

Corvan Antics

Celebrating our 43rd year.

March/April 2015

Volume 43 Issue 2

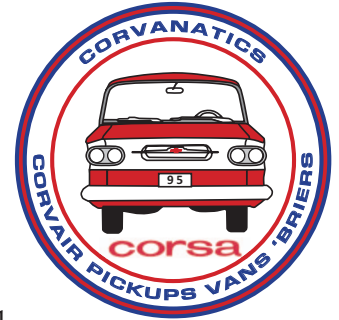
Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of the

Corvanatics

The Forward Control Corvair People



Riding with the President

by John Nickel

Is it Spring yet? Many of us would like it to be, but apparently it is not for a while yet. Those of you not in the central and eastern divisions are probably wondering if it's already summer. We all are affected by the weather, but what we do to keep working on our projects is what is important. This year is already flying by faster than I would like because I'm having problems meeting the timeline I had set to be ready for the Convention in June. Some of the problems are related to the weather, and some are related to my just getting older... my brain says I can get all those things done, but the body says, "think again." I encourage all of you to press on toward your goals and wish you great success.

March and April seem to have many events listed in the *Communique* this month, hopefully you will be able to attend one or more of them. Or you might just want to attend one of the many local car shows to show off your FCs. If you haven't attended a local club meeting lately, now might be a great time to drive your FC and get caught up on the local scene. Many activities that are not advertised in the *Communique* are arranged by the local clubs. What a great opportunity for more visibility and satisfying interaction with our fellow Corvair Folks. Or, you could do what I do, just use your FC for errands to Lowe's or Home Depot. These excursions almost always result in a mini car show in the parking lot. You might even be able to locate a new member for Corvanatics and CORSA.

Many of you who are in the Eastern Division of CORSA know that I am attempting to join the CORSA BOD this year. Hopefully my actions as your Corvanatics President have earned me your vote. OK, enough campaigning.

I hope to see many of you in Knoxville, TN this June. It should be a lot of fun and our annual meeting is on Wednesday evening at 7:30 PM. If you've never attended our meetings before you may be surprised by the number of attendees and the open discussions that occur. We always have door prizes to give out as well.

Have a great early spring and keep your FC's rolling.
John Nickel



John Nickel for Eastern Division CORSA Director

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Corvanatics Merchandise

Item	PDF	Mailed
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 Hat	N/A	\$18.00
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

*Closeout Sale - When these
are gone, they're gone!*

Item	Size	Price
2014 Convention Poster Closeout sale – soon to be a collectible	24"x31" Shipped rolled (only 8 left)	\$10.00
Corvanatics Canvas Tote Bag	15 1/2" tall x 15" wide	\$10.00 \$6.00
Corvanatics T-shirt	Small (only 2 left)	\$12.00 \$6
	Medium (only 3 left) GONE	\$12.00 \$6
Men's Polo Shirt	Small (only 1 left) GONE	\$18.00 \$8
	Medium (only 1 left)	\$18.00 \$8
Women's Polo Shirt	Medium (only 2 left)	\$18.00 \$8
	Large (only 3 left)	\$18.00 \$10
	X-Large (only 2 left)	\$18.00 \$10
	XXL (only 1 left)	\$22.00 \$10

Corvanatics
PO Box 155
Pine Mountain Valley, GA 31823

Membership and Merchandise
payments 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,

Starting with the May/June issue of the *Corvan Antics* we will be electronically pulling a member's name out of the hat for a \$10 Clark's gift certificate. But, there's a big catch. If you are on either the Last Chance or Dues Already Owed list, you are NOT eligible. Your dues must be current. This should be a real incentive to pay early. Check the lists and get your payment into me ASAP. Just to be mean, I'm really tempted to publish if a delinquent member's name comes up in the random drawing and they missed out because they were not paid up.

