

Celebrating our 42nd year.

Corvan Antics

Sept/Oct 2014
Volume 42 Issue 5

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



It has been a month since we hosted the 2014 CORSA International Convention in Tacoma and I'd like to report that everything went perfectly well with no glitches, but I really cannot say that. I am not saying that the convention wasn't a success, but that the task of hosting a convention by a Special Interest Group was a whole lot harder than we anticipated. We knew that it wouldn't be easy. Planning, coordinating and executing an international convention by members among Corvanatics and the northwestern area Corvaire clubs took nearly two years. Communication carried on mainly by internet was a monumental undertaking. With an estimated 10,000 emails between our respective Co-Chairs, Event Directors, CORSA's BOD and others was a massive exercise that took up much of my and others time over those two years. The required monthly "meetings" wound up being almost daily meetings with extended discussions sometimes lasting days at a time. What I can say is that this written means of communications over distance seems to work pretty well with less misinterpretation of ideas and requirements overall.

By the time the 20th of July came around we felt that we had nearly all the bases covered except for a few last minute changes. Volunteers had been recruited from all over the country and they actually all showed up at their respective duty assignments and jumped right in to ensure all went as planned. I wish to express my heartfelt thank-you all for your devotion of time and resources to this effort!

Participation at the convention was well below our expectations resulting in some of our planning numbers being overestimated. Purchase of trophies to ensure that enough were on hand during the Awards Ceremony resulted in more of them than we actually needed. Some of the excess glass plaques will be available for purchase as commemoratives at the Great Plains Corvaire Round-up in Branson, Mo and some may be available through Corvanatics if not all are sold. Income from their sale will be returned to the convention budget to offset cost over-runs in that area. I don't know at this time if all convention expenses were covered by registrations, but it may be close.

All the events went well and the tours seemed to be well attended and enjoyed by all. Actual participation numbers and

results will be posted in the September Communique, so I will not list them here. In all, I think that we accomplished the task very well and should be proud of the results.

Our annual Corvanatics meeting was well attended, and all our board members were re-elected for another year (how'd that happen?). I would like to thank Clark's Corvaire and Corvaire Underground for their donations for our door prizes. In addition, I would especially like to thank Craig Nicol for his introduction of the new polished aluminum reflectors for FC's that he will be marketing and his donation of a set as a door prize. They are truly an excellent reproduction and will last many years longer than the original reflectors. I would like to remind you all that the Ramp/Tail latches are now available with completely new handles and mechanisms thru California Corvaire. For those of you who are concerned about the safety of our trucks, I must recommend the new LED Tail Lights and turn signals by RetroLumen. They have made my night and rain driving much more comfortable knowing that I can be seen from a following vehicle. Check out our webmaster Steve Spilatro's Drag free cross Shafts as well. (New products page 17-18)

Another year gone and we embark on to the next adventure! I will again be involved in Knoxville, Tennessee's International Convention, June 23-27, 2015, but as an event director of the Rally. I would like to announce that I am contemplating running for one of the Eastern Directors position on the CORSA BOD and would appreciate your support next spring. I guess I can't seem to get enough of this Corvaire thing! Get your FC out, drive it and show it every chance you get. It seems like there are many people out there that still don't know about our unique vans and trucks.



President

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

Vice-President

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

Secretary/Treasurer

Molly Bacon 706-628-4470
P.O. Box 155
Pine Mountain Valley, GA 31823
Corvanatics@gmail.com

Eastern Director

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

Central Director

Ken Hand 248-613-8586
1896 S. Gregory Rd.
Fowlerville, MI
vairmech@aol.com

Western Director

Timothy Shortle 970-385-8596
Durango, CO
Shortle556@earthlink.net

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
CorvanAnticsNews@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: **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 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,

Whew. It's all over, the 2014 CORSA Convention. When you're a director with the hosting chapter, you don't really get to see, do, or enjoy much of anything at the convention. That's okay. I got to meet a few more great Corvanatics members and we signed up some more new members.

Welcome! To our new members:

Ricki Jannise	TX	1961 Rampside
Brian Carrillo	CA	1964 Corvan
Bob Mooney	OK	1961 Rampside
Benny Bonaminio	OH	62 Greenbrier daily driver, 63 rampy (parts truck), 62 Rampy (parts truck)
Chad Barrett	OR	1961 Rampside, homemade camper (really cool, I got a few minutes to look at it)
Joe VonDerHaar	OH	1962 Loadside
John Bailey	WA	1961 Corvair 700 4 dr, looking for a Rampside
Ray Langley	WA	2 - 1965 8 door Greenbriers, 1965 Corsa Turbo
Donald Phillips	ON	1962 Corvan



Welcome back!

