

Celebrating our 42nd year

Corvan Antics

May/June 2014
Volume 42 Issue 3

Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of the

Corvanatics

The Forward Control Corvaire People

Riding with the President by John Nickel



We are still hard at work preparing for the upcoming CORSA International Convention in Tacoma, WA. Our newsletter Editor (Gary Moore) and designer/publisher (Kevin Clark) have been very busy with the trophies (they are unique and made of glass), T-shirt and Polo Designs, and the program book. I have ordered the dash plaques and Danny Davis (our Tacoma Co-Chair) has been working feverishly to get the fine details worked out with the local crews.

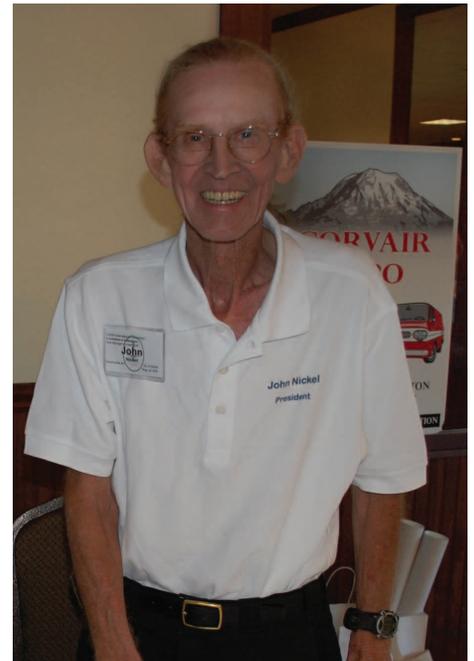
I'd like to thank the 20+ so far members of Corvanatics who have already contacted me to volunteer their time to help. If you think that you would be able to help, you aren't too late. I have many openings for Hospitality and Registration and will coordinate with you to ensure that you will be aware of where and when you will be working. Just send me an email at fivcent@tds.net to volunteer. We have volunteers from all over the nation and Canada, so many of us will be meeting for the first time and I'm really looking forward to seeing you all.

If you saw the article in our last newsletter or the article in the Communique last month on the LED taillights for our FC's, I can tell you that they are certainly well worth the price for the added visibility they give to our notoriously poorly lit vehicles. I bought a set and have installed them. My wife thinks that they are great insurance for the money! Hank is a great person to work with and I recommend him and RetroLumin to all of you.

Gary Moore and I have discussed the possibility of having a special Convention issue of the *CorvanAntics* in August. If you will be in Tacoma, we welcome your pictures and articles reflecting your experiences while at the show, and even your trips to and from it. We could beat the *Communique* on informing those of you who are not able to attend of what went on. Please keep us in mind. We even will be happy to take your input while at the show for this special issue, just see me or Gary or Molly!

Have a safe spring and a great time while driving your FCs!

John Nickel



Register for the convention using the form in the May *Communique* or online at Corvaire.org (log-in required). Check the April and May *Communique* for more information and the schedule.

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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. 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. Please remember that this is a every-other month newsletter, it is more suitable for advertising services than for selling items.

Corvanatics Merchandise

Item	PDF	Mailed
2014 Convention Poster	N/A	\$25.00
Corvanatics Jacket/Hat Patch	N/A	\$2.50
Corvanatics Window Sticker	N/A	\$2.00
Corvanatics Magnet	N/A	\$2.00
Corvanatics Lapel Pin	N/A	\$3.00
Corvanatics Key Fob	N/A	\$8.00
Corvanatics Canvas Tote	N/A	\$10.00
Corvanatics Hat	N/A	\$18.00
Corvanatics T-shirt	N/A	\$12.00/\$14.00
Men's Corvanatics Polo Shirt	N/A	\$18.00/\$21.00
Women's Corvanatics Polo Shirt	N/A	\$18.00/\$21.00
Corvanatics Roster*	Free	\$2.00
Powerglide Transmissions booklet by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3 booklet set: <input type="checkbox"/> Paint Codes (includes cars thru 64) <input type="checkbox"/> Prices and Options <input type="checkbox"/> Paint and Trim Combinations	Free	\$5.00

Corvanatics
PO Box 155
Pine Mountain Valley, GA 31823

Membership and Merchandise pay-
ments can be made through
[PayPal](https://www.paypal.com) Corvanatics@gmail.com

roster only available to current members send request to Corvanatics@gmail.com.

