to improve air flow to the cab. One of the problems was the rear heater duct, which is sealed shut in pickups and Corvans, that directs air flow to the rear passengers of Greenbriers, alas disproportionately so. An early mitigation were humps added to the insulation of the rear

heater duct that constricted the air flow to the rear compartment. In February, 1961, a manual shut-off door for the rear heater duct (#3796164) was introduced. A small-scale survey found that it was typically installed only in FCs with deluxe trim (RPO 431/Z60), which is surprising since the vent door is not among the features advertised for the deluxe trim package.

The conglomerated system of ducts that route air to the cab was a rather messy affair prone to leakage. In response to complaints, during the 1962 production run changes were made to several ducts and/or their seals. Most noticeably, the Rear (#3781789) and Center (#3781790) duct assemblies were combined as the "Rear Lower Duct Assembly" (#3814135), and a newly designated "Center Duct" was created - a short metal sleeve that passes through the undercarriage outrigger and sill to the right front wheel well. Interestingly, in 1963, the metal straps that helped support the rear lower duct assembly were deleted in favor of direct bolting of the duct to the undercarriage, possibly another cost-savings measure.



Current adventures of the ☺Groovy☺ Greenbrier hippy van

The 1962 "Groovy" Greenbrier Van pictured on the cover of the 2017 July/August Vol. 39 #6 Corsa Communique was purchased a few years ago by my wife Gloria and me from the estate of John Swindle of Florida. The Communique article was written by a past owner, Ed Bittman, who currently resides in Florida. Ed documented the history of how and why the van was painted with a hippie theme and was then used in TV commercials by General Motors to introduce the Chevy Venture minivan in 1997. You can view the 30 second commercial here, <https://www.youtube.com/watch?v=XdcXv52ltyo>, which shows it morph into a Venture Van with music from Canned Heat in the background. After the van sat behind the Campbell-Ewald ad agency in Detroit for a period of time it passed to several owners. The van had been updated mechanically by John to endure the "Great Race", which he entered and ran from Maine to Florida in 2015. It is a 110-power glide and has proven to be very dependable and I am aware of the PerTronix ignition as the only upgrade.



Adventure #1

Fast forward to this year's Mini Convention in Illinois, May 18-23. My wife, Gloria, drove the Greenbrier while I drove our Ultra Van #389 from Indianapolis to Springfield. We caravanned with Chris Brown and Molly Bacon in their Ultra Van #328, "Turkel", so it made for an interesting convoy with two Ultras and a hippie-painted Greenbrier in the middle going down the road. A Central Division Ultra Van rally gave us the opportunity to camp in the Ultra Van for 5 days at the nearby Double "J" campground and then stay at the host hotel, Crown Plaza, for 4 days since the rally was just prior to the



Mini. The Greenbrier served us well as a shuttle for the other Ultra folks during our stay at the campground. Molly and Chris organized the rally. We had lots of fun with games, coach hopping, and lots of tech talk despite almost daily rain. Nothing dampened the good times. There were 4 Ultra Vans, one former Ultra family, a current

owner without their Ultra, and several interested parties at the campground having traveled from Texas to New Hampshire and points in-between. If you attended the Corvair Mini Convention this year you know it was a great time meeting people from east to west and north to south. A highlight for me was the day we spent at the Shelbyville County Airport visiting with the builder/pilots of the several Corvair-powered airplanes that flew in. The airport manager even allowed our Corvairs to park next to the planes for pictures.



Adventure #2

Soon after we returned home from the Mini it was time to drive the Groovy Greenbrier to Trufant, Michigan to attend our first "Hippie Fest" which was held at the very remote Tree Toad Family Farm on June 5. After not being able to find a hotel room and arriving at 9 P.M. the night before, we camped on site in a large clover field. We were not prepared to camp so sleeping on two of the three Greenbrier seats was our option. It could best be described as sleeping in a modified fetal position. Gloria



said at least I didn't snore (no electric for the CPAP unit) and I said, "I'm pretty sure you have to actually sleep to snore." Even though I wasn't there, it seemed to me like a taste of Woodstock. I was 17 in 1969 when that event happened and have visited the Woodstock Museum in Bethel NY located on the actual site. It is now a nice venue for music and other events as well as a museum.