Lon Wall	OR	1963 Rampside, 1964 Greenbrier	Lon rejoined after a 6 year absence.
Rober Marlow	NJ	1963 Rampside, 1964 Greenbrier	Robert rejoined after a 5 year absence.

Dues Due!!

Last Chance

We still have just a couple members 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.

Keith Hammett	May 2014	James Nicklas	June 2014
Jon Jantz	May 2014	Timothy Palmer	June 2014
William Meglen	May 2014	Darren Pralle	June 2014
Mark Whitman	May 2014		

Dues Already Owed

Due July and August. Second notice

John Sunden	July 2014	Jonni Berkman	August 2014
Clyde Jones	July 2014	Billy Cannon	August 2014
Eldon Dahl	July 2014	Tim Colson	August 2014
Phil Domser	July 2014	Seth Emerson	August 2014
Thomas Fricker	July 2014	Paul Fox	August 2014
Howard Home	July 2014	Richard Gebhardt	August 2014
Bill Jabs	July 2014	Gary Moore	August 2014
		Philip Raker	August 2014

Coming due in September and October (early reminder)

David Barclay	Sept 2014	Robert Grant	Oct 2014
Michael Burgio	Sept 2014	Robert Grieshaber	Oct 2014
Danny Davis	Sept 2014	Clark Hartzel	Oct 2014
Gary Swaitowy	Sept 2014	Chuck Hoppe	Oct 2014
Burt Richmond	Sept 2014	Paul Huelskamp	Oct 2014
Gary Baxter	Oct 2014	Richard Kovacs	Oct 2014
Steve Breines	Oct 2014	Charlie O'Hare	Oct 2014
Daniel Dood	Oct 2014	J.R. Protteau	Oct 2014
Terry Dumerauf	Oct 2014	Bill Slusher	Oct 2014
Michael Emanuele	Oct 2014	Kevin Thompson	Oct 2014
		Mark Youngs	Oct 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 "Good Till" date. Dues can be paid from the website with PayPal or sent "snail" mail with a check or money order.

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.

Thanks,
Molly

Minutes of the 2014 Corvanatics Annual Meeting

by Molly Bacon

The meeting was called to order at 8:35PM PDT, Tuesday, July 22, 2014 by President, John Nickel. John thanked everyone for coming for their support.

To expedite renewals and merchandise purchases after the meeting, registration and merchandise purchase forms were handed out.

Larry Claypool had a handful of Hagerty Price Guides that were available for free.

The minutes of last year's meeting were read by Molly Bacon. A motion was made to approve, which was seconded and approved by the members.

The Annual financial statement was presented by Molly Bacon, which is attached to the end of the minutes (page 6).

Election time. All offices were unopposed, so the following people were voted back into office:

President – John Nickel

Vice President – Sam Christ

Secretary/Treasurer – Molly Bacon

Eastern Director – Ben Stiles

Central Director – Ken Hand

Western Director – Tim Shortle

At Large Director – Tim Swartz

Last year because of all of the convention planning discussion, no donations were discussed. Corvanatics usually gives donations to the Corvair Preservation Foundation and the CORSA Scholarship Fund. Generally, \$500 is donated to each. Ken Hand commented that he felt we should wait to make this determination until after the convention financial results are available so if Corvanatics makes a profit, a larger amount can be donated. It was noted that the hosting chapter never has to absorb any loss, CORSA does that. A motion was made to donate contingent on the convention financial results. That motion was modified to keep the amount the same or adjust up, but limit to \$750. The final amount will be the board of director's decision. This amended motion was seconded and approved.

Tim Shortle questioned if there were other organizations worthy of a donation. None were suggested.



As usual the Corvanatics meeting was one of the most well attended at the Convention.

Since Gary Moore has offered up his resignation by year end as newsletter editor, a plaque honoring him for all of his efforts was presented. His last issue will be the Nov/Dec. A volunteer is needed to before the Jan/Feb issue. Anyone interested please contact one of the officers.

At this point the floor was opened up.

Craig Nicol is working with the person making the rampside latches and had FC reflectors. They use 3M reflective material. He is selling them for \$135 a pair. These are long-lived and will be re-buildable. They can be secured

with either screws or double stick tape. The reflector material can be made in any color, but the maroon is very close to matching the taillights. He donated a pair for a raffle prize. Contact him at www.racersrods.com.