Also, the gift certificates will be mailed, please make sure your member information is correct and up-to-date. It's so easy. Go to the website, <http://www.corvair.org/chapters/corvanatics/membership.php>, and complete the membership form and click the Submit Membership Form button. You do not have to pay your dues if you're already up to date. Even if you are not, you don't have to use the PayPal portion. You can still send me a check. If you're not really into submitting anything electronically, then download a copy from the link at the top of the web page and mail it to me. Finally, for those not into anything electronic, just call me, 706-628-4470, and I will gladly send you a paper version to mail back to me.

WELCOME !! to our new members

Patrick Connors	OR	1963 Corvan
Joseph Pinal	CA	1962 Rampside
Robert Elwood	TN	1961 Rampside
Alex Becker	SD	1961 Loadside, 1961 Rampside
Tim Bramble	MI	1963 Corvan
Brian Whittaker	NY	1963 Rampside

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 and you stay eligible for the gift certificate giveaway. 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.



We still have a few 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 and you become eligible for the gift certificate drawing.

Last Chance Due November and December

Gary Anderson	Nov 2014	Greg Czopek	Dec 2014
Alan Clark	Nov 2014	Finn Halbo	Dec 2014

Due January and February second notice *If left unpaid you are NOT eligible to receive a gift certificate if your number is generated.*

Dues already owed

Jack Bacon	Jan 2015	Cole Adcock	Feb 2015
Jerry Boyles	Jan 2015	Ed Bittman	Feb 2015
Mike Dobie	Jan 2015	Robert Gold	Feb 2015
Don Hudock	Jan 2015	Eugene Loibl	Feb 2015
Jerry Lentz	Jan 2015	Jerry Murray	Feb 2015
Darrell Woofert	Jan 2015		

Coming due in the next two months (early reminder)

Due March and April – coming up, pay now! Stay eligible for the gift certificate drawing.

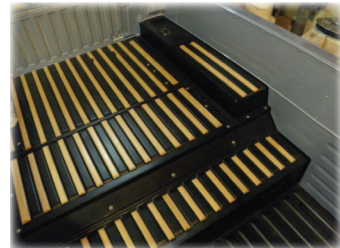
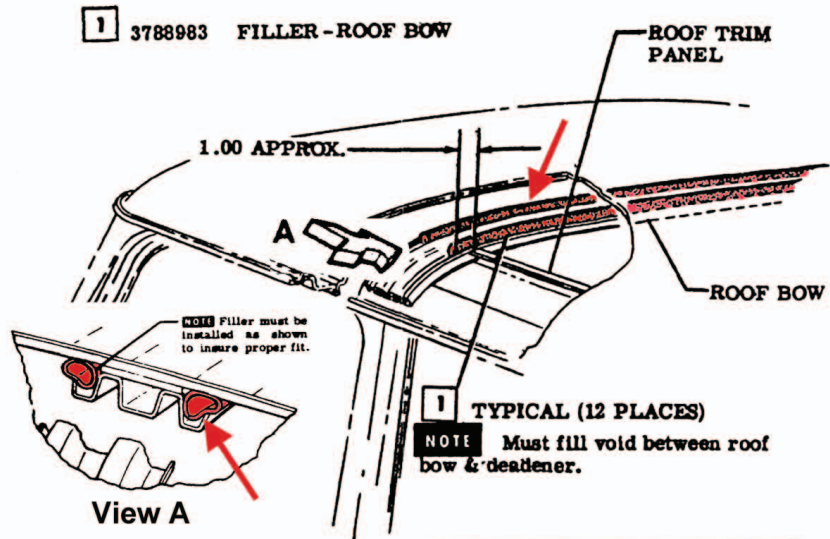
Andy Alexander	Mar 2015	Bill Rudolph	Mar 2015
Robert Babcock	Mar 2015	Dave Todd	Mar 2015
Cap Devitt	Mar 2015	Paul Broyles	Apr 2015
Lucia Humes	Mar 2015	Richard Cooley	Apr 2015
John Lantz	Mar 2015	Rod Murray	Apr 2015
Tim McCann	Mar 2015	Greg Vargas	Apr 2015
Jerry Moyer	Mar 2015	Bill Wallace	Apr 2015

