

Celebrating our 43rd year.

Corvan Antics

Volume 43 Issue 5

Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of the
Corvanatics Chapter
The Forward Control Corvair People



Riding with the President

Hello everyone.

I have been reading the newsletters from as far back as September 1972. What started out as just a guy with a dream and 12 other people is now a high 259 as of July 2, 2015. Congratulations to every member for making this group grow.

Now so you all can get to know me more. I'm currently 18 years old (youngest Corvanatics president). I live and have been living in Clarksville, Tennessee near Fort Campbell, Kentucky. I'm interested in mechanics. I've been working on vehicles with my dad and my grandfather (John Nickel). I am also looking to becoming a police officer or mechanic. Haven't fully decided yet. I continually try to find new ways to get younger people to be a member and having a little luck. I'd like to reach out to the members to ask you how would you persuade younger people to become members. Please email me at camo.chris.cc@Gmail.com with any ideas. All are accepted.

Also in the news. We have come to the decision of making a dues change to increase the dues for those members having a newsletter sent by mail to \$12. The dues for members having their newsletter emailed will remain at \$10. This will be in effect October 1.

I like to end this by thanking every Corvanatics member for being a Corvanatics member. Remember without you all we wouldn't be Corvanatics. As one wise man once said, "Well that's it for this newsletter, see you in a couple months, keep on truckin' Corvairingly," -Ken Wilhite November 1972 Corvanatics newsletter volume 1 number 2

Christopher Nickel

Editors note: For all those who aren't aware, all but the most recent Corvan Antics newsletters are available on our website. GM



We hope everyone enjoyed the July/August 2015 Convention Edition of the Corvan Antics was printed in color. The plan is to make this a yearly treat for those receiving the printed version. Or you could get every issue in color by switching to the digital edition.

Attention: Dues Change - Starting October 1, 2015 Dues for members requesting a mailed newsletter will increase to \$12/year. Emailed newsletter memberships will continue at \$10/year.

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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 GONE	\$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
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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*

This Issue's Winner of the
\$10 Clark's Gift Certificate

Roger Moody



Hi All,

Oh my, summer is almost over. It's been a great summer and hope we have a great fall. Better fit in driving your FC before Old Man Winter arrives. **I'm sure you saw my notice on the cover about the change in the dues. If you currently get a mailed newsletter and would like to change to one that is emailed and save the \$2, please let me know, any form of communication will work; email (Corvanatics@gmail.com), letter (Corvanatics, PO Box 155, Pine Mountain Valley, 31823) or a phone call (706-628-4470).**

WELCOME !! to our new members

Alan White VA 1962 Rampside
John (Jay) Nugent MI 1964 Greenbrier DeLuxe

Welcome Back!!

Paul Sergeant Mo 1961 Rampside – rejoined after an 8 year absence

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. Please let me know if you don't or have misplaced it, I will send you another one. 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 again for the gift certificate drawing.

Last Chance: Due May and June

You are NOT eligible to receive a gift certificate even if your number is generated.

Edwin Clapper	May 2015	Bruce Alexander	June 2015
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Dues Already Owed:

Due July and August Second notice

You are also NOT eligible to receive a gift certificate even if your number is generated.

Rick Buck	July 2015	Dick Dean	Aug 2015
James Cheek	July 2015	Dennis Dorogi	Aug 2015
Kelly Macfarlane	July 2015	Ray Langley	Aug 2015
Fred Palmer	July 2015	Frederick Marsh	Aug 2015
Benjamin Stiles	July 2015	John Mellies Jr	Aug 2015
Jeff Stonesifer	July 2015	Bob Mooney	Aug 2015
Duane Wentlandt	July 2015	Michael Pfungsten	Aug 2015
John Bailey	Aug 2015	Joe VonDerHaar	Aug 2015
Chad Barrett	Aug 2015	Lon Wall	Aug 2015
Jim Cheek	Aug 2015		

Coming due in the next two months (early reminder)

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

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.

