

# Corvan Antics

Celebrating our 41<sup>st</sup> year.

September/October 2013

Volume 41 Issue 5

Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of the

## Corvanatics

The Forward Control Corvair People

## Riding with the President

by John Nickel



We were privileged to attend another wonderful CORSA Convention in Kalamazoo, MI last month. I hope that our own convention goes as well as this one did. Our Corvanatics meeting was the largest that I have attended with at least 90 members present, including all but one of our entire board in addition to our editor and webmaster! Molly issued those attending the show our new membership cards, and will be sending cards out to those of you that couldn't attend. I think that they are great, especially because they include a notation of when your dues need to be renewed. We talked about the 2014 convention current status and I was pleasantly surprised at the number of members who intend to be there next year. The election of officers went quickly with everyone being re-elected. We handed out nine door prizes at the end of the meeting, including two full sized convention posters. Thank you to Clarks Corvair parts for the fan belts, oil filters, and the copy of the latest book, Performance Corvairs, by Seth Emerson and Bill Fisher. Thank you as well to Kevin Clark for the T-shirt and to Jerry Brown for the CORSA T-shirt from the CORSA merchandise table. I would like to thank Burt Richmond and his wife Dianne for their contribution in bringing the "LeMay-Americas Car Museum" brochures and full color preview handouts along with the LeMay table cover for our 2014 convention table. Thank you to my wife Barb, Burt and Dianne, Molly Bacon and her husband Chris and his son for helping man the table during the show. Several Corvanatics volunteered where needed, registration, the hospitality room, and Concours judging. I realized too late that we forgot to approve our usual monetary contributions to the CPF, Scholarship Fund and CORSA. I will be getting approval for those from our board, if none of you object.



I didn't count how many FC's were present at the show, but I think that there were more than last year's attendance. Our Corvanatics members also did well in bringing in the trophies too. Our webmaster Steve Spilatro was awarded the first ever CORSA Chapter Outstanding Website Award. Barb and I both got our first places in the autocross (I told you that if you don't compete you can't win). Eastern Director Tim Schwartz and fellow Corvanatics member Chris Pickel placed fifth in the Rally. Not bad work for Chris to navigate his very first rally with 87 participants! There were three FCs in the Concours earning silver awards at the Air Zoo, James and Lillian Law, Helen and Gary Moore, and Phillip and Audrey Raker. Phillip Raker and his 1961 Greenbrier achieved the ultimate trophy with the Cole Award for the best overall competitor in all events!

Corvanatics will be offering more merchandise soon, including T-shirts, polos, magnets, pins, hats and tote bags along with our patches and decals. Watch the website for more info on how to order them. (See page 4)

I will be updating you in the next issue on our show in Tacoma.

I hope that all of you will come.

John Nickel

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September, 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

Corvanatics is open to 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: [CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@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/](http://www.corvair.org/chapters/corvanatics/)

## Corvanatics Merchandise

Item	pdf *	mail
Corvanatics Roster*	free	\$2.00
3 Booklet Set:		
• Paint Codes (Includes cars through 64)		
• Prices and Options		
• Paint and Trim Combinations	free	\$5.00
PowerGlide Transmissions by Bob Ballew	free	\$10.00
Differential Booklet	free	\$5.00
Corvanatics Patches	N/A	\$2.50
Corvanatic Decals	N/A	\$2.00

Corvanatics  
PO Box 155,  
Pine Mountain Valley, GA 31823

[Convanatics@gmail.com](mailto:Convanatics@gmail.com)

Membership and Merchandise payments can be made through **PayPal**

\*roster only available to current members.

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\*Download from Corvanatics website  
[www.corvair.org/chapters/corvanatics/](http://www.corvair.org/chapters/corvanatics/)

### Article Submissions:

Have a FC story, an article on a local event or tech tip you would like to share? Please email the articles to [CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com).

Text in Word documents preferred, please send photos separate in .jpg format. Hardcopy stories by mail are accepted, but must be typed or legible, send copies of photos not originals.



# From the Secretary

by Molly Bacon

Hi all,

To start, unfortunately, I am still having problems with the mail forwarding, but I'll list what I have as dues that need paid. Please email or call me if you have a question about them. There still is a possibility that they could be lost in transit.