Details and pictures at: <http://www.corvair.org/chapters/corvanatics/merchandise.php>

From the Secretary

by Molly Bacon

Hi all,

Wow. It's Spring time and time to get out and drive your Corvair. Preferably an FC, but hey, any Corvair is better than no Corvair. Last time I had a little information, but this time there is nothing new other than I can't wait for the convention. It's less than three months away. Hope you're all registered and ready to go. I want to see lots of Corvantics members there.

WELCOME !! to our new members

Greg Vargas	CA	1961 Greenbrier
Vic Howard	AZ	1963 Greenbrier
Marlon Weyland	SD	1962 Rampside
Daniel Gabbert	WA	working with Danny Davis on the Convention



Coming due in the next two months (early reminder)
Due May and June

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 or call me to have printed ones mailed.

Dues Due!!

Everyone should have a membership card. It has your "Good till" membership dues due date on it, so everyone will be able to keep up with when to send in their dues. That way your name doesn't get published in the newsletter. Send those dues in on time or even early and pay for multiple years, too! Paying early doesn't cheat you of any time on your membership. It will be renewed to the number of years from your current due month.

Last Chance

We still have just 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.

Frank Dotson	Feb 2014	Clair Morgan	Feb 2014
Bill McColl	Feb 2014		

Dues Already Owed

Due March and April. Second notice

Edward Iglar	Mar 2014	Jimmy Harris	Apr 2014
Jeff Kent	Mar 2014	Fred Palmer	Apr 2014
Matthew Dixon	Apr 2014	John Policella	Apr 2014
Dennis Dorogi	Apr 2014	Daniel Vallée	Apr 2014

Sam Baker	May 2014	JC Ash	June 2014
Bill Fenemore	May 2014	Rick Buck	June 2014
Howard Gaass	May 2014	Edward Kotecki III	June 2014
Keith Hammett	May 2014	James Nicklas	June 2014
Darrin Hartzler	May 2014	Timothy Palmer	June 2014
Jon Jantz	May 2014	Darren Pralle	June 2014
William Meglen	May 2014	Fran Schmit	June 2014
Mark Whitman	May 2014	Larry Sherwood	June 2014
Dave Ziegler	May 2014		

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. Dues can be paid from the website with PayPal or sent "snail" mail with a check or money order.

Thanks,
Molly Bacon

Attention:

FC Owner Allen Bristow and his Greenbrier camper are featured in *Motor Trend Classic Drive*. Check it out!

http://www.motortrend.com/classic/road-tests/1311_1964_chevrolet_corvair_greenbrier_classic_drive/specs.html



Nico Henry DeJong (1929 to 2014)

Nico DeJong passed away on March 19, 2014 in Waterloo, IA. Nico was editor of this newsletter from 1973 through 1977 and he designed the Corvanatics logo. He was tech editor from 1977 to 1981 and contributed articles for several years.

Nico and his family could be seen at many Corvair events around the country driving his Greenbrier "The Flying Dutchman." The van was set up with dual controls and could be driven from either front seat. (The van is reported to reside somewhere in Illinois.)

Nico's obituary appears online at this address:
http://wfcourier.com/lifestyles/announcements/obituaries/nico-henry-dejong/article_347ef0c7-be3b-598c-8156-d8be3f5ff1fb.html



SEVEN THOUSAND MILES AND THREE WEEKS IN A GREENBRIER

By Nico H. DeJong from the Fall 1975 Corvan Antics



Every year around July, the DeJong clan likes to go to the annual CORSA Convention and see a good chunk of the U.S. and Canada, providing our employer agrees. Since we had a late start this time from our home base in Iowa because of the summer newsletter, it also had to be a fast one. We drove almost non-stop to an exciting Convention in Seattle, and after seeing relatives in Independence, Oregon, giant Sequoia trees in Yosemite Park, enjoying Southern Californian hospitality at the home of Lloyd and Stella Piest and Disney Land in Anaheim, we went on to Chula Vista and Mount Palomar Observatory.

While crossing the Arizona Desert, we toured the impressive Meteor Crater near Winslow, but even more of a thrill was coming into Albuquerque at night from the top of that big hill, going East on 40 -- just like making a fast landing in a 707! After parking our "Flying Dutchman" behind the gas station of a friendly Las Vegas New Mexico operator, overnight, the next two stops were the Air Force Academy near Colorado Springs and friends in Denver, Colorado, before climbing Mount Evans, at 14260 ft. world's highest auto road (don't try it unless your Corvan or Greenbrier has stick shift; our Power Glide almost didn't make it).

