

Corvan Antics

Founded in 1972 by Ken Wilhite

March/April 2012
Volume 40 Issue 2

Celebrating our 40th year.



The Bi-monthly Newsletter of the

Corvanatics



Chapter 001 Of the Corvair Society of America
The Forward Control Corvair People

Riding with the President

By John Nickel

While many of you have been working on your cars getting ready for the Spring and Summer show season, Your Board has been working on an updated version of the By-Laws, which should be ready to be published in the May/June Corvanatics for the membership to review and comment on. We will take your comments seriously and intend to present it to the membership for approval at the national convention in July. Since we found that there has not been an official set of By-Laws in many years, we had to start from scratch and have attempted to make them relevant to our current age of computers and instant communication. Please read the draft when published and submit your comments to your Board Director, or to myself.

Another area of business has been to update the Corvanatics Website. Steve Spilatro has volunteered to be our webmaster with assistance of Brian Seibaneck and have been putting together a more informative and easier to use format. More information to come on this subject as well.

A third, but equally important announcement is that our current Secretary/Treasurer, Larry Schmuhl has decided that he will not be able to continue in that capacity. Please help us to find a replacement for him. Currently the job is combined, if you would like to volunteer only as secretary or as treasurer, let us know. Larry will help with the transition and brief his replacement on all aspects of the job. It will be hard to replace his expertise, but we can do this. The person or persons selected will assume the duties in July, and will be elected for a two-year term.

I wish you all success in getting our Trucks and Vans out into the public this spring. I will be happy to see you all in July.

John Nickel
President



photo by Barbara Sammons

From the Secretary

Larry Schmuhl

I am looking to retire this year and spend more time in my motor home. As such, I cannot continue as Secretary /Treasurer past this convention. I will be moving the bank accounts to Bank of America so that anyone in the US can take over.

This is not a hard job. The roster is computerized, the bank accounts are online and all you need to do is this column and the address report every other month, besides making bank deposits.

It has been my pleasure to serve. Please contact me or John Nickel if you can take this vital position, so we can have a smooth transition at the convention. In the event of a stampede, this is an elected position, so may the best FC'r win! I will brief as many people as volunteer.

continued See Dues Due on page 5

Contact Information on page 2

President

John Nickel 828-626-3617
 480 Paint Fork Rd.
 Barnardsville, NC 28709
fvcent@bellsouth.net

Vice-President

Sam Christ 517-589-5625
 4162 N. Main St
 Leslie, MI 49251
thevairguy@gmail.com

Secretary/Treasurer

Larry Schmuhl
 4563 Deep Grove Ct
 Jacksonville, FL 32224
Corvanatics@gmail.com

Eastern Director

Ben Stiles 717-687-7558
 212 Georgetown Rd.
 Strasberg PA 17579
lbstiles@verizon.net

Central Director

Mike Dobie 817-430-3633
 240 Twin Lakes Ct.
 Lewisville, TX 75077
MDVair@aol.com

Western Director

Vance Piper 415-892-8843
 22 Estadp Ct.
 Novato, CA 94945-1304

At Large Director

Tim Schwartz 201-447-4299
 5 Riverview Lane
 Ho-Ho-Kus, NJ 07423
tim@bristolnj.com

Technical Editor

Jim Jimenez 920-793-1982
 2826 Memorial Dr.
 Two Rivers, WI 54241
Jim.corvairo@gmail.com

Historian

Dave Newell 510-782-4265
 1481 Hamrick Lane
 Hayward, CA 94544
Chevrobilia@yahoo.com

Newsletter Editor

Gary Moore 816-296-7819
 17800 Hwy M
 Lawson, MO 64062
CorvanAntics@gmail.com

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 any **CORSA member** with an interest in Forward Control Corvairs. Dues are \$10.00 per year and must be sent to the Secretary/ Treasurer accompanied by a membership application. See directory on this page for address. Applications available on website or from Secretary/Treasurer.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. All of these can also be sent by email to: **CorvanAntics@gmail.com**. Technical material will be sent to the Technical Editor for review. Authors are also asked to submit a photograph of themselves for the article.