Wow. This was my first convention. I so enjoyed being able to meet many of you there. Many members picked up their membership cards. The rest have been put in the mail. If you did not get a membership card, it probably means your dues are overdue. If you are sure they are not, please contact me so we can look into what happened.

With the convention, we have a big **WELCOME !!** We have quite a few new members since the last newsletter and we also had three old members return.

Jim Cheek	SC	1965 Greenbrier
Michael Pfingsten	IL	1962 Rampside
Billy Cannon	AL	
Tom Hulsey	NC	1963 Greenbrier Deluxe, 1963 Rampside Deluxe, 1962 and 1964 Corvan
Seth Emerson	CA	
Jonni Berkman	CO	1965 Corsa
Frederick Marsh	NY	1962 Rampside
Gary W Moore	KS	
Paul Fox	IN	1962 Rampside
Dick Dean	Ont	1964 Rampside
Jerry Pentzer	AR	1961 Rampside
Burt Richmond	IL	1962 700 wagon (Burt is our LeMay Museum contact for next year's convention)
Philip Raker	MI	1963 Greenbrier

**We all need to congratulate our newest member, Philip Raker, as he was the Ed Cole Award winner this year at the convention.**

Our returning members – a big welcome back!!

Richard Gebhardt	TN	1962 Rampside	absent since 2011
J C Salazar	CA		absent since 2008
John Skowron	IL	1962 Greenbrier, 1963 Rampside	absent since 2008

Please encourage any FC owner you see or communicate with to join Corvanatics. I can provide you with a PDF of a welcome letter and membership form you can print and pass out. Just email me at [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com)

*continued on page 4*

## Corvanatics Financial Statement- as of 7/15/2013

### Starting balances:

PayPal balance - \$379.54  
Bank Account - \$2458.14  
CD investment - \$2000.00

### Total Starting Balance

**\$4837.68**

net gain - \$932.21

**Ending Balance - \$5569.89**

### Income

Total Dues Collected - \$2057.50  
• Dues paid by cash - \$40.00  
• Dues Paid by check - \$1137.00  
• Dues Paid by PayPal - \$880.50  
Miscellaneous - \$79.00  
• Donations - \$20.00  
• CORSA penalty fee paid - \$6.00  
• Merchandise sold - \$53.00

**Total Income - \$2136.50**

### Expenses

- Newsletter - \$450.00
- Convention posters - \$94.47
- New patches - \$409.83
- Laser printer - \$159.98
- Membership cards - \$136.91
- Postage - \$75.19
- Miscellaneous office supplies - \$47.00
- PayPal fees - \$30.91

**Total Expenses - \$1404.29**



## Last Chance

We still have a few people on the 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.

Lee Cramp	Feb 2013	Les Huckins	Mar 2013
Michael Burgio	Mar 2013	Les Curtner	Apr 2013

## Dues Owed

Due May, June, and July. First notification.

Lee Richardson	May 2013	David Brown	July 2013
Bill Prichard	May 2013	Jim Grahl	July 2013
John Howell Jr	June 2013	Daniel Monasterio	July 2013
Thomas Robinson	June 2013	Raymond Paul	July 2013
Ed Graveline	July 2013	Ron Yaskovic	July 2013
Steve Breines	July 2013	James Reinhart	July 2013

## Currently Due

Due August and September

Larry Hickerson	Aug 2013	Edwin Clapper	Sept 2013
Paul Huelskamp	Aug 2013	Chris Pickel	Sept 2013
David Barclay	Sept 2013	Kent Sullivan	Sept 2013
Paul Allison	Sept 2013	Danny Davis	Sept 2013

Remember, your dues can be paid for more than one year at a time. When you pay your dues, you will be sent an updated membership card with your new expiration date. Check out the Paypal renewal system on our website. That way you will never have to remember when to pay again.

## New Merchandise Sneak Preview

Upcoming Corvanatics merchandise. Not quite yet available. Watch the next newsletter or check the website for full details.

2014 Convention posters. 24" x 31" (they will be mailed rolled)  
Corvanatics canvas bags. 15"x15", heavy duty canvas.  
Corvanatics polos and T-shirts  
Corvanatics hats, pins and magnets.