The latches are finished and are available through California Corvairs. They come in different finishes. Gary Moore mentioned they have them on Helen's rampside.

Mark Corbin is still looking for a master for the anti-rattle blocks so he can cast from them. They must be very exact. First would be a beta solution for replacement; both the top and bottom of doors on vans and Greenbriers. Email Mark at airvair@earthlink.net

Gary Baxter said the RetroLumen lights are the best LED lights for FCs. Better than modern cars and are more visible. There's no heat, so they won't melt the lenses, but they'll show up all the cracks. They come with an electronic flasher. Can get them with the socket or three wire to plug in and it takes about 10 minutes to install. They are \$230 a set, front and rear.

Continued on page 5 see Annual Meeting.

Annual Meeting

Continued from page 4

Steve Spilatro talked about the Corvanatics website, which he is the webmaster. He said that Google knows everything about you, so Steve knows too through Google Analytics. He knows a lot about where the viewers are from. US, Canada, Mexico, UK and Brazil top the list. Google also know if you're male or female. The manuals' page is the most popular. Corvair Center Forum refers to the manuals' page in there forum FAQs. For that page, Steve is looking for the Powerglide version of the filmstrip summary book and also the 1962-1965 Installation of Accessories. Everyone that has one of those manual is afraid of breaking the binding since it has to be laid open flat to scan. Steve also mentioned he's put together a pretty good page on toys. If you find there is something not on it, take a good resolution picture for him to use. If you can help out Steve with any of these things, contact him through the Contact page on the Corvanatics website. I was also mentioned that Steve won the first ever CORSA Website Award last year.



Eric Taylor won one of several gift certificates supplied by Clark's Corvair Parts.

Door prizes were awarded. Gary Moore won the set of reflectors.

The meeting was adjourned at 9:40PM PDT



Craig Nicol (left) congratulates Gary Moore on winning the tailgate reflectors. Craig manufactures the reflectors and had donated the pair for the raffle.



Returning member Lon Wall also won a gift certificate to Clark's.



Corvanatics Income Statement as of 7/15/2014

Starting balance – \$5555.42 *adjusted by a <\$14.47> error last year*

Income

- Dues Collected - \$2450.00
- Merchandise sold - \$590.00
- Convention advertising sales - \$550.00
- Donations - \$10.00
- CD Interest - \$10.28

Total Income - \$3620.56

Expenses

- Newsletter - \$510.43
- Pay Pal Fees - \$60.84
- Postage - 342.69
- Miscellaneous office supplies - \$263.88
- Merchandise - \$2258.29
 - Keychains - \$508.00
 - Shirts, etc. - \$930.20
 - Pins - \$256.00
 - Posters - \$440.00
 - Magnets - \$124.00
 - Miscellaneous office supplies - \$263.88

Total Expenses - \$3436.13

Balance - \$5739.85

REPORT: Chattanooga *sent in by Dean Gemberling* **Choo Choo Corvain Classic**



Billy Bruce took first place with his black Rampy



James Law took 2nd with his famous Rampy



Glenn Kelly took third with his "Crusty" Rampy



Raymond Paul drove his red Rampy but entered it as "Display Only"

How Far do You Want to Go?