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We were entered in the van/bus show that day and it was a lonely Corvair among all those VW's. We did place first for the grooviest paint job and people were astounded that there even was such a thing as a Corvair van.



It was interesting to see how many young adults were interested in traveling in something like an old van to see the country. Lots of pictures, great conversation, and good music from the 60's and 70's from 5 bands. There were people of all ages. For the two days we were there 3,000 people didn't worry about world events but just enjoyed the activities and each other's conversation. Vendors were not able to use their credit card devices because of poor cell service.



This had an additional benefit, in my opinion, because few people were equipped with their phones except for taking pictures and video.

Adventure #3

The Great Race was cancelled in 2020 but for 2021 it was scheduled for June 19-27 and ran from San Antonio TX. to Greenville, SC. Gloria and I decided to drive the hippie van from Brownsburg, IN, 250 miles through some scenic Indiana and Kentucky country to spend the evening at their overnight stop in Lexington KY, June 24. Our only stop was in beautiful Madison, IN for lunch at Hinkle's Sandwich Shop on Main Street established in 1953. This town has recovered nicely since the 2008 recession and church bells still play hymns at noon. The backroads of Kentucky showed off small tobacco plots and barns and laundry hanging on clothes lines.



I was in hopes of meeting some people who might remember the deceased owner and former navigator of our van who ran the 2014 race from Maine to Florida plus learn more about how the race works. We arrived at their hotel stop at 3 p.m. which was perfect as the 150 entered cars were slated to start arriving around 5. They have eight overnight stops, traveling a total of about 2500 miles in the 9 days, and had left Owensboro, KY that morning. Most all entries have support vehicles with extra parts and tools, but they are only allowed to travel from stop to stop and not on the same route as the racers and have no cell phone contact unless there are emergencies. This is an alphabet soup array of vehicles, and all must be pre ranged from 1916 to 1974 and included a 1918 American LaFrance 1937 Lagonda LG6, 1952



-1974. They Speedster, Dodge M37 Military Truck, 1966 Shelby Gt 350H, several Hudson's, and

all the standard Chevy's, Ford's and Mopar's you would recognize. There have been

Corvairs in the past but the only air-cooled vehicle this time was a nice 61 VW bug.

This is a rally with checkpoints along the daily drive and each driver is given a packet each morning with directions. You must purchase (\$1500) and use the official calibrated electronic speedometer and clocks provided, but no GPS, etc. (It is a gentlemen's race). The cars are set off one minute apart but due to breakdowns, getting lost, lunch breaks, etc. they do get separated by more time than you might think. There are periods of time when they are "off" the clock and a few main roads are traveled but it's mostly backroads.



We were met at the Lexington Marriott by race director Jeff Stumb who is with the sponsor, Coker Tire. He is an amazing person who knows and describes with enthusiasm each car and crew. Jeff graciously parked our van at a prominent spot in recognition of being a past participant. The announcer Jason White kept the excitement going with the description of the cars and drivers as they arrived over the next 3 hours or so. You know they are all in when the sweeper truck arrives. There are transports available for bro-

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(Continued from page 11)

ken unfixable vehicles. Early on, the 111-degree heat in Texas took its toll on a nice 1940 Cadillac head gasket and some created some clutch problems.

We did meet several people who knew and raced with the past owner of our van and had great visits with many of the drivers. There are 5 classes to enter based on experience and at \$6000 to \$8500 to enter it is not an inexpensive 10 days, but you do stand a chance to win a portion of the \$150,000 prize money! There is a special class and pricing for vehicles navigated by someone under 21, but all drivers must be over 21. Several people race year after year, and it is a wonderfully organized event with a lot of comradery and excitement for all. Next year's 40th Great Race will be June 18-26, 2022, and run from Warwick, RI. to Fargo, ND.

Covid-19 certainly took a back seat to these three events and after the first day everyone seemed more like a big family. God blessed the events with a lot of reacquainting of old friends and the meeting of new ones. It certainly was a breath of fresh air for all.

Regards, Dave & Gloria Beck



Zug, 17 months later!

By Gary Baxter

The paint on Zug, Mary's garden truck, was finished in October of 2019. The next step was to take it to Speedliner of Tulsa for an Indigo Blue Metallic bedliner. The color had been picked out before Zug was painted so the stripe and bedliner would be a close match. With perfect timing when we called, we found that they were just moving to a new location. It was expected the new spray booth would be ready in a couple of months. Well, that contractor didn't show, so a new one had to be scheduled. By the time it was done, we were now in the pandemic and in the "we don't go around people" mode. Finally, with vaccinations and a downward trend, we were able to get scheduled and Zug was done in mid-May.