In Minden, Nebraska, there are two musts -- Pioneer Village and Corvanatic Mont Hollertz' "Chevyland USA". When you visit Mont, be sure to see his two giant Corvair truck posters (see also inserted flier)*. Via Omaha we reached home much too soon after 6920 miles without any tickets, accidents or flats, and only two minor mechanical delays - a loose gas pedal and a bad generator. Fortunately we carried a spare and before going on another trip, we're planning on replacing it with an alternator of greater capacity and matching regulator.

We were a little disappointed about seeing so few Corvair vans and pickups besides the ones at the Convention. We sighted only one Rampside or Loadside in Oregon, several Corvans and Greenbriers in California, but on the average about only one of them in each of the other states we traveled through. Apparently there aren't too many units in turnpike condition. With a supply of application forms on board it was fun looking for and signing up several new CORVANATICS members.

As for some technical and travel advice to those of you who are itching to take off in your 95-inch-wheelbase Corvairs on a tight budget, we certainly recommend the Greenbrier or Corvan camper conversion. Our rig is a 110 hp '61 Greenbrier

Continued on page 5 see 7000 miles in 3 Weeks in a Greenbrier

Seven Thousand miles in Three Weeks in a Greenbrier *continued from page 4*

custom camper with a low-profile sunroof (for garageability) with dual controls, 12 and 110 volts air conditioning, cooking facilities, sleeping two to three and grossing up to 5400 pounds when loaded to fly low. Maybe we'll run a separate story on it sometime if readers are interested**. We had completed installation of a custom 12v a-c system with two evaporators just prior to leaving on this trip and it worked fine, but only for a minute at a time. Surprisingly enough we didn't mind the heat too much until we got back to humid Iowa. Two large condensers, mounted in series between the two right rear side panels are nicely concealed, but air flow is inadequate, so next year we plan to have a large roof-mounted condenser up front and really play it cool.

We always carry the CORVANATICS membership roster (Winter Issue), CORSA roster, and a list of Corvair specialists. These three items are good insurance for meeting friendly Corvair folks on the way and getting your machine fixed when it breaks down.

Eating and sleeping? Breakfast and lunch we usually prepare and eat on-the-go. This helps us make good time despite the current low speed limits. We spend the nights with relatives, friends, state campgrounds, national parks, gas stations or sleep on-the-go when we're behind schedule. Commercial campgrounds are great, but their rates have gone up like everything else but apples and our club dues.

Making a trip schedule before taking off, and sticking to it, is important if you want to make all the stops you planned and still get back on time. We also allow a couple of days to cover repair of any major items becoming unglued. Last but not least, a trip log is useful, especially if you want to write up your adventures and tell others about them in CORVAN ANTICS.



***Nico and the Flying Dutchman were featured in the CORSA Quarterly Volume 5 issue 1, available on the CORSA website in the publications archives. (photo by Tony Fiore)*

**The original flyer for Chevyland USA that Nico inserted into the Fall 2005 newsletter may not be available, but according to the website Roadside America Monte Hollertz and Chevyland USA are still around.*

<http://www.roadsideamerica.com/tip/34265>

NICO, MARY JANE AND JOHN



CORVAIR UNDERGROUND

We will see you
in Tacoma!

CorvanAntics 5/6 2014

Rampside In a Rollover

The beautiful Rampside featured on the back page of the March/April *CorvanAntics* was involved in an serious accident. Thankfully, no one was seriously injured. The owner, Karl Stelzer, sent out this email and photos. Lillian Law forwarded it to use in the newsletter. In the email Karl states he is looking for another Rampside to start all over. From the looks of it the tough little truck will make one heck of a parts truck.

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My wife and I were on our way to the car show at Bellingrath Gardens on Sat. April 5th. (I was driving the Rampside, she was driving the 65 Corsa convrt.) At the I-10 Loxley exit overpass I noticed a dark red car on the ramp which was going to enter the highway. I checked both mirrors, nothing ... put on my directional signals to move into the left lane ... checked both mirrors again, nothing. When I began to move over there was a Mustang that was driving in my blind spot. She moved over, caught the edge of the grass, lost control and swerved in front of me, clipping my left front bumper, taking us both across the highway into the grass on the right side of the road. (The Rampside flipped at that point). We went down into the woods (her car went between two trees and stopped).