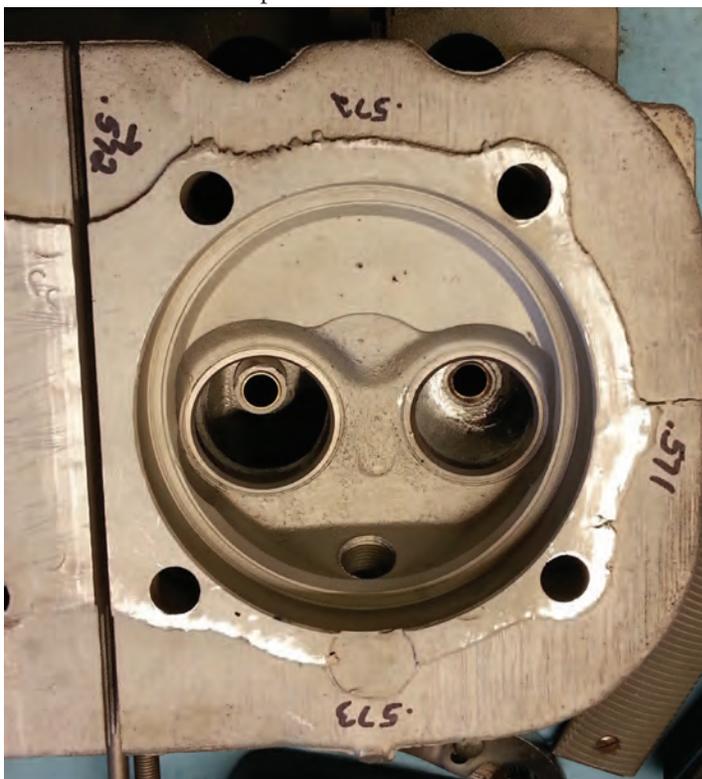
by Central Director Ken Hand

This isn't an article about distance but rather how far can you go with an FC engine and still be useable as an FC engine. This also isn't a race truck but rather an everyday driver that you would take to the grocery store

What prompted me to build this engine? It really was a lot of people saying this wasn't good for an FC and that wouldn't work well, and well, you've probably thought or said some of the same things. I know that a 3.55 differential will work well in any FC. The only time you may want a 3.89 is if you really are using your FC as a work truck with a 145 cu. in. engine. On this build I used the original 145 block but clearanced it for the longer stroke crank to make a 164 cu. in. engine. I have developed a cam for the 164 engine that seems to work very well for FC's, the only caveat is you really need to run a 3.27 gear but I didn't use that cam! Remember the title? How far do you want to go? Well, I put a 3.55 diff in this Rampside and then when I built the engine I also used a 270 degree cam. You say this isn't supposed to be a good driver? Well, it is.

Here are the details of what I did to the heads. Deep valve seats to start with and then I got creative and I wanted a squish area with 110 heads. The gasket area on 110 heads is a

compression ratio so I had to basically take the 110 heads and mill out the combustion chamber to look like 95 heads. Even doing that I was still at a calculated 10-1 compression ratio. I'm thinking what can I do to help and I decided on adding the Singh groove to the head; In the After (on first column) photo see the groove in the center of the squish area? That is a Singh groove. Also look at the combustion chamber...this was a 110 head! Look at the comparison below.



Before: The above picture is the stock 110 head I started with.



After: The above picture shows the modified head. As you can see I CC'd the chamber so I could check the compression ratio.

full .100" away from the flat of the head, and you wonder why 110 heads spark knock? I took out .085" off the gasket surface and that left .015" for a gasket step. That drastically raises the

What this groove does is create more turbulence in the combustion chamber and with turbulence of the fuel/air mixture there can be no spark knock.

To be real honest I didn't really know how this was going to turn out. For all I knew I was going to have to redo the engine in a more conventional configuration. But, the proof is in the pudding, so to speak, as the engine runs Vairy well indeed and will run around town in 4th gear with the 3.55 rear gear. I was really suprised when the owner told me he had 87 octane fuel in the truck! To sum things up a little, the engine has 10-1 compression, 270 cam, 3.55 gear and a 4 speed. I have an in car video driving the Rampside and going down to 20 mph in 4th and then accelerating up a slight grade with no spark knock. Later on I accelerate from about 50 mph to 85 mph and it did it quickly and without complaining.

For more photos go to:

<http://s186.photobucket.com/user/vairmech/library/Cylinder%20Head%20Mods>

Or click on one of the photos on the digital version

Help Wanted

As I will be stepping down as editor of the Corvan Antics at the end of the year a replacement is needed. I will lend a hand to make it a smooth transition. If you have questions please email me at Corvananticsnews@gmail.com or contact John Nickel.
Gary Moore

FOR SALE BY OWNER



Just on the market for this newsletter. Nice 63 six door Corvan. 102hp, 4-speed, FC engine. Recently replaced the pilot bushing and rebuilt the carbs. A bit of rust on the floor pans, but they're not totally gone, like some. Bench seat bottom definitely needs some attention. Nice straight body, decent paint job. Runs good, stops good. Last tagged in California in 2009. Call Chris Brown for more info, 706-628-4470. Van is located in northeast Michigan. Titled in Georgia, but still have the Michigan title, too. With the Ultra Van, something has to go

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(additional catalogs \$3 with an order)

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Shows we are attending:

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

Oct. 24-25 Great Western Fan Belt Toss
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<http://www.californiacorvairs.com>

Long Past Due: Greetings from Ben's Bus

by Eastern Director Ben Stiles

I can't say exactly how long it has been since I last wrote into our little Corvair FC publication, but I finally found a few minutes, so I thought I would write a long overdue column. My interest in FCs has never waned. I still use the 1961 Rampside and my beloved 1962 Greenbrier as often as possible. Two specific things occurred in the past few years that certainly limited my time behind a Corvair steering wheel, one of them blessed and the other cursed.