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

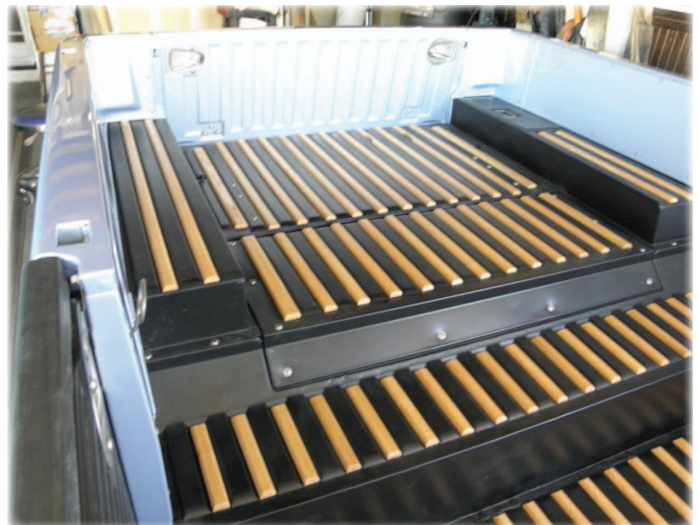
Van Roof Bow Filler Tubes by Steve Spilatro

I'm trying to gauge interest in reproduction FC roof rail filler. This is an exact replacement in size and material, and close match in pliability and color, to the original part number 3788983. Intended for Greenbriers and Corvans, the filler consists of 12 pieces of white vinyl tubing that fit along the upper edges of the roof rails. Attached are an image from an assembly manual and two pictures of the filler installed in my van. The color is a good match to typical white roof paint and trim panels. It is an excellent sound deadener by preventing rattling of the rails on the roof panel. I've listed a few sets on eBay to see how much interest there is. The tubing is relatively expensive, but I've found an outlet willing to sell it in bulk at a moderate discount. If there is enough interest, I could sell the precut pieces for about \$30 plus shipping. Anyone interested can let me know at spilatr@gmail.com.



Rampside Wood Bed Slats

Dave Palmer continues his restoration project by producing wooden slats for the bed of his Rampside. The wood was cut out and beveled using his table saw, sanded and sealed. Not wanting to use screws, Dave found a weatherproff expoxy to hold the wood to the metal bed.



CUSTOM CUP HOLDERS FOR THE FC

by Dean F. Gemberling

I have been trying to eliminate the cheap-plastic benchseat drink-and-junk holder for quite awhile now. Recently I devised some drink holders that are 100% functional, don't interfere with the shifter and look pretty good.

What I used:

[Scotty Drink Holder #311 from Dick's Sporting Goods](#)

(They only had the white ones in stock. You can order the black ones or paint them as I did.)

A 36 inch piece of weld steel from Lowes: 1/8" x 1"

#8 x 1.25" self-tapping lath screws

Procedure:

CAUTION: Be certain that you attach the steel to the outer edges of the radio housing to avoid hitting the radio and wiring!

Cut two each 7 inch lengths of weld steel.

Bend the weld steel at the 3.25 inch mark so that the longer end is used for the holders and the short end is attached to the bottom of the radio housing.

I powder-coated the steel and painted the cup holders using black plastic paint.



Cup holders weren't high on the automotive engineers list in 1960s. Dean Gemberling added these to his 1962 Rampside tucked under the radio housing. These holders even work with his (properly aligned and maintained) mystery shifter.

CAUTION: Be certain that you attach the steel to the outer edges of the radio housing to avoid hitting the radio and wiring!