Paul Bayoff	Sept 2015	Clark Hartzel	Oct 2015
Tom Berg	Sept 2015	John Howell	Oct 2015
Michael Burgio	Sept 2015	Ron Mann	Oct 2015
Sam Christ	Sept 2015	Charlie O'Hare	Oct 2015
Phil Dally	Sept 2015	Timothy Palmer	Oct 2015
Robert Marlow	Sept 2015	Bill Prichard	Oct 2015
Ed Graveline	Oct 2015	Thomas Robinson	Oct 2015

**Thanks,
Molly Bacon**

In Memorial

Sadly the passing of three Corvanatics members was reported recently. J.R. Read, Robert Grant and Richard Jenkins.

James "J.R." Read, 72 of Glen Ellyn, passed away July 21, 2015. Loving husband of Amy Read; dear father of James Jr. (Becky), Lauren, Michael and Kevin (Amy); loving PaPa of Christopher, David, Sarah and Adam. He was preceded in death by his parents Arlyn and Marilyn Read and brother Michael. J.R. was a devoted Corvair enthusiast. Visitation was held Thursday July 23 at Williams-Kampp Funeral Home 430 E. Roosevelt Road, Wheaton. Funeral prayers on Friday

July 24 9:15 a.m. at the funeral home processing to 10 a.m. Mass at St. Petronille Catholic Church 420 Glenwood, Glen Ellyn, IL 60137. Interment Queen of Heaven Cemetery. In lieu of flowers donations appreciated to Seguin Services 3100 S. Central Ave. Cicero, IL 60804. Info @ www.williams-kampp.com or (630) 668-0016. - See more at: <http://www.legacy.com/obituaries/chicagotribune/obituary.aspx?n=james-read&pid=175348718&fhid=6268>.



Robert "Bob" Grant

Grant, age 79, passed away July 28, 2015 at the Leesburg Regional Hospital, Leesburg, Florida. He was born June 9, 1936, to the late Harry S. Grant, Sr. and Abbie Tabler Grant in Pikeside, West Virginia. Bob was preceded in death by a sister, Katherine "Kitty" Hawk and a brother, Harry S. Grant, Jr. Bob is survived by his wife who was his college

sweetheart, Elsie Turner Grant after 54 years of marriage. He is survived by a son, Colonel R. Scott Grant and wife, Dr. Debbie Grant of Pelham, Alabama. He is also survived by two grandsons, Robert D. Grant and his fiancé, Rebecca George, and Tyler S. Grant also of Pelham, Alabama. Bob is survived by one sister, Mary Grant Robertson of California. He leaves one nephew and three nieces. Bob graduated from Martinsburg High School in 1954 and was president of his graduating class. In 1962, he graduated from Shepherd College with a BS Degree in Business Administration. While in college, he was the college photographer, president of the Veteran's Club and active in the college band. Bob served four years in the U.S. Army and Army Reserve and was later a member of the West Virginia 167th Air National Guard where he retired after 29½ years of military service. His military service also included duty during the Berlin Crisis. He taught school in Frederick County Virginia for 12 years, worked in industry for 12 years and developed Grant Acres Subdivision near Martinsburg, West Virginia. He retired from real estate in 1999. Bob was founder of The Villages Vintage Car Club. He was a member of the following clubs: The West Virginia Club, The Heart of Florida Model A Club, The Villages AACA Club, The KOTR AACA Club, The Shenandoah Regional AACA Club of Winchester, Virginia. He had a great love of antique cars and owned many over the

years. He has been a member of the National AACA Club for 50 years. The Grants bought their first home in The Villages in 1997. The continued to travel back and forth to their home in Martinsburg, West Virginia during the summer months for sixteen years. They moved permanently to The Villages in 2012.



From the Jan/Feb 2009 Corvan Antics, Bob (center) takes possession of his Rampside from Clay Grant (no relation)

Bob was a member of The Chapel of Christian Faith where he was a member of the choir. He was also a member of the Rosemont Grace Brethren Church in Martinsburg, West Virginia. A funeral service with Pastor Keith Johnson officiating was held Friday, July 31st at 11:00 a.m. at the Chapel of Christian Faith, 1401 Paradise Drive, The Villages, Florida. Visitation will be held from 9:30-11:00 prior to the service. A memorial service and burial held on September 11, 2015 in Martinsburg, West Virginia.