The Rampside was headed for a ravine (about a 25-30 foot drop off) but hit a large tree --upside down -- on the passenger's side. The Lord really protected me. Both girls in the other car were OK. I crawled out, walked up the hill through the brush, with a cut on my left ear (3 stitches) and some rather severe - deep bruises. I have attached several pictures. Needless to say I am very thankful for the Lord's protection and I'm looking for another Rampside to start all over.

Karl Stelzer WFCC (Florida Panhandle)





Corvanatics

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

Share your FC photos from an event, a trip to the Ice Cream Shop, in front of famous artwork or a flowering bush. Include yourself, your family and friends in the photo. Remember to smile in the photo and send in a story or caption. CorvanAnticsNews@gmail.com

If you aren't comfortable using a computer ask a friend for help.

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Shows we are attending:

April 18-19 Springfest Helen GA

June 6-8 Recall 2014 Syracuse, NY

July 21-25 CORSA International Convention
Tacoma WA

Sept.30-Oct. 4 Great Plains Corvaair Round Up
Branson, MO

Oct. 24-25 Great Western Fan Belt Toss
Palm Springs, CA

A Friend in Need with Friends in Deed.

Looking for a replacement LEFT side rear half PANEL (not window) door for an 8 door van being redone quickly by volunteers as a service donation for a Cancer patient owner. If you can help , please drop me a note , and I will hook them up with you.

The job is being done in the Tennessee area.

Regards, Tim Colson N2VZD@aol.com

Our VV buddy in middle Tennessee Is in failing health from a return of his lung cancer caused by many years in the Automotive body shop business .

Jimmy Harris has been restoring a 1964 8 door panel van but now his doctor told him that he has to stay away from all the dust , fumes ,and chemicals associated with body work .

His local friends took his van and are finishing it for him but apparently at some time in the past a door came up missing .

Jimmy Harris needs the rearward side door on the driver's side of a non window panel van.

It's a 64 but he thinks the other years will fit.

Time is kinda important so if you have a decent door you can part with at a reasonable price please contact Jimmy Harris in Tenn.

His e-mail is harrisjimmy60@yahoo.com or even better just give him a call @ 615-633-3082.

Thanks guys !

Kevin "UNSAFE" Willson



We carry a full line or new parts, engine rebuilding parts, machined engine components, rebuilt parts, restored trim, chrome plated items and high quality used parts and rust free sheetmetal.

<http://www.californiacorvaairs.com>

Finding an Old Friend

by John Howell

I was looking at some old pictures one day and came across a picture of a '61 red Rampside Deluxe that I had bought in 1972. I was working on a big construction job west of Nashville and renting a trailer in a trailer park full of construction workers. The trailer park owner noticed I was driving a Corvair and he had a Corvair truck he wanted to sell. He said it wasn't running too well and that he could not find anyone that would work on it. I asked him what he wanted for it and when he said, "\$125.00" I said, "I'll take it."



While working construction in 1972, John Howell ran across this partially restored Rampside with a very unique bumper bar.

I worked on it for a day or two after I got off of work, changing the oil and filter, installing new plugs and points, and adjusting the carbs. I had it running pretty good so I drove it back and forth to work for a few days then on Friday after work I drove it back home to Knoxville, Tennessee.

The truck looked like someone had started to restore it. The cab had been repainted and everything looked real good up front but they didn't repaint anything behind the cab and the engine needed rebuilding. At the time I was working out of town so I didn't have time to work on it. Also, I had several Corvair cars and FCs. Back then you could find them everywhere at cheap prices so when I found a good 1964 Rampside I decided to sell my earlier model Rampside and spend my money on the '64. So I sold the '61 to a friend of mine.