First the blessings. Back in March 2010, Lynn and I welcomed our beautiful daughter Emma into the world. A short 17 months later came the arrival Emma's also-beautiful sister Cora. That's right, we are now a family of four. That puts the Rampside out as a form of daily transportation immediately. Not only are there no seatbelts in the truck, but that bench seat does not expand. But the Greenbrier was made to haul large amounts of people and things, so I knew not all was lost.

Given a few moments of spare time, I removed two camper cabinets and the rear facing jump seat behind the front seats in order to re-install my original FC rear bench seat. That left plenty of room for the two car seats...but seat belts became another issue. After trying several sets I had accumulated over the years and also scouting the junk yards for some that might work, I knew I needed a new plan. The problem with most aftermarket seatbelts is that they clasp in the center, not off to the side. Also, the stock anchor points for the FC seat belts are really far down on the front bulkhead. My solution to the whole problem was to install a third row seat from a mid-1990's Chrysler minivan. (See tech article on modifying the Chrysler minivan seat elsewhere in this issue). The old van has now been to several car cruises, local errands, and trips to church with our entire family buckled safely inside. The girls now prefer "Daddy's van" to the family's Ford minivan. As it should be.

Now the curse. The Greenbrier had been running well, very well in fact. Then two Father's Day ago, on the way home from a car show, it developed the symptoms of vapor lock. We limped home and I parked it hoping it was a fluke. A few days later I took it for another trip and things went well until I was cruising at about 45 miles an hour on a fast-paced back road and the van shut down. Pulling over to the shoulder, the engine started revving again and sounded fine. I again limped home. A July inspection followed and a few days later I drove the van to work. Leaving to go home, I got about half a mile and it died again. I tried in vain to remove and



replace the mechanical fuel pump, then left it sit for two hours, drove home, and parked it. I tried several things including replacing the fuel hose from the top of the tank, replacing carb stones, and replacing fuel filters. Nothing helped. Finally, after gathering the materials, over the summer my buddy and I installed an Airtex electric fuel pump and things have been working

well ever since. Last year, because of the fuel issues, I drove the van exactly 32 miles. I have already driven it 200 miles this summer alone! It is good to be back behind the wheel again.

I do think that had the little blessings not come into my life, I would have fixed the van sooner than a year. It is amazing how much spare time I do not have now that I have children, but thankfully I did find the time to get the van running again and that the girls both really enjoy it. It is nice to finally enjoy the Corvairs with my whole family. And although the girls cannot ride in the Rampside, they do enjoy climbing around in the truck's bed!

I hope each of you is enjoying a great summer and fall season with your Corvair trucks. Until we meet again...

Ben Stiles

Installing a Minivan Seat in a Greenbrier

by Eastern Director Ben Stiles

Perusing the Corvair Forums online recently, I saw a query about rear seats that will work in a Corvair FC. I faced the challenge of putting in a modern rear seat for the purpose of safely installing my little daughters' car seats. I tried but did not succeed at making a stock rear FC seat work with effective seat belts, so I decided to see what else was out there. There



are auto mechanics and collision repair shops at the school where I work and there is no shortage of "shop cars." Some of these shop cars are Chrysler minivans with second and third row seating. I saw some seats that might fit my purposes and got my hands on two of the third row seats- both in gray upholstery which would match my interior very well. I knew that I would need two sets of the center seat seatbelts to make two sets of outside seat seatbelts. The outside seats originally utilized shoulder belts that came out from the original vehicle's interior. I knew I would not be using that function.

Getting the seats home, I took some measurements. The distance between the mounting brackets on the Chrysler



seats and the stock seat mounting brackets on an FC are very similar (Chrysler=38"; Corvair=36.5"). After removing the cam type lock that held the seat into the Chrysler minivan, I decided that by using 1 1/2" angle iron

stock Chrysler mounting brackets, I could align the angle iron to span the original Corvair mounting brackets. I drilled oversize holes in the angle iron to make it easier to set them down over the 5/16" FC mounting bolts. Fender washers cover these larger holes and add strength.