*I only have a picture of the women's polo shirt that was made for me. Mine has my name on the left front, but the ones being sold will have the Corvanatics logo on the front along with the large logo on the back as shown in the picture. All shirts will be by special advance order. The canvas bags I will have in stock as soon as they are finished.*

With all the merchandise soon to be available, Steve Spilatro, our award winning webmaster, is working on shopping cart capabilities on the Corvanatics website. This will make your shopping super easy. But, of course you can always order by email, phone, or regular mail.

Thanks,  
Molly Bacon



24" x 31" Poster



Tote bag



Hat pin



The Back of Polo Shirt



# Minutes from the annual Corvanatics meeting at the CorSA convection in Kalamazoo, Michigan on July 17, 2013.

Molly Bacon Treasurer/Secretary

- The meeting was called to order by President John Nickel at 7:40 pm EST on July 17, 2013. A motion was made and passed to waive the reading of last year's minutes since a copy was not available at meeting time.
- Secretary/Treasurer, Molly Bacon, read the annual financial statement that is included at the end of the minutes (*see page 3*). The expense of the laser printer for the membership cards was approved.
- It was determined that there was no old business.
- New business initiated with elections. All offices are up annually except the secretary/treasurer, which is a biannual position. It was approved to re-elect John Nickel as president, Ben Stiles as the At Large position, Tim Swartz as the Eastern Director, Ken Hand as the Central Director, and Tim Shortle as the Western Director.
- The next new business was the 2014 Convention, which Corvanatics is hosting. This is the first time a non-local, national special interest group is hosting the convention. Larry Claypool is the coordinator and a lot of support will be needed to make this happen. The dates are now firm and are July 21-25, 2014, which is a Monday through Friday. There was a conflict for Saturday making it necessary to have the Monday through Friday timing. The host hotel is the Hotel Murano, a four-star hotel, CorSA has locked in a \$109 a night rate (taxes not included), which includes free parking and free WiFi. These are items that are normally a charge at the hotel. The host hotel is a free trolley ride from the LeMay Museum where many of the events, including the banquet, will be held. The car display is all day Friday, concluding with the banquet. The autocross will be held Thursday at the Bremerton Motor Speedway. A special thanks to Kevin Clark for pulling together the convention art work which was displayed on posters at the convention table and also on the back cover of this year's convention program.
- John also gave a special thanks to Gary Moore for the outstanding job he has done as the newsletter editor, Steve Spilatro as webmaster making Corvanatics website go from "zero to holy smokes" and Molly Bacon, secretary/treasurer for pulling together the club's first every membership cards.
- At this point the floor was opened to discussion.
- Mark Corbin talked about a 1962 eight door Deluxe Corvan for sale for \$2900. It is located in Ohio and is a four speed, original inside, outside primer with a stripe.
- Reproduction rampside latches are being worked on. The backing plates are already available. They come in polished stainless steel and brushed chrome. Factory finish was the chrome. The advantage of the reproductions are they can be taken apart since they are two pieces. The factory originals were all one piece.
- Clark's now has in stock the Rampside metal along the bottom.
- If someone can provide original door anti-rattle blocks for a mold, it may be possible to reproduce those.
- There was a question about volunteering for the concours judging tally room and if you had to provide your own computer. A laptop with Microsoft Office would be all that is needed.
- Tim Swartz talked about adding foam to the heater box to block the heat in the summer.
- Steve Spilatro provided information on what he found to be the problem with it being hard to get to return to idle. There is too much resistance on the throttle linkage. He suggested adding bearings on the throttle cross-shaft.
- Ken Hand has created something for more power that he has for sale.
- The meeting was adjourned, door prizes were given out, and membership cards were distributed.



*John Nickel calls the 41st annual meeting of the Corvanatics to order.*



*Corvanatics*

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

## Corvanatics Members

Do you Have a website featuring your FC or FC Info?  
Would you like to share it?

Send the link to our Webmaster Steve Spilatro using the  
contact page on the website.

<http://www.corvair.org/chapters/corvanatics/officers.php>



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**Notice:** A change will be made in the  
email address of the newsletter to help  
differentiate between the addresses of the  
Secretary/Treasurer and the newsletter.  
From now on please use the email address  
[CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com) for the  
newsletter.