Classified ads are free to Corvanatics members and should be sent to the editor. 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; Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads are \$6.00 each and can be color or black/white. Authorization and payment must be received for each issue. Deadline for publication is the 15th of February, April, June, August, October, or December.

Web Page Address: www.corvair.org/chapters/corvanatics/

Corvanatics Merchandise

Corvanatics Roster	\$2.00
3 Booklet Set:	
• Paint Codes (Includes cars through 64)	
• Prices and Options	
• Paint and Trim Combinations	\$5.00
PowerGlide Transmissions by Bob Ballew	\$10.00
Differential Booklet	\$5.00
Corvanatics Patches	\$2.00
Corvanatic Decals	\$2.00

Available from Secretary/Treasurer
 Corvanatics@gmail.com
 Membership and Merchandise payments
 can be made through **PayPal**



Colonel Charles Brantley West (USAF Ret.)

March 2, 1933-January 22, 2012

by Jeff Barrett

Charlie was born in Sampson County, North Carolina. He grew up on a farm in rural eastern North Carolina graduating as valedictorian of his class. Later, he would laugh off this accomplishment by saying, "Being at the top of a class of sixteen really is not too high up the ladder". He graduated from East Carolina College (East Carolina University) with honors in May 1955.

On August 17, 1955, a day he referred to as the best day of his life, he married Katie Rose Godwin. Rose preceded him in death in 2008 after 53 years of marriage. They had six grandchildren and fifteen grandchildren. Charlie was proud to have attended all his grandchildren's high school graduations. Charlie understood the importance of family; he worked diligently to ensure its happiness and well being.

Charlie began his distinguished career with the United States Air Force in July of 1955. A transport pilot he initially flew the Fairchild C-123, and then the C-130 after its introduction. Charlie was assigned to the first Transport Squadron to be deployed to Vietnam, serving three tours in the 1960s. He received many military citations and awards listed are only a few:

The Legion of Merit

The Meritorious Service Medal (5 times)

The Air Commendation Medal

The Air Force Commendation Medal

The Armed Forces Expeditionary Medal

The Vietnam Service Medal

He found time while stationed in Alabama to receive a Masters Degree in Political Science in 1970. Like many pilots, Charlie bought his first Corvair, his beloved Spyder, in the mid-1960's. When he was stationed in Thailand during the early 1970's, the Spyder was carefully stored in his mother-in-law's barn.

After his return to the states one Corvair led to another, which led to a deep involvement with the Corvair Society of America (CORSA). Charlie served on the CORSA Board of Directors from 1994 to 2000. He was Secretary-Treasurer of CORSA from 1999/2000, Chairman of the External Affairs Committee, and chaired the Chapter Plan Committee from 2003 through 2006. Charlie could frequently be seen leading judging teams at National Conventions and regional shows. Charlie received his Master Concours Judging Certificate in 2004.

Charlie was very active with CORSA/N.C. Serving multiple times as president, vice president and chair of the By-Laws committee. Charlie's family philosophy carried over to his Corvair family. He worked very hard to ensure the happiness and well being of those brought together by a common interest in the Corvair. He received a Lifetime Membership in 2003 for his years of Service. Charlie also served as president of Coastal Plains Corvairs for several years and was a long-time member of Corvanatics.

I met Charlie in the summer of 1980 one day Corvair outing, where you meet lots of people but don't have time to get know anyone. A year later I visited my cousin at Scott Air Force base in Illinois. My cousin said, "'Hey! I need you to meet a guy from North Carolina who is in to Corvairs!" Later, as I approached Colonel West he called me by name remembering me after only a short introduction a year earlier. His recall of names and details was one of Charlie's amazing traits.

For years Charlie would load up a few parts in his Greenbrier and rent vending space at shows. He rarely sold enough to cover the rent and I asked him about his "marketing strategy". He said, "Oh, it's not about the parts, it's about the people!" He rationalized that setting out a few parts it would open an opportunity to visit with everyone who would stop by. Selling parts to him was not important, visiting with friends was.

Aside from his interest in Corvairs, Charlie enjoyed traveling, photography, and time spent with family and friends. In 1985 he received the Order of the Long Leaf Pine, the highest award given by the North Carolina governor. Other recipients of the award include Charles Kuralt, Maya Angelou, Michael Jordan and Billy Graham. Charlie was also a member of the Order of Daedalians, a society of distinguished military pilots.