I took two sets of center seat seatbelts and modified them to fit on each outboard side of the Chrysler seat. This really just entailed bending the mounting bracket, which is nearly 90 degrees, to nearly flat in order to install them using existing outboard seat frame bolts that are already the correct size. Cutting a slot in the Chrysler's side plastic "beauty" cover allowed the seatbelts to be installed without any binding.

I can now bolt everything down tightly using the original FC seat mounts and use Chrysler's seat and OEM seat belts to strap the car seats into my Greenbrier. The gray upholstery matches what I had already done to my interior, and several other colors are available in junkyards. I hope this tip might help others to enjoy rear seating in their FC van without modifying the original brackets. The best thing for me is that everything is reversible and one day, I will reinstall the camper components.

Vairs in the Valley 2014

October 10 – 11, 2014 Maggie Valley, NC



Celebrating the all new '65 Corvairs

Vairs in the Valley

Hosted by: NC Mountain Corvairs and CORSA/NC

When: October 10-11, 2014

Location: Maggie Valley, NC

Host Hotel: Smokey Falls Lodge

Information: www.NCMountainCorvair.com

Contact:

John Nickel
828-626-3617
fivcent@tds.net

Ron Mercier
828-631-2800
500wagon@gmail.com



2014 Great Plains Corvair Round Up



Clark's
Corvair Parts®

A CORSA sanctioned mini-convention

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 Wes Mellies
816-506-6892 913-406-2918
beaminscott@yahoo.com CorsaWes@gmail.com

CONCOURS FUNKHANA
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BRANSON ATTRACTIONS

Registration for Concours, T-shirts and Banquet ends Sept. 8

Clark's Corvair Parts will have their full merchandise display.

Fire Sale

Somehow we have a few leftover posters from the 2014 CORSA Convention (24" X 31"). They feature Mt. Rainier, the LeMay Museum and our favorite cars. Imagine how great this limited edition poster will look hanging in your garage, work shop, man cave or quilting room.

\$15 USA Shipping included. Contact Molly
706-628-4470 or corvanatics@gmail.com



TACOMA
WASHINGTON
JULY 21 - 25

2014 CORSA INTERNATIONAL CONVENTION

2014 Corvair Expo

This year's judging was very critical and fair. Everyone who won deserved the trophy they received. The Concoeurs committee did set a higher bar this year. To win a Bronze Award prior to this year a score of 85 was needed; this year the minimum score was 88. The new points range is Bronze 88-91.9xx, Silver 92-95.9xx and Gold was 96-100.



Helen Moore

Concoeurs



Eric Taylor



Roger Becker



Bill Jabs



Photo by Bill Jabs



Jerry Yoder

Forward Control Corvairs were well represented during the Concoeurs judging. With Bill Jabs' Greenbrier and Jerry Yoder's Rampside, both on display inside the LeMay, winning Gold Awards. (Bill Jabs' 1965 Corsa Coupe won the Mitchell Award). Roger Becker's Rampside won Silver, Eric Taylor's Rampside and Helen Moore's Rampside won Bronze.

I have to do it again!

by Eric Taylor

Thursday at the 2014 CORSA convention in Tacoma I tried autocross for the first time. It was a simple thing really, I wanted to enter the Edward Cole competition so that required me to do it. I had never raced before, I had never even driven my truck hard before, so this was a new experience.

We arrived bright and early at the Bremerton Motorsports Park where the crew had set up a challenging course for the autocross. First we had a drivers meeting describing all the rules and safety precautions, then we had a walk of the course pointing out the directions we would need to go and some tips on how to get better speed. Then came the time that I was particularly nervous about, I had to drive my truck out on the track and drive this course.

Predictably, my first time around was slow and clunky, although it only took me a couple of corners before I started to get the feel that I could really push harder than I had ever done before. My time was in the 140s. My second test run was a little more ambitious and came in at 132 I had some confidence and experience from the first run. My two practice runs were finished and after a lunch break came the real test. I drove well but unfortunately I had grabbed third gear when it looked right and the extra speed made me miss three gates. The next couple of runs were better. I learned slowly but surely and I eventually managed a personal best clean run at 118 seconds. Not very good when my competition (Dale DeWalt) was at 113 but as he has been doing it for many years I did not feel bad. I resigned myself to being the worst driver of the day with the biggest smile.