After getting on their schedule, the headache rack and Bull Dog retractable tie downs were removed, and the bed



pressure washed. Zug is a working truck after all, and just the week before had carried garden supplies for Mary and 60 bags of Garden Soil for Jennifer, our daughter. The bed had been left with just primer as we thought the bedliner would soon be applied. Mary sanded all the old paint off of the headache rack and it was then 2K primered and painted the same AMC Dark Blue Metallic as the stripe. As a working truck, the rack is just too darn handy to strap things to, so it had to remain. Besides, it makes a great grab handle when going up or down the ramp.

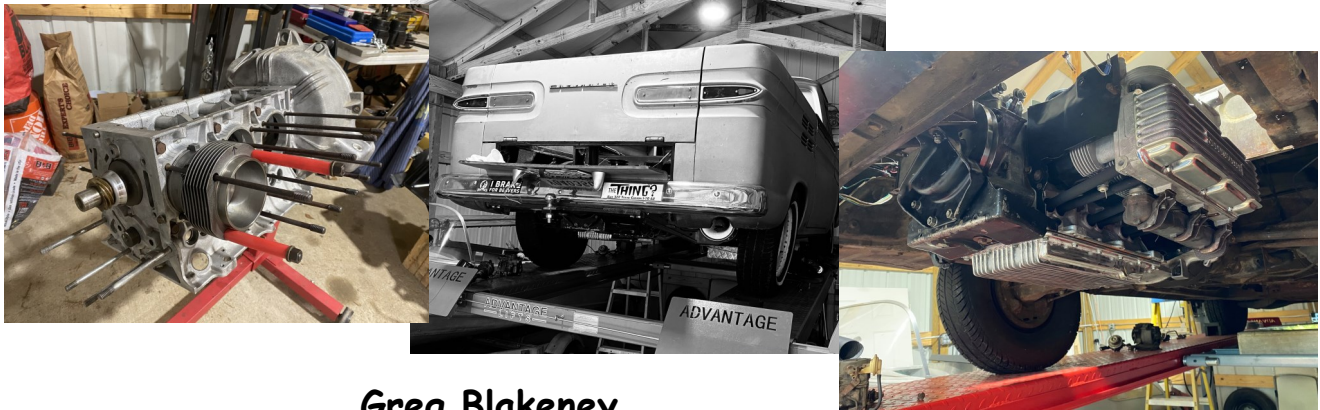
We use a piece of smooth shower board paneling to protect the rubber on the ramp when lowered.



Found on Facebook

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

Visit the [Corvanatics—Corvair Trucks & Vans](#) Facebook group



Greg Blakeney
The start, almost there, and finally installed



Chuck Hanson
Mesquite Motor Mania



New member Mark Aksamit
Getting started

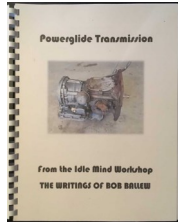
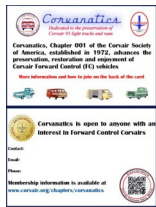


Alex Becker
First show of the season



John & Teresa Miller

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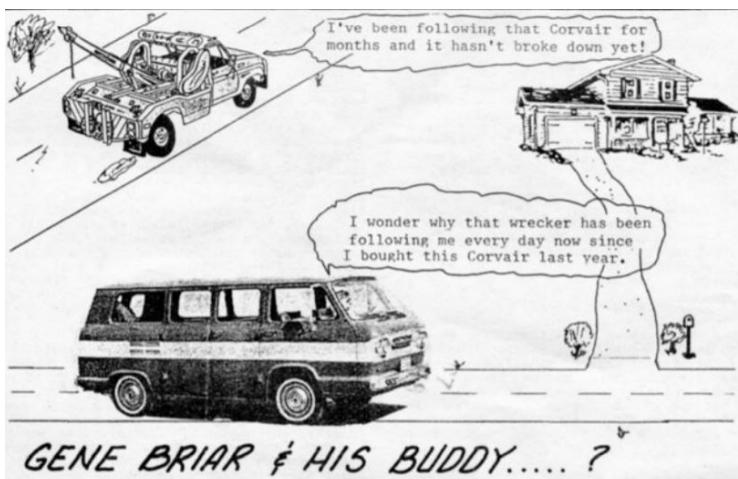
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FREE + \$/H!!