UPDATE COAST TO COAST IN A CORVAIR CORSA COUPE

Jeff Barrett will begin his cruise Carolina Beach, NC with a Kick Off hosted by the Coastal Plains Corvair Club on April 24. His plan is dip his Corsa's tires in the Pacific Ocean at Bodega Bay, CA on May 8. Along the way he hopes to meet up with Corvair enthusiasts. Below is a tentative itinerary of his trip, his real time trip will be covered on Virtual Vairs and Corvair Center Forum. He will be avoiding the interstates where possible. Come join him on the route, just don't slow him down.

As a not subtle hint, if you join him please send in a photo that proves you were there (the perfect photo would have your FC, Jeff's Corsa, you and Jeff, extra points for Jeff's wife Toni).

If you need more information, please contact Jeff at 828-713-1893 or jortplace@charter.net. If you are ready now to help the kids that Make-A-Wish supports, please send checks to Coast to Coast for the Kids, 8 Lynnette Drive, Fairview, NC 28730. Make-A-Wish has 501-C non-profit status and receipts will be issued for tax purposes.

This itinerary is tentative

Date	Time	Place	Event	Host
4/24	9:00 AM	Carolina Beach, NC	Kick Off	Coastal Plains Corvair Club
	12:30 PM	Raleigh, NC	Lunch	
	4:30 PM	Winston-Salem, NC	Dinner	Classic Corvairs of the Triad
4/25	2:30 PM	Knoxville, TN	Meet and Greet	Knoxville Area Corvair Club
	6:30 PM	Nashville, TN	Dinner	Music City Corvair Club
4/26	5:00 PM	Little Rock, AR	Dinner	Arkansas Corvair Club
4/27	1:00 PM	Oklahoma City, OK	Lunch	Central Oklahoma Corvair Club
4/28	6:00 PM	Albuquerque, NM	Dinner	Corvairs of New Mexico
4/30	6:00 PM	Flagstaff, AZ	Dinner	Northern Arizona Corvair Club
5/1-3		Route 66	Fun Run	
5/4	6:00 PM	Las Vegas, NV	Dinner	Vegas Vairs
5/7	6:00 PM	San Francisco, CA	Dinner	San Francisco Bay Area Corvair Club
5/8	?	Bodega, Bay, CA	Pacific Ocean	
5/9	8:00 AM	Folsom, CA	Car Show	Corvair Club of River City
5/11	AM	San Francisco, CA	Head Home	

A Third Restoration by Jesse Wright

I took some pictures from my long overdue project. I started it 13 years ago when my health went bad. I survived surgery for pancreatic cancer and related procedures. I am feeling well again and *I will* complete the paint stripping to get my old friend back on the road. I bought my '61 from a real hippy in 1976. It was originally a bakery truck that went onto greater things. Yes it was a real hippy van from the '60s complete with the stick on carpet squares, port holes, and roof vent all from that era. The complete drive line was shot so I installed a complete 1966 sedan driveline and suspension thus converting it to a power glide that drives and handles like a car. (That's another story.) I drove it through the '70s, '80s and '90s into the dreaded Y2K year 2000. Many, many, many fond memories driving this guy. It had two restorations during that time and now *I will* finish removing the seven layers of paint and primer. (See pictures.) I am going to use a stud welder to pull the deep (hippie damage) dents to keep the Bondo to a minimum. I cleaned the carbs, and fuel system. It sounds great and is ready for many more miles.

They say the third time is the charm.



Jesse's van after its second restoration in 1989. A photo of the 1977 restoration is on back cover.



Over the years seven layers of paint had been applied and porthole windows installed. The windows stay but the paint is coming off.