In lieu of flowers, contributions may be made to The Chapel of Christian Faith, 1401 Paradise Drive, The Villages, Florida 32159.

- See more at: http://thevillagesladylake.beyersfuneralhomeandcrematory.com/tribute/details/6055/Robert_Grant/obituary.html

Richard Martin Jenkins "Papa J"

72, passed away Sunday, August 2, 2015 at Carolinas Medical Center in Charlotte, NC.



Mr. Jenkins was born in Monroe, NC and was the son of the late Lloyd Quite Jenkins and the late Ovie Mae Funderburk Jenkins. He was a former co-owner and operator of Jenkins and Onie's Body Shop in Pineville. Mr. Jenkins was a member and former director of the Corvair Society of America as well as a member of Queen City

Corvair Club, Heart of Georgia Corvair Club, CORSA South Carolina, CORSA North Carolina, Corvanatics, and the Rock Hill Cruisers Car Club.

Mr. Jenkins is survived by his wife, Sara Parrish Jenkins; his son, Ronnie Jenkins and wife, Patti of Rock Hill; his daughter, Karen Carroll and husband, Jim of York; his granddaughters, Jessica Jolly and husband, Nick of Chesterfield and Alex Gibson of Rock Hill; his step-grandson, Brandon Carroll of York; his great-granddaughter, Claire Jolly of Chesterfield; his brothers Travis Jenkins of Pineville and Larry Jenkins of Charlotte; and his sister, Pat Hatley and husband, Jim of Indian Trail. Memorials may be made in Mr. Jenkins name to Antioch United Methodist Church, 930 W. Rambo Road, Rock Hill, SC 29730, The Corvair Preservation Foundation, PO Box 607, Lemont, IL 60439-0607 or The Leukemia & Lymphoma Society, PO Box 4072, Pittsfield, MA 01202.



The Greenbrier previously owned by Rich and Sara Jenkins, currently owned by Billy and Eleanor Bruce. It was in that Greenbrier that Rich and Sara won the Ed Cole Award at the Portland show in 2005.

Billie and Eleanor drove the van to the funeral of Richard Jenkins in Rock Hill, SC. It was parked behind the hearse and the family rode to the cemetery in it. It was notable too that there were thirty-one Corvairs in the funeral home parking lot along with several non-Corvair classic cars. A fitting procession for "Papa J" to his final resting place. Tom Hulsey

Minor Fleming's 1962 Rampside

I purchased this 1962 Rampside in March of 2013 from a member of the local Corvair Club. It appears to have been white in color with only a 4 speed transmission and forced air heat as options.

I was able to drive the Rampside home, but it was not really ready to be driven. Once it was home and I was able to get under the Rampside and inspect the drive train, found that it was in need of a complete rebuild. I started by removing the drive train and axles. The motor was a replacement 110 truck engine with a code of XXX stamped on the block. Removing the top cover and the oil pan I found that the engine was clean and in good order. The wheel bearings and universal joints had to be replaced. The braking system was completely replaced master cylinder, wheel cylinders, and all brake lines shoes and brake drums. All bushings in the suspension system were replaced and new shocks were installed.

Once this was completed started driving the Rampside until I was ready to have the body and interior redone. When driving it around town, was asked many times what is it? Or they would have a story about how their father had one or they had one in the past.

When I finally sent this to the body shop to be restored, it took about seven months for the restoration. The body shop has only two staff and also provides towing services. During the restoration found that the



Before and After



The interior went through a major restoration.



Rampside had sustained body damage in several places in the past. This damage was repaired by filling it with body filler and painting over it. These previous repairs were taken down and redone so there was as little body filler as possible used. Whenever possible damaged panels were removed and replaced with new pieces. The body parts that we could not find for the Rampside had to be fabricated by hand. Luckily Bo is a great body man and was able to make the needed pieces.

Changes that I have made on the Rampside are, change the color from white to white with the red insert. The chrome bumpers were added some time in the past. I believe that this would have had the painted bumpers on it. Added an AM radio with a power antenna with an AudioVox FM converter. Had a Tonneau Cover put on the bed and the interior done in fabric and carpet placed in the cab.

The truck placed it in its first