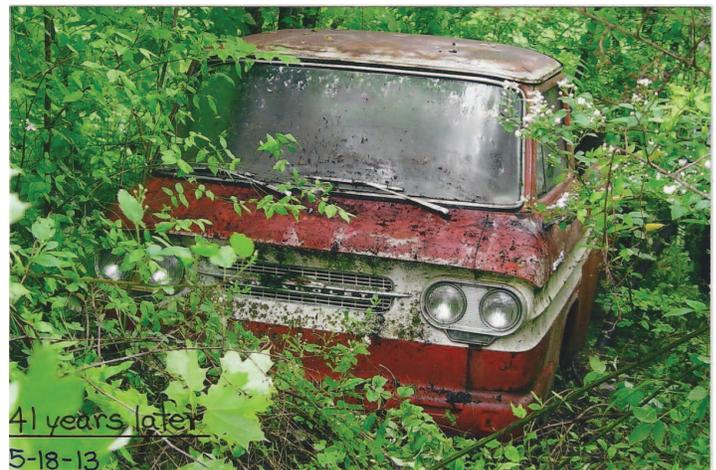
Looking at the picture I was thinking that I should not have sold this nice '61 and I said to my wife, I wonder who my friend sold this '61 red Rampside to? My wife said to call him and find out. So I did. He said that he had never sold it, he had pulled it around behind the barn and it was still there after 35

years. I couldn't believe it! I had not seen the truck since I sold it in 1979 and I had been to his place many times. I told him that I would like to come see it and he said, "OK."

That was last summer. After a slight cooling off after a rain I drove the 60 miles to see it. He directed me out behind a row of sheds and a barn where the briars and bushes and trees were growing unhindered down in a hollow. I could make out a red vehicle in there so I worked my way into the thicket and there was the red '61 Rampside where it had been sitting for 35 years covered with vines, leaves and briars, ouch! Some small trees had grown up against the Rampside and up through the open area where the engine was missing. Closer inspection revealed the front bumper with a bumper bar was missing along with the gas tank and ramp door. But what was there was in pretty good shape considering how long it had been there.

Next to it was a green '61 Rampside, a '62 Greenbrier and close by was a blue '64 Corvan. After I came back home I got to thinking about buying all four FCs as a package deal. I called my friend and we made a deal. I would come back next winter when the brush died down to cut them out. Another interesting thing was that my friend had never changed the title over, so it was still in my name after all of these years!

Continued on page 9



John found the Rampside in the dense brush behind his friends barn. A few parts were missing including the bumper bar.

Finding an Old Friend

Continued from page 8

After some really bad weather at the start of the year, I went back to get them out. I began cutting around the FCs so I could get to them. The blue '64 Corvan was the easiest to get to so I moved it first. It made the first 60-mile trip back to my home on my tow dolly. I have always used the tow dolly to move cars by putting the rear of the vehicle up on the tow dolly and tying the steering wheel straight ahead and never driving over 50 mph, so it works fine. I moved them all this way without any trouble.

The '62 Greenbrier was missing the engine and drivetrain and has lots of rust so I will salvage it for parts. The other green '61 Rampside has lots of rust in the frame area so I will salvage it for parts to fix up the red Rampside and it will be a learning tool as I take it apart.

The blue '64 Corvan has some body rust issues but is in too good of condition to scrap. It would make a nice vehicle to restore, as it is complete and was driven to the spot where I found it. I can donate some body parts and a bench seat from the '62 Greenbrier if someone wants them. I now have the Corvan listed on the Knoxville, Tennessee Craigslist under "Corvairs."

As for my old '61 Rampside, my friend sold some of the parts off of this truck but he can't remember who to. I would like to find that bumper bar and put it back on the Rampside. I know it was not original but I thought it looked good on there. I sure would like for someone that sees these pictures to contact me if they bought the bumper with the bumper bar. I have bumpers but would like to buy back the bumper bar, maybe even the bumper too.

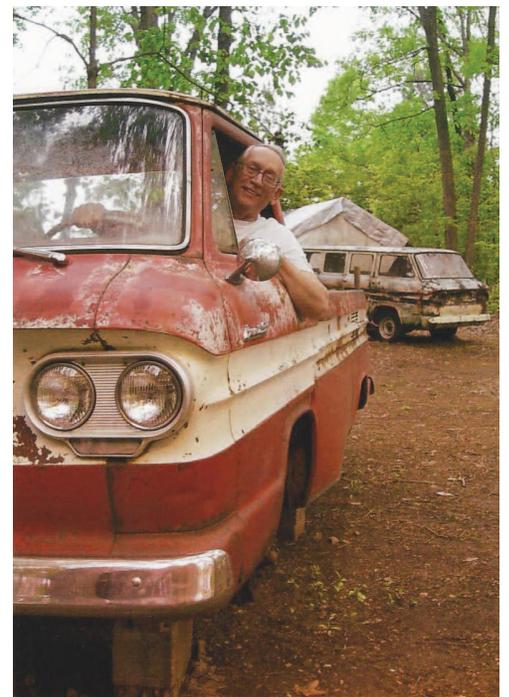
My old Rampside is not in the best of condition right now but I'll play around with it and maybe get it back on the road someday as a driver to run around in. You don't always get to buy back an old vehicle that you wish that you had never sold. It feels good just to have it back.