*The Secretary/Treasurer's email address  
will remain [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com).*

*I will continue to monitor the old  
address, [CorvanAntics@gmail.com](mailto:CorvanAntics@gmail.com), but will  
discontinue its use.*

*Thank you*

*Gary Moore*

*Corvan Antics Newsletter Editor*



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## New Members: Phil and Janice Hack

Dear Fellow Corvanatics,

I recently joined your group and thought I would tell you a little about myself and how I got interested in these crazy vehicles. I presently live outside Baltimore, Maryland, but my story with FCs begins in the little town of Port Henry, New York way back around 1961 when I was seven years old. We were visiting my grandmother, and Dad's '55 Chevy wagon was beginning to show its age, so we took a trip down to the local Chevrolet dealer to look at a possible replacement. On the lot was a row of new Greenbriers. I fell in love with them and tried to convince my father that one would be perfect for our family of four. I still remember sitting in a red on black one explaining to him all the advantages of owning such a cool vehicle. Dad didn't buy into my logic. In fact, he didn't buy anything that day. Since then, however, I've always had an affinity for Greenbriers and Rampside.

Fast forward to May 2008. My wife Janice and I were visiting Ocean City, Maryland. I discovered a little car museum just outside of town and decided to take a look. Among the twenty cars or so was a '63 Monza convertible, an Ultravan and a Rampside. The three Corvairs had "For

Sale" tags on them. I was smitten. When I arrived back at the condo, the first words out of Janice's mouth were, "Did you see anything you had to have?" Mind you, I already had a '74 MGB-GT at home. I've also owned an Austin-Healey 3000, '65 Mustang, and VW Westfalia. A Corvair, especially a Rampside, had always been on my list of must haves. I shocked her with a resounding, "Yes"!



I made arrangements to come back the following week for a close examination. I also brought a wad of cash since I had already made up my mind that that Rampside was going to be mine. When I arrived, the owner was not there but had left word with the curator to allow me full access to the truck. My examination revealed a very clean '62, 4-speed vehicle that literally had not moved more than a few feet in over ten years. There had been some modifications, some rust repair and the engine turned freely. I left a message for the owner that I would purchase the truck as is. Then things got a little weird.

After three months and nearly 40 unreturned phone calls, I decided that this Rampside wasn't to be. One afternoon in August, my phone rang. It was the owner. He was gracious and very apologetic about ignoring my calls. He was a wealthy businessman and simply had much more important things to do than sell his Rampside. My enthusiasm and persistence had paid off. He wanted me to have it.

A couple weeks later, I borrowed a trailer and retrieved my prize. I spent the better part of the next year making the truck roadworthy again. I renovated the whole fuel system from the gas cap to the intake manifolds. I completely replaced the brake hydraulics including an upgrade to a dual circuit master cylinder. For added safety, I also installed new lap and shoulder belts. I finished up just in time for a maiden voyage to Cape May, New Jersey for the Corvair 50<sup>th</sup> birthday party put on by the New Jersey Association of Corvair Enthusiasts (NJACE). It was a grand trip!

Things went well for me and my Rampside until last year while traveling to the Corvair Convention in Sturbridge. On a gas stop in Pennsylvania, I realized the engine was running a bit ragged and I had burned through a couple quarts of oil. I topped off the fluids and continued on another 100 miles to my folk's home in New York. Once there I did a compression check. Number three cylinder was zero. I finished the trip to Sturbridge in my Dad's car. Here I belatedly learned all about the FC's need for higher octane gas, larger carburetor jets, the importance of cooling, proper ignition timing and compression ratio. Everyone was quite sure I had blown a piston and some had "been there and done that" with their FCs. I rented a U-Haul and trailered the truck back home.



# Valveeta Goes Camping

It has been quite a while since I have had a relatively new activity in our Greenbrier, "Valveeta," but this past Fourth of July we dug out the Greenbrier camping gear and spent four days at Lake Castitas in southern California. I have camped before with the van, but I have added a few features that we enjoyed this time out.

I have owned this Brier for over 35 years as time went by and the utility use of the Greenbrier became obvious, camping was going to be but one more activity we could do with the van. I found that if I leveled the rear floor even with the fender wells

or battery box, I then could remove both of the rear seats and make a bed platform. I salvaged two cabinet boxes from a junked camper and was able to complete the bed area. It is perfect for the futon double bed mattress. Next came curtains. These were made from a light canvas I had salvaged for free. We sewed several sections for the windows, one section each for rear and front, and two sections each for the sides. We used bungee cords and Corvair coat hooks to support the tops. For the bottoms, because the curtains hang down and inward to the cabin, we stitched in magnets, so the curtain bottoms will stick to the body metal just below the windows. Bug screens??? Easy one there. We used vinyl window screen, cut to just larger than the windows, and held them in place, when the



screens are in use, by simple rubber-magnetic strips. The key is to make everything so that it stows away small and easy.

A very good Corvair FC friend Harold Washmuth, who has passed a few years ago, made up the slick RV style white wind-shield cover. He made and sold these back in the day.

I also pack two or three Corvair jacks to do any leveling that may be needed at the campsite. We also pack all the usual camping supplies, stove, E-Z UP canopy, cooking supplies, chairs and the like. But then there is the big attachment that makes this camper so enjoyable—the Yellow Tent. It's from a Volkswagen

Westfalia camper van. This one is the 1973 version. I cannot say enough about this tent. VW offered this option to their camper vans for quite a few years. The problem was, they were very expensive! So very few people shelled out the big bucks for one. However some did and they can be found on EBay even today.

I have had my tent unit for about 20 years now. A friend had sold his Westfalia for far less than he wanted but kept the tent option. It sat in his garage for a number of years until he overheard that I was looking for something

*Dave Palmer and Karin Marino find camping in "Valveeta" a joy.*

like this. At the time I was even contemplating cutting out the roof and adapting a Westfalia pop-top into the Greenbrier!!! It had been done by others, but was just too much of a permanent alteration for me. And for something that will only be used from time to time, I didn't want to go that far chopping my nice 'Brier all up.

So along came the VW Tent. I borrowed it to see how it fits. Fits? Wow! It was like this was made just for Greenbriers. The tent was designed to stand alone so that you could leave camp to get supplies or whatever, by just driving away from it. It is six feet by nine feet with a fully rubberized floor. The rear of the tent unzips and opens up so the van doors can be opened into the tent. There is a rubber strip that attaches to the van's rain gutter, making a rainproof transition. Apparently the VW gutter and the Corvair FC have identical gutter strips, because these fit perfectly! The size of the inside opening for the doors in the tent is perfect match for the van. Can we say this tent is made for Corvair FCs??? Darn Tootin!



*Karin shows just how easy it is to pitch the tent. Where is Dave?*

*See Valveeta Goes Camping page 9*



## Phil and Janice *continued from page 6*

Once home, I confirmed that I had a hole in the piston. With the help of some of the local club members, I pulled the engine and cylinder head. While the engine had continued to run fairly well on five, I found piston crumbs scattered throughout the crankcase. I made the decision to rebuild the whole engine including splitting the case, turning the crankshaft and replacing the cam. I had just recently retired from my electrical engineering career so this would be my winter project.

I now have close to 800 miles on the rebuild. Most of the trips have been short but now I'm getting ready for another long one. This thing is a hoot to drive. I didn't buy it for the attention, but everywhere I go it creates smiles and attracts comments. My favorite is "Did you build that?" Kids love it at shows as I always tell them to climb aboard and enjoy themselves. That's what it was made for! I look forward to meeting some of you at upcoming shows. Perhaps in Takoma! I'm thinking about it.

Phil Hack,

Timonium, Maryland



## Valveeta Goes Camping *continued from page 8*

All in all this makes for a real comfortable camping rig. We have had two cots in the tent on more than one occasion. We have also been caught in the rain and the whole rig is as snug as a.... well I won't say it... because there have been enough VW references here already!!!

So if you are contemplating using your Corvair van for camping, but still want to use it for people hauling and all the other uses, I recommend looking for one of these tent units. I did find a local company who makes these today, but I am not as impressed with the new ones as I am with the "over engineered" German design from the 1970's.

*Dave has written several (11) articles about his adventures with Valveeta since the turn of the century. This will not be the last, Valveeta recently passed the 357,000 mile mark and is ready for next outing.*





# Around the Convention



*Jerry Pentzer from Arkansas arrived in his Patriotic Rampside*



*CorvanAntics director Tim Schwartz made the trip from New Jersey in his Greenbrier. Western director Tim Shortle drove his Greenbrier Camper from Durango, CO, winning another long distance award, but I did not get a photo.*



*Dan Brizendine came up from Indianapolis in his gold Greenbrier*



*Tech Editor Jim Jimenez drove his Rampside from Wisconsin*



*Unidentified Rampies. I got this photo of a Rampy pulling through on Thursday afternoon and Gary Swaitow photographed Ralph Naders Reject and Teachers Pet, If you know who owns any of these email me at [CorvanAnticsnews@gmail.com](mailto:CorvanAnticsnews@gmail.com)*





# 2013 Corvanatics Meeting



*President John Nickels looks in awe as the room fills. (John is wearing one of the new polo shirts)*



*Central Director (CorSA and Corvanatics) Ken Hand makes a few announcements to the crowd.*



The forty-first annual meeting was attended by ninety-one Coranatics. Which would probably set a record, if records were kept. Thirteen new members joined the the chapter, perhaps another record.

Prior to the Corvanatics Chapter Meeting was the CorSA Annual Meeting, more chairs had to be brought in for the Corvanatics crowd.

*(See Minutes on page 5)*

*Eastern (formerly At-large) Director Tim Schwartz gives Tom Berg his new Corvanatics ID card.*

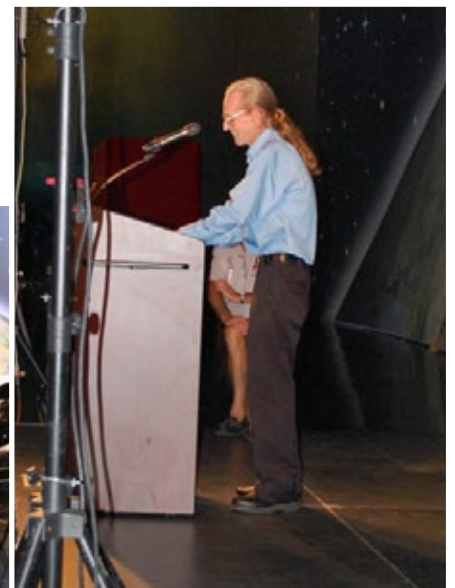


## 2013 AutoCross



*Corvanatics had three entries in the Autocross all winning in their Classes. John Nickel (above) and Barb Mee (right) racing the 8-door to wins in IS4 (men's and ladies' classes) and Phil Raker (above right) winning SS5.*

## Awards Banquet



*The Kalamazoo Air Zoo made for a great place to hold the 2013 Awards Banquet, John invited the Corvair faithful to Tacoma for the 2014 Convention hosted by the Corvanatics. (photo by Cliff Carlino)*



# Awards Banquet

Steve Spilatro (on the left in photo) and Corvanatics received first-place in the first annual CorSA Chapter Outstanding Website Award. Since Steve has taken over as webmaster the Corvanatics website has been transformed from, "zero to holy smokes!" Second place went to Heart of America Corvair Owners Association and third to Central New York Corvair Club.



Chris Pickel shared Tim Swartz's (above) fifth place Rally Trophy. John Nickel won first place trophies in the EconoRun and Autocross, Barb Mee won first place in Autocross. Philip Raker, along with his wife Audrey, won first place trophies in every event they entered, Rally, EconoRun, Autocross, a silver in Concours and the Edward N. Cole Award. Helen Moore received a silver in Concours.



# Car Display at the Gilmore



Seventeen FCs (including the UltraVan) were on display Saturday morning at the Gilmore Museum. The Gilmore has something for every car fan, But this day the Corvairs ruled. Previous Corvanatics President Jim MacDonald was there with his brown Rampside (upper right).



# Car Display at the Gilmore







*James and Lillian Law and their Concours Senior Division 1963 Rampside.*

## *CorvanAntics*

*Newsletter*

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