Spring Warm-UP Myrtle Beach SC

La Quinta Inn
Myrtle Beach SC
Central Carolina CORSA
March 13-15, 2015



Springfest in Helen, Georgia

Best Western
Helen, GA
Corvair Atlanta
Heart of Georgia Corvairs
Queen City Corvairs
April 24-25

Meet the Makers

Ypsilanti Automotive Museum
Ypsilanti, MI
Detroit Area Corvair Club
May 14

For more informaton on these and other Corvair Events goto: WWW.Corvair.org

Tri-State Corvair Rally

Hampton Inn
Durango, CO
Rocky Mountain Corsa
May 29-31

VIRGINIA VAIR FAIR

Howard Johnson Lexington
Lexington, VA
Virginia Corvair Club
May 29-31

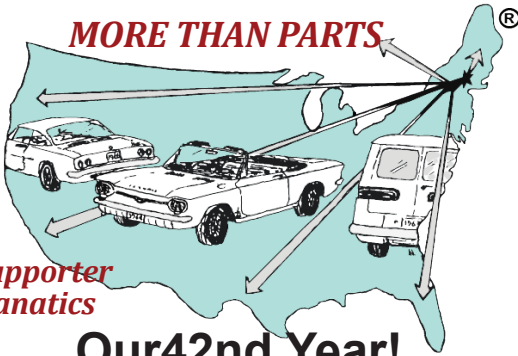


June 23-27, 2015



Sept. 25-27, 2015

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (COSA). 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 **COSA 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.



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Front Upper Control Arm Replacement

by Gary Moore

My wife Helen's red Rampside has always squeaked when riding on rough pavement. I told her it was normal and part of the charm of owning an old truck. Then at Tacoma while she was getting the trucks lined up for the group shot she discovered that the squeak was not all that normal. My excuses went from lame to bogus. So, this winter's project is to rebuild the front suspension.

I cleared out my shop so that Helen's Rampside and my Ford utility tractor with blade attached in it could both fit. The truck went up on jack stands and I pulled off the wheels, removed the duct work above the A-arm on the passenger side, dropped the tie-rods, removed or cut the brake lines and loosened the filler tube to the gas tank.

Then I went to work on the crossmember bolts. I always try to use 6-point sockets, but discovered that I needed a shallow $\frac{7}{8}$ inch socket. I did not have one but luckily I have an old time hardware store nearby that had it. It was a shiny, NOS, twentieth century vintage, Made in the USA tool. With the help of a large ratchet with a two-foot piece of pipe and an impact wrench I quickly had the crossmember on the floor. I disassembled it and got it ready to go to the sandblaster. The only problem that I encountered was a broken bolt in an upper control arm.

Which brings me to the point of why I am writing this article: The upper control arm replacement. While the parts were being sandblasted I looked into getting a new control arm. Clark's did not list the part, but according to all the FLAPS (friendly local auto parts stores), the Moog K6104 was correct, so I ordered one. I discovered that while most front suspension parts from that era's full size GM cars fit, the upper control arm does not. The Moog K6104 is flat where the FC control arm is arched.

I returned the part and continued my search. I found



At some point in the Rampside's life it may have been overloaded just a tad.

that RareParts of Stockton, CA made a control arm it claimed only fit Corvair FCs: RP15621. The photo in the ad did not conclusively show the arch so I contacted them by email. They said that the part was arched and a match for GM part number 3844420, my 1961 control arm was stamped with 3772049. With a little research I found that 3844420 superseded 3772049 at some point in 1963. (Thanks Steve Spilatro!) I ordered one, it arrived and it does fit. The only differences are that the arch is not as pronounced on the reproduction 3844420 and the new part might be a little thicker.

While I was waiting on the part to be delivered I talked with Terry Kalp in Wichita. Terry had a 3772049 in one of his sheds, which he sent up to me and I will use in the red Rampy. The RP15621 will be held in reserve for when I rebuild the suspension on my green Rampy, which, alas, is still sitting out in the snow.

As soon as the newsletter is out, I'll head back out to my shop and finish the job.



As you can see by these photos the original 3772049 Control arm has a bit taller arch compared to the reproduction of 3844420 control arm. The arch on the reproduction does clear the hump on the crossmember and the bolt holes line up.