Later we were offered a chance to do some fun runs. I had a chance to ride with each of Shaun McGarvey, Daniel Morse, and Greg King in their cars. Wow! These guys can drive! My face hurt from grinning. With Shaun I rode on a 109 time in his '64 Spyder. That was nowhere near his personal best of just over 106, but fast nonetheless.

Both Greg and Dan with their big bore cars were in the low :90s. Holy smokes that is a different world from where I had been.

At some point near the end nine people piled into Dales Greenbrier and Dale pulled off his fastest run of the day - yes with nine people in it!

Then Shaun offered to take me for a ride in my own Rampside. I thought that would be great! I was thinking he could easily beat me and maybe even reach Dale's time. Imagine my surprise when he pulled out a 105x time! He was faster in my Rampside than he was in his Spyder.

Now I know I have to go back !

Photos 1 and 2: Eric Taylor whisks his 140 hp 1961 Rampside around the Bremerton Motorsports Park.

3. Dale Desald takes a few fun runs with 8 close friends.

4. This photo speaks for itself.



FCs at the People's Choice Car Display



Bill Chellis



Bill Jabs



Daniel Monasterio and his niece Rose



Brian Carillo



Gary Baldwin



Dale Dewald



Roger Becker



Bob, Jeff and Chad Barrett



Kent Sullivan



Helen Moore



Barb Sizemore



Jerry Yoder



Bill Jabs



Richard Hull



Eric Taylor

CorvairAntics 9/10 2014

FC Group Photo

When being parked for the People's Choice Display by Chris Pickel, I complained that I wanted to park with the rest of the FCs. Chris said I'd have to park with the rest of the Concours vehicles. But suggested organizing a group photo at the end of the event. Helen and I agreed. We returned to our truck about 20 minutes before the event's end. Helen drove our Rampside to the northeast corner of Haubs Field. I began sending FCs her way.

Colleen and Eric Taylor soon began helping organize the shoot, Marilyn and Dale Dewald lined the trucks up. The Barrett boys lowered their camper and got in line. Richard Hull quickly pack his display and found a spot on the end of the line. Kent Sullivan had to be contacted by phone and he was the last to come. Instead of putting his Rampside on the end everyone scooted over a little and he was parked in the middle. Barb Sizemore couldn't be found. So her Rampy wasn't in the line up. It does show up in most photos, it was the only hot pink Corvair there.

Evidently there were some art majors in the group because the trucks were parked so that they did not clash.

On the hill above the field photographers were swarming. Someone found Ron Fedorczyk to make sure that this was an official CORSA Convention Photo. The scene was set, the background could not have been better with the clear Tacoma skyline and the bay.

16



New Product: FC Reflectors

By Craig Nicol Owner, Racers Rods Inc.

In the early 60's light commercial trucks, such as the Corvair 95, were primarily purchased by businesses and used for commercial purposes including delivery, farm, and construction hauling. Some businesses and individual purchasers wanted a little more than basic utility or a "fleet truck" appearance so Chevrolet offered a simple "Custom Equipment" package for Rampsides, Loadside, and Corvans as well as a much more "lavish" Custom Equipment package for Greenbrier passenger vans.

The simple package consisted of the following "deluxe" features:

- Stainless steel windshield trim
- Rear door cove red inserts
- Nylon and vinyl seat upholstery
- "Extra thick" seat padding
- 2-tone doors and steering wheel
- Right side sun-visor
- Left door arm rest
- Cigarette lighter
- Glove box bright trim insert

Price for this package ranged from \$22.60 to \$24.75 depending on the vehicle model.

Given the low selling price there was very little budget for each item. For example, the sun visor was cardboard and the reflectors were simple back-painted clear plastic that



1961 Greenbrier with original-type reflectors

nonetheless provided a nice finished look to the rear of a Corvair 95.

Rear cove inserts, like most of the other parts in the list of deluxe parts, were built to a budget.

Their primary component was a thin, clear plastic lens. On the backside of the lens, the perimeter was vacuum-metalized with aluminum to provide a bright silver perimeter. In the

middle of the lens, red-tinted clear paint provided color and an overspray of silver paint provided reflective qualities. The original part made no effort to match the tail light's dark-red color; they were a much brighter red when compared to the tail light.



Deteriorated original-type reflector

Originals and current reproductions are attached to the body with three pan-head sheet metal screws. These screws require drilling holes in the door and provide an opportunity for corrosion on the screw head or the door's sheet metal. If the screws are too tight, they may cause the lens to crack when it expands on hot days.