Several years ago, Charlie was interviewed by one of his grandsons for a school project. During this process, Charlie said, "I would like to be remembered as someone that made a difference. I want to be remembered as someone who saw the importance of family. I want to be remembered as a person who made a contribution to his family, to his community, and to his country. "As each of us review our memories, I think we will agree Charlie was the caliber of man that will be remembered exactly as he had wished!

For more on the life of Charlie West follow this link: <http://fayobserver.com/articles/2012/02/12/1156188>

Vintage Camping and Friends *by John Policella*

Our family's two favorite passions in the past decade have been car shows and camping. It's great to do both in our 1964 Greenbrier Camper. When we travel to a distant car show we always look for a State Park to set up camp.

This past May (2011) we had the opportunity to camp with friends at Koreshan State Park near Fort Myers, FL. Park Ranger Mike Heare greeted us and asked if our Greenbrier was outfitted for camping? When we said, "Yes, it was a dealer installed package in 1964," he mentioned an annual vintage camper show in November at the park. He told us about Tin Can Tourists, a national vintage camper club and put us in touch with the club's organizers Forrest and Jeri Bone.

We joined their organization and drove the two hours across the state to attend the show. We were warmly greeted by all the members of the group. Among the thirteen other vintage trailers was a 1968 Ultravan. The owner had removed the original Corvair engine and replaced it with a power train from a 1985 Dodge Caravan. It was quite a mechanical marvel. We enjoyed two days of camaraderie with our new friends camping on the historic grounds of the State Park. The third day was show day and similar to a car show. Park visitors enjoyed seeing and walking through the vintage campers.

For us the experience was different from a car show. At a typical car show people are amazed that we drive and camp in the van. At this event it would have been surprising if we did not use the van as intended.

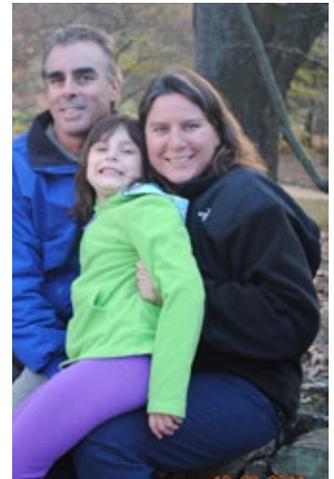
We look forward to attending more events put on by the Tin Can Tourists and learning more about other member's antique trailers and motorhomes. It is a very creative and knowledgeable group of members. With our two found loves camping and car shows are becoming one in the same.



Taking in the sites at the Koreshan State Park the Policella family visit the "Old Machine Shop". A steam engine that powered the shop long ago is on display near the entrance.



Proudly taking it's place among other vintage campers the Policella Greenbrier fits right in.



Allysa, John and Gail's 6 year old daughter checks out their neighbors brightly polished 1964 Airstream Bambi II. Allysa first appeared in the Corvan Antics in the March / April 2006 issue wrapped in a blanket in her mother's arms.



The inviting interior of the Policella camper van is a hit at shows and campgrounds.

For more information on the group Tin Can Tourists visit their website. <http://www.tincantourists.com/>

Amway Corvan Connections



Amway seems to have a soft spot for the Corvan 95. Last month we had a Amway business card that featured a Corvan. This month Gary Swaitowy (I can spell his name correctly if given enough chances) sent in a photo of an Amway Children's Shampoo product in a Corvan shaped container. When empty the child (or child at heart) can use the stickers to transform the van into the Drag-n-Van.



Forward Control Rescue

Mike Moyer and his father Jerry sent in this story of their rescue of a FC. Mike saw a reference on Virtual Vairs to a '64 Greenbrier. He contacted the owner and set a time to pick it up. When he and Jerry arrived they found the owner had two more FCs, a '64 Rampside, and a '63 Greenbrier. They made a deal for all three. Brought them home and had them all running within a week.

The owner of the FCs had lost interest in the trucks. He and his father enjoyed working on the Corvairs, but unfortunately his father had passed away. It was just a coincidence that the trucks went to Mike and his dad.