Corvair Lovers Holiday

by Molly Bacon



Ed Lindsey's 1964 Rampside



Dan Avallone's 1963 Rampside

Pensacola, FL. This is a fun event hosted by the West Florida Corvair Club. You never know what the weather might be and though it was gray and gloomy, no one attending had that kind of an attitude. Everyone had lots of fun. There was a great car display with just about every imaginable type of Corvair powered vehicle. There were three FCs, all Rampside, two Corvair-powered buggies, two Corvair-powered Ultra Vans (yours-truly in one), a Corvair-powered VW camper, one station wagon and, of course, lots of cars. There were even two Corvair bicycles. Not Corvair powered, but brand named Corvair.

The FCs were owned by Ed Lindsay, Dan Avallone and Jerry Moyer. The last two are not yet Corvanatics members, but I gave them both information and a membership form.

I would encourage anyone who has never attended this great event to fit it in their schedule in the near future.



Jerry Moyer's 1964 Rampside

The UltraVans, FCs (including the Corvair-powered VW camper) and a station wagon made an excellent display.

Looks like there was going to be a lively bean bag toss competition planned for later.



Why Would I decide to Sell My Greenbrier After Nearly 50 Years?

by Bob Marlow

My father bought this 1964 deluxe Greenbrier in January of 1966, and I have been taking care of it since that day. It was a family car for a few years, and one of my earliest memories of that period was a family vacation to Atlantic City – the old, pre-gambling Atlantic City, where we stayed in one of the few grand resort hotels remaining at that time. When I got my driver's license not long thereafter, I started driving the Greenbrier, and found – sometimes to my chagrin – that you can be a popular guy in high school if your car can carry nine passengers... or more. In college, I went to Yale, Princeton, Brown, Rutgers and MIT... by driving the Greenbrier to visit friends attending those schools. My own college, Fairleigh Dickinson University, had a vast parking lot where the Greenbrier would spend its days while I was in classes. Both of my parents drove it and both of my parents are now gone. I drove it all through high school and college and I even drove it to my 40th high school reunion. When my wife and I were courting we drove it in a July 4th parade, and I was carrying the engagement ring with me – she said “yes” that evening.

In my senior year of college I bought my first new car (a '74 Honda Civic), discovered the local Corvair club, and retired the then ten-year-old Greenbrier to hobby status. It had 64,000 miles on it. Today, it has 69,000 miles... just 5,000 miles over the past 40 years. Those 5,000 miles represent trips to local car shows, club tours, one CORSA convention, and the occasional “Sunday drive.” It has been a relatively easy life for the Greenbrier.

So why I have decided to sell it? The easiest way to express it is, it's time. My wife and I are taking the first step

toward retirement by downsizing to a smaller home near our grandkids. Where our present home has five garages, the new one has only a two-car garage and a one-car-length driveway. I no longer drive the Greenbrier often enough to justify keeping it. I realized recently that, other than moving it around in the driveway, I drove it precisely once in all of 2014. But even though this Greenbrier has a long personal history, as a keepsake it is too large.

The most distinctive characteristic of this Greenbrier is that it is an unrestored original – original paint, interior, engine, everything. The only changes are modern radial tires and an alternator conversion. The alternator conversion was done in the 1970s using a kit that GM marketed for that purpose. While the photo shows Chevy wire wheel covers, I still have the original wheel covers... and the original spare tire. The van has nicks and blemishes from more than 50 years of existence – flaws that today are considered to be “patina.” It might very well be the best unrestored original Greenbrier remaining. I know the name and address of the original purchaser and the dealer from who he

bought it. I know why he sold it to my dad when it was just two years old. I know every mile it traveled and the origin of every scratch.

It is entirely possible that I may well up with tears as this Greenbrier goes off to its next owner. But as long as that new owner respects and appreciates the van for its history and its place in the American automotive universe, I'll be okay. Because it's time.



Bob's van as drawn by Ken Oakley, May/June 1993 *CorvanAntics*



A 1966 snow storm couldn't stop the Greenbrier.



The unrestored 1964 Greenbrier as it looks today.



Jesse Wright's first restoration of his 1961 Greenbrier 1977. See story on page 7.



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