Free: Amway Super Van, lime green, Children's Shampoo plastic bottle in the shape of a ("4-door") Corvan, Original box, pretty good condition, plus original decal sheet, no actual shampoo. Replacement dispenser cap. I believe these were sold/distributed by Amway in 1977. **Free** plus \$25.00 domestic shipping. Contact Ed Thompson, Greenfield (metro Milwaukee, WI) 414-379-1025

g53.832@gmail.com (note the "dot" between 3 and 8.)

Photo for reference only, not the actual item.

Amway Bottles

Amway made promotional plastic bottles based upon a 1964 Corvan and were described in *CorvanAntics 1981 vol 9(2)*. A white "Amvan" introduced in 1965 contained children's bubble bath, and a green "Super-van" introduced in 1977 contained children's shampoo. The green bottle could be customized with stickers as a "Drag-N-Van" or "Vacation Van" with stickers. Dimensions: 2.5 x 2.8 x 7.3 inches. Pictures from Gary Swiatowry were also published in 2012 *CorvanAntics 40(2)*. Thanks to Joe Darinsig for some of the images.



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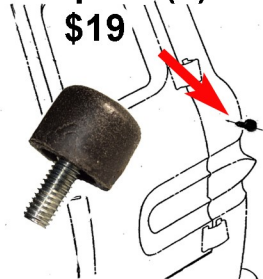
Rechromed Window Cranks
\$59



Carburetor Swivel Linkages \$19



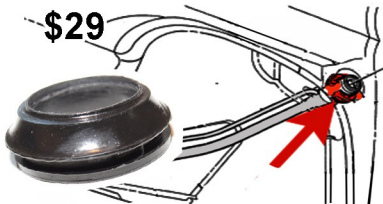
Rear Door Outer Bumpers (2)
\$19



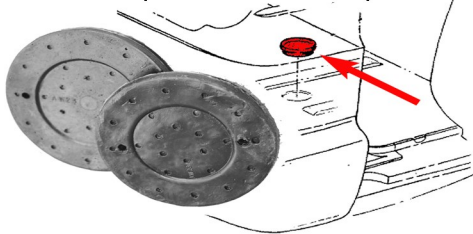
Side Door Bumpers (2)
\$12



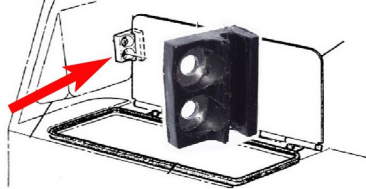
Gas Filler Grommet
\$29



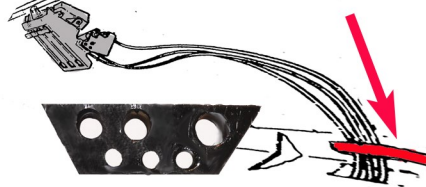
Master Cyl. Floor Plug
'63 - \$39 '64-'65 - \$49



Battery Compartment Lid Retainer - \$24



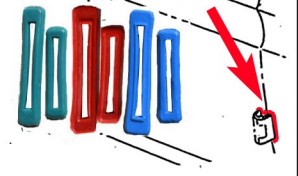
Cab Floor Cable Grommet - \$19



Hinge Grommets (4)
Side doors - \$25
Rear doors - \$23



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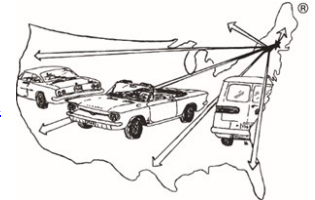
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CORVAN ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative 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 full color newsletter and \$15 for a mailed black and white 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 received 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. All ads must be Corvair-related.

Deadline for publication is the 15th of February, April, June, August, October or December.

Awards

Old Cars Golden Quill Compact Chapter Award - 2020

Tony Fiore Memorial CORSA Chapter Newsletter Award - 2020 1st place, 2019 2nd place, 2018 2nd place, & 2015 3rd place

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Corvanatics encourages membership in CORSA. Visit their website, www.corvair.org