Jerry had always wanted a Rampside and Mike will be keeping the '64 Greenbrier. Once it is cleaned up the '63 will put it up for sale. The owner also had his father's '62 Spyder and a pair of Corsas. A friend picked up the Spyder and Mike added the two Corsas to his growing herd.



Mike and Jerry Moyer rescue a '64 Greenbrier. This damsel does not seem to be any distress.

Dues Due and Past Due Dues.

Please use Corvanatics@gmail.com for any mail related to address or phone changes or patch/decal orders or anything else for me. You can also use it to pay dues by PayPal.

Last Chance list

This list is folks who are seriously overdue. If you are on it, this is your last newsletter unless you pay your dues. There is no penalty. **Please pay up so this list goes away.**

Doug Bell	5/2011	Steve Geddes	4/2011
Robert Grieshaber	6/2011	Herb Duplant	7/2011
Gerald Berge	7/2011	Don Hudock	1/2011
Tom Fricker	7/2011	Ken Hand	7/2011
Elvis King	7/2011	Mike Moyer	7/2011
Steven Yeomans	7/2011		

Due Now

Terry Kalp	8/2011		
Cap Devitt	8/2011	Richard Gebhardt	9/2011
Roger Moody	9/2011	Edwin Clapper	10/2011
Gary Erskin	10/2011	Tim Shortle	10/2011
Andrew Luetgens	11/2011	Chris Parisi	11/2011
Andy Amescua	12/2011	Gayle Finch	12/2011
Keith Hammett	1/2012	Patrick Olson	1/2012
Jim Pennell	1/2012	Dennis Cain	2/2012

Please take a moment to send me your CORSA ID as we need to report to CORSA. Drop a post card or e-mail. CORSA will be assessing chapters \$3 a head for non-members, and I need your number to avoid the tax. Thanks,...Larry (see page 2 for address.)

Engine Cover Mods by Gary Moore

At our local chapter meeting one of our members asked what was the most popular modification on FCs. My thoughts went to the bed panel over the engine, Most owners remove the clutch bolts to covert the panel to a removable engine cover. Many leave the cover unbolted. A few have gone to the trouble of adding hinges and a propping mechanism.

I sent out an email asking for photos and descriptions of engine cover modifications. Several Corvanatics responded and every mod was different. I asked only for Rampside photos, figuring they would be the easiest to photograph. I did catch some grief from a Loadside owner, but he will get his chance later when he gets it on the road.

In order to use as many photos as possible I had to condense the information that I received. If you need more information get in contact with the owner. (I can help with contact information.) If there is one of these system you would like an extended article on let me know.

As for my Rampside; I don't use a hinge. I like to remove the panel completely for lengthy maintenance, or just sit it on edge and use spousal support to prop it up while checking the fluid levels.



above and left: Rod Murray sent in these photos of his father-in-law Bill Wallace's 1964 Rampside. Bill used surface mounted hinges and fabricated a prop rod.

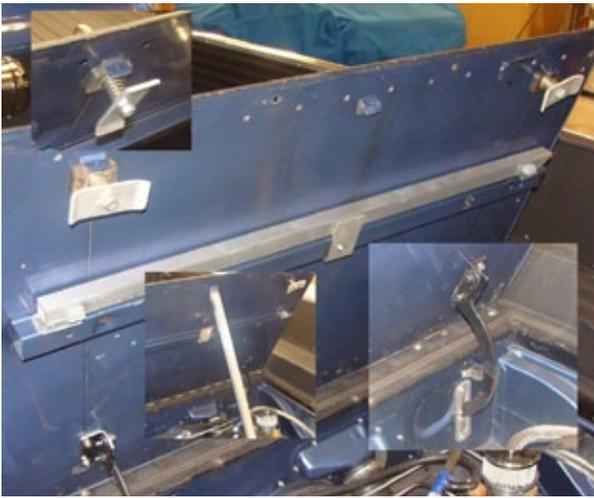


Above: Bob Slusher incorporated trunk hinges with gas struts for a flush fitting system. The hinges are from 92-98 VW Passat.



Above: Dennis Dorogi uses recessed hinges (inset) on his for an original appearing floor. He added a standard Corvair car hood support. Being a lefty he wishes he had put the support on the right side for more clearance.