If exposed to the elements, the thin plastic material warps and cracks while the aluminum bright edge and painted-on reflector deteriorate and peel.

Even back in the 70s, group 17.615, part number 3782008 "Moldings" were a little expensive. For many, it was irritating to spend good money on parts that weren't going to last when exposed to the elements. Today, we can buy reproductions of the original and NOS parts appear for sale from time to time but whether reproduction or original, because of the way they're made, they have a finite life when exposed to real world conditions and their installed look is never a very good match to the tail light lens color or its aluminum trim.

Craig Nicol and Dann Wienoe teamed up to produce a better reflector; what GM might have done if there had been a more open budget. This new version is stamped from heavy gauge aluminum and polished to provide a shiny aluminum perimeter that's a near perfect match to the tail light rim. The new product's reflector is made from high-reflectivity vinyl, the same material that's used on outdoor reflective street-signs.

Continued on page 18, see FC Reflectors

FC Reflectors *Continued from page 17*

This new design has several advantages over an original insert or the reproduction of the original:

- Polished metal perimeter
- High-reflectivity
- Attach with either double-stick foam tape or original screws
- Not necessary to drill door
- Aluminum edge can be re-polished if it dulls
- Reflective sticker is replaceableNight view with and without the new reflectors

If you are looking for an accurate reproduction of the original, they're available through Corvair.com (Clark's Corvair), C316R, \$138/pr

If the features of the new type appeal to you, the new type is available through Racersrods.com, \$135/pr



1961 Rampside with new-type inserts



Night view with and without the new reflectors



Reproduction and new-type reflector

Other New Products



Above: Steve Spilatro demonstrates his new carburetor cross shafts. Explaining that by using bearings at the pivot points helps keep the carburetors in sync, by eliminating the binding that usually occurs.



Above: Seth Emerson gave a glimpse of the electronic distributor he is developing for the Corvair engine. The distributor should be plug and play and will be available this fall for an estimated cost of \$150.



Left: Rhona and Mike Hall offered the new Corvair Preservation Foundation T-shirts. Featuring the 1964 Corvair models.

Right: Dann Wienoe was unable to attend the convention to vend and demonstrate his latches, but did purchase an ad in the convention program to help support the event.

There three RampSides equipped with the latches in different finishes at the car display and Concours.



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REPORT: DACC Homecoming

by Molly Bacon

August 21-24 was the Detroit Area Corvair Club's (DACC) Homecoming event. Unbelievably, they just continue to outdo themselves with an unbelievable event. You never go hungry and they have so much to do; lots of vendors, valve cover races, a rally, a tech session, Mary Kay for the ladies, People's Choice, kid's events to include remote control car racing, and a world class hospitality room with more food than you could ever imagine.

The weather almost cooperated. It was rather humid for a couple days. Thursday night, there was a torrential downpour, but by Saturday, it was absolutely beautiful weather.

There must have been 60 or 70 corvairs. There were ten FCs. Five of those were in the top 25 awards and Dave Munaco's 1961 Rampside took best of show. The other four award winners were Mike Hall's 1964 eight door Greenbrier, Jim Diell's 1962 Greenbrier, Mike Emanuele's 1965 Greenbrier, and Toni and John Ackerman's 1962 ex-fire truck Corvan. There is a drive-through awards ceremony and the award winner's pictures are on the calendar they print each year and send to the participants. The other five FCs were Eva McGuire's "Blupy" hippie van, a 1963 Corvan, John Oostdyk's Rampside (missed the year), Kurt Graham's 1963 Corvan, Elaine Roerink's 1964 Greenbrier, and an unknown owner's Greenbrier. Way to go FCs!

Yours truly was again Vairless. We had three Vairs in Michigan, a 1961 Lakewood with a dropped valve seat being repaired, a 1963 Corvan that is drivable, but isn't registered, and a 1962 700 wagon, which at the last minute Chris turned and twisted the rear wheel and realized the noise I kept hearing was the rear axle bearing. Oh well. This is one event that is really fun even if you don't have a Corvair.

Continued on page 21, see DACC Homecoming



John Ackerman



Mike Hall



Dave Munaco



Jim Diell

DACC Homecoming

Continued from page 20



Clark Hartzel



John Oostdyk



Eva McGuire's "Blupy"



Kurt Graham



Elaine Roerink



Mike Hall



Corvair Antics
Newsletter
Gary Moore
17800 Hwy M
Lawson, MO 64062
CorvanAnticsnews@gmail.com