It's a jungle out there, the Rampside was just visible through the brush after 35 years of growth.



Above: This spring John was able to extract four FCs from the thicket at his friends farm and bring them to his home.



Above: John looks out the window of his retrieved Rampside, behind him is the Greenbrier that is to be salvaged.

Myrtle Beach Car Show



Earl Jones sends in this report of the Myrtle Beach Show. He and Paul Boyles displayed their FCs. Paul had his good looking '61 Rampside and Earl his '62 Greenbrier.

James (or as his friends call him, Jay) Carrington arrived in his '64 Deluxe Greenbrier. Jay is keeping up the tradition of its former owner, the late Charlie West, he keeps the truck in perfect mechanical shape, but kind'a abuses its appearance. James likes to have the truck around as a reminder of Charlie. If anyone sees James please remind him that he received a Corvanatics membership form at last year's show from Molly (2013) and promised to send it in soon.

Forward Control Snapshots



Bob Marlow (Corvanatics president from 1992-95) sent in these photos of his '63 Rampside to prove how versatile it is. He uses it to: haul away the trash (upper left), visit his friend Larry Claypool at the Vair Shop (far left), cruise the interstate (left); and as limo on a date at Clark's Fall Classic (above).

Event Calendar: Regional and National Events



30th Tri-State 2014

Hosted by: Corvairs of New Mexico

When: May 30-June 1

Location: Chama, NM

Host Hotel: Branding Iron Motel

Information: <http://www.corsaturbo180usa.com>

Contact: <http://www.corsaturbo180usa.com>



2014 CORSA International Convention

Hosted by: Corvanatics Special Interest Group

When: July 21-25

Location: Tacoma WA

Host Hotel: The Murano

Information: <http://www.corvair.org/chapters/corvanatics/>

Contact:

Corvanatics Secretary

706-628-4470 Corvanatics@gmail.com

2014 Choo Choo Corvair Classic in Chattanooga TN

Hosted by: Choo Choo Corvair Club

When: August 16-18

Location: Chattanooga TN

Host Hotel: Chattanooga Choo Choo Historic Hotel

Information: http://www.corvair.org/?Itemid=173&id=92&option=com_civicrm&reset=1&task=civicrm/event/info

Contact: 423-242-8155 guid1158@comcast.com



2014 Great Plains Corvair Round Up

Hosted by: Heart of America Corvairs Owners Association

When: September 30-October 4

Location: Branson, MO

Host Hotel: Branson Radisson Hotel

Information: <http://www.hacoa.org>

Contact:

Scott Allison

816-506-6892

beaminscott@yahoo.com

Wes Mellies

913-406-2918

CorsaWes@gmail.com

Want to put your CORSA sanctioned event on the Corvanatics Calendar send information to:
CorvanAnticsNews@gmail.com (Logo optional)

Springfest 2014 in Helen, Georgia

By Dean F. Gemberling



The city of Helen, nestled in the Blue Ridge Mountains of north Georgia, transformed itself from a dying old lumber town to a Bavarian Alpine village beginning in 1969. Only 15 years later in 1984, the Corvair Atlanta club held the very first Corvair “get-together” in that interesting little town. Surviving venue changes and club leadership challenges yet bolstered by shared sponsorship between Corvair Atlanta, Heart of Georgia Corvair Club and Queen City Corvair Club, Springfest continued through the intervening years and celebrated its 30th anniversary in April 2014.

For the uninitiated, Springfest is a Corvair-aholic’s dream weekend, crammed full of parts vendors, valve cover races, tech sessions, ladies events, evening hospitality room with adult beverages, autocross, Concours, People’s Choice, general car display, door prizes, raffles, great food & beverages, local Helen merchants and, of course, Corvairs in all years and models.

Most of us were pleasantly surprised by the large attendance despite the rainy Friday weather and the conflict with Easter weekend. Of course, many fellow Corvair-lovers attended simply because Cal Clark and his wonderful team brought their irresistible array of Corvair parts, friendly personalities and a 10% cash discount. Considering that I have a “face better suited for radio,” I am very proud to say that I successfully talked Cal Clark into standing next to me for a keepsake photograph. Unfortunately, I got so excited that I forgot to get his autograph {heavy sigh}.



Having attended Springfest since 2011, I must say that 2014 was the best one so far! I was working feverishly to finish the resto-mod '69 Monza convertible so that I could

finally show it for the very first time. However, too little time combined with too many issues forced me to instead bring “Mr Citrus,” the '62 Rampside. As it turns out, the Rumpy was the perfect Corvair to have for driving around Helen in the rain on Friday, especially since convertibles are much better suited to the sunshine! Early Friday morning, I loaded up the Rumpy on a friend’s car trailer and began the 3+ hour journey from Columbus to Helen. Just after lunch outside North Atlanta, I narrowly avoided damaging “Mr Citrus.” While making a quick U-turn in the rain, the rear end of the truck “skipped” across the trailer bed and almost collided with the trailer wheel fender, only to be stopped by the quarter inch steel lip that runs the length of the trailer bed. Whew! I had failed to crisscross the rear tie-downs which would have prevented this potential disaster and saved me from soiling my Fruit-of-the-Looms!

Friday’s rain had everyone nervous about Saturday’s weather. Accordingly, the Concours judging team decided that it would be best to run a “drive-thru” judging lane under the covered entrance to the Best Western in order to make it easier on the entrants and judges alike. Fortunately, God took pity on us by stopping the rain for Saturday’s events. The overcast skies, cooler temperature and occasional sprinkle made for a very fun and enjoyable day with the outdoor vendors, the car shows and the Fun Run/Caravan through the mountain roads around Helen.

I entered the '62 Rampside in the People’s Choice competition and was quickly joined by friends, Russ Thuleen in his '61 “shorty” Loadside, Dick and Dee Charest in their '64 Rampside and Donnie Bird in his '63 Corvair Window



Van. The other People’s Choice entrants, whom I was not able to meet, were Glenn Kelly with his “Crusty” '61 Rampside and the “Hippie” '63 Greenbriar. Interestingly, the “Hippie” Greenbriar, formerly owned by Eddie Bittman, apparently is the same vehicle used in the circa 1997 Chevy Venture commercial. Click the following link to see the commercial: <http://www.youtube.com/watch?v=XdcXv52ty0>

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Mike Hall brought his orange '65 8-Door Greenbriar and James Law was seen driving his famous '63 Rampside. Although many more Forward Controls were spotted in and around Helen this year, I apologize if I overlooked you and your FC.



On Saturday evening, we enjoyed the smoked ham and turkey dinner while applauding all the awards winners and jealously congratulating the door prize and raffle winners. The highlight of my evening was humbly accepting 2nd Place for People's Choice in Forward Control.

After a restful night's sleep, my good friend and owner of a beautiful '66 Coupe, Cliff Tibbitts, helped me load "Mr Citrus" onto the trailer Sunday morning. The drive back to Columbus was blessedly uneventful, allowing me to start plotting my return to Helen in 2015. Hmm... I wonder if I could pull the '69 Monza convertible with the '62 Rampside??



The rain was a pain in the neck.



Dean's Rampy came away with a 2nd Place People's Choice Award!

New on the Website

I wanted to let everyone know that I have recently added a slew of new Corvaire 95 brochures to the Corvanatics website, which you will find at <http://www.corvaire.org/chapters/corvanatics/brochures.php>. Thanks to Ed Bittman who recently provided many of the these for scanning. There are 27 in total. If anyone has brochures that are missing and you're willing to send for scanning, let me know. Thanks also to CORSA for providing the server space for this growing collection.

See you in Tacoma.

Steve Spilatro

Corvanatics Webmaster

Help Wanted!

During a recent visit to my ophthalmologist I was diagnosed with ocular migraines. The doctor's advice was to spend less time on the computer. Sadly I must resign from editing the *Corvan Antics*. I will finish the year if necessary, but the November/December issue will have to be my last.

If you would like to step up please contact me or John Nickel. I will do whatever I can to make it a smooth transition.

Gary Moore

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Forward Control Snapshot

While attending the 2013 Highway 80 Cruise, Jess Corrigan of Quitman, TX spotted this Coca Cola sign in Grand Saline, TX. He thought it would make a good backdrop for his '61 Rampside. Jess and the Rampy won "Best Original Truck" award at the cruise.



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