More Modes continued from 6



left: Eric Taylor uses hinges that tucks into the heater box cavity (inset). He built a holder for his prop into the bottom side of the panel (inset), and has two turning latches to hold down the lid (inset).



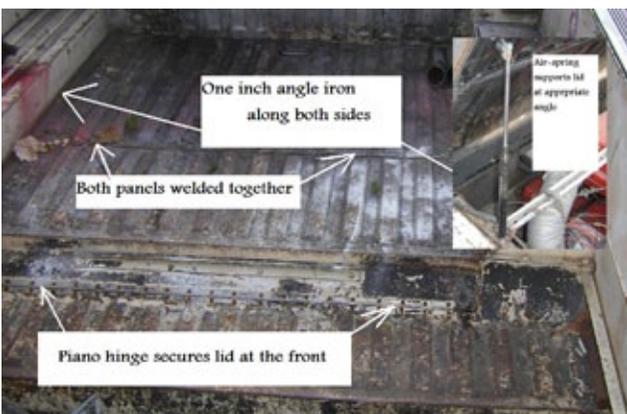
above: Phil Dowser used marine quality hinges and a home-brew support rod (inset). Information supplied by Tim Colson.



above: John Nickel used what he called a practical method. Employing surface mounted strap hinges and an early model Corvair prop (inset).



above: Russ Thulen had to raise the cover 4 inches for clearance on his turbo charged Rampside. He used a split diamond plate panel system with cabinet style spring-loaded hinges that hold the panel when opened fully.



Fran Schmit welded the panel over the heater box cavity to the panel over the engine. He places hinges at the front and lifts both panels together. A gas strut or gas strut supports the assembly (inset). He installed battery box cover latch into the engine cover panel at the center rear to keep it in place.



above: Steve Spilatro's Greenbrier uses corner hinges, each is welded to the engine cover and lower part is attached with a flush headed screw to the existing threaded hole. Supported by a standard Corvair prop. This allows for easy removal of the panel.

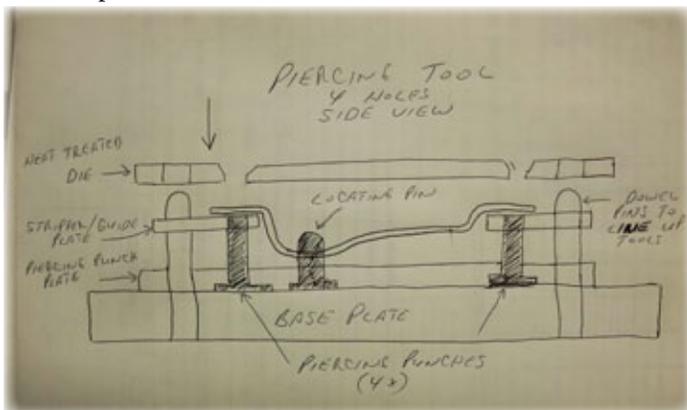
A Good Use for His Talent

by Gary Moore

On October 17, 2011 a thread was started on the Corvair Center Forum. The subject line read "New part being manufactured, step by step with pics and videos". Dann Weinoe known as Dansk on the forum posted drawings and photos of stamping forms that he was building. He asked forum members to try to identify the part. After three days and four pages of posted guesses, Craig Nicol correctly identified the part as the outer shell of the Rampside / Loadside tailgate and ramp latches.

Dann is a very interesting fellow. He was born in Denmark, his family came to the U.S. when he was five. He worked his way through high school in a machine shop, working at the shop at night and studying by day. After graduating from high school he traveled to Denmark to apprentice as an electrician for two and half years.

Upon his return to the California he decided being an electrician sometimes calls for working in bad weather and that his real talent was machining and stamping. He returned to his former job and was soon promoted to the tool and die room of the company. He was offered, and took, a job as night shift foreman at another stamping company. In 1976 he rented a small corner in a machine shop and started his own stamping company, Velo Metal Stamping, while still working as the night shift foreman. He was soon able to purchase his first press. (Which is being used, along with others, to manufacture the latch shells.) Much of his work was for the military and commercial airlines making spare parts in small quantities, 50 to 5000 pieces. He produced a wide range of items from Motorcycle sidecar brackets to computer parts.



One of Dann's drawings on the Corvair Center forum thread "New part being manufactured, step by step with pics and videos"

Since that time Dann has posted more drawings, photos and videos of the process. Seeing the latches develop has been a wonder. Dann builds the molds, sets up the machines, builds the jigs, and hand files many of the parts in order to get the surface, and curves he wants.



Once the stamping forms are cut out Dan hand finishes the them for a smooth end product.



Machining one of the forms used in the stamping process.

Currently he is working on only the shells, but may build the complete latch in the future. Each latch has a different mechanism, but the outer shells are interchangeable. He has several hundred shells pressed out with holes for bolts and handle punched out. The next step in the process will be to build a form to make the 90-degree bend for the tongue opening.



The first trial shell out of the press looked promising.



Dan has more than a few of the shells ready for the next step.

Dann has always wanted to produce after-market auto parts to fill a niche. He manufactured air flow ducts that cooled the brakes on Dodge Vipers. Testing proved that the ducts worked well, but the liability of such items caused him to back away from the project.

The latches are something he can build with confidence with little risk. Plus he would not be limited to only the Corvair market. Several other popular classic GM vehicles used the latch starting in 1949. Such as the Chevrolet Cameo Pickup, GM Suburban pick ups, and station wagons.

The shells will be available in four finishes:

1. Steel with factory looking chrome
2. Steel, highly polished and chromed
3. Brushed stainless
4. Highly polished stainless

I would like to thank Dann for taking on this project; the original shells are in high demand and very difficult to re-chrome. This will give Rampside / Loadside owners an alternative that may be an improvement on the original.

Dann's Corvair is a 1965 Corsa Turbo Coupe currently in the paint shop. The restoration of the convertible is covered in another thread on Corvair Center.

Link to Dann's New Part thread on CorvairCenter.com:

<http://corvaircenter.com/phorum/read.php?1,452426,page=1>



Dann enjoys designing and building the forms, dies and stamping plates. Above and below is the fixture used to punch the hole for the handle.



Dann Weinoe (left) with Matt Nall, Corvair Center personality, at the 2011 Great Western Fan Belt Toss.

See Your FC Friends at the Virginia Vair Fair in Lexington VA

Hosted by Central Virginia Corvair Club

Shenandoah Valley hospitality, tech session, great food, rally on the Blue Ridge Parkway, people's choice car show, autocross, model concours, drive-in theater, valve cover races, raffles, vendors, fun for all. Howard Johnson's on Route 11 at I-81, Exit 195. 540/463-9181 or discoverourtown.com/hotel/18322.html, ask for Corvair rate \$69.95+tax, continental breakfast.

When: May 18th, 2012 12:00 AM through May 20th, 2012 12:00 AM

Location: 2836 North Lee Hwy Lexington, VA 24450

See www.vairfair.com.

THE NEWEST THING
UNDER THE SUN



The Corvan "95" Compact Camper Unit
Complete Camping and Traveling
Facilities In One Unit



Convience and Privacy

TRAVEL AT AUTOMOBILE SPEED WITH COMPACT CAR ECONOMY



Ideal For Year Around Pleasures
featuring—

- 1 BURNER BUTANE STOVE
- DOUBLE BED
- SINK
- 11 GALLON WATER SUPPLY
- ENCLOSED AWNING




Comfortable Sleeping Quarters

- STORAGE SPACE
- GAS ECONOMY
- COMPACTNESS
- HOUSE TRAILER CONVENIENCE
- FOR WORK and PLAY
SEAT CAN BE REMOVED IN MINUTES

The rear seat is not only comfortable for passengers but is a rock seat and when flipped a portion of the back the inside is designed to sleep two people and one child on front seat with room under the awing for two seats.

THE COMPACT CAMPER
MANUFACTURED BY
C&C ENTERPRISES
1428 DARRYL DRIVE
SAN JOSE, CALIFORNIA
CHerry 8-2871

Vintage ad compliments of Ben Stiles.

Corvan Antics
newsletter

Gary Moore

17800 Hwy M

Lawson, MO 64062

Corvanantics@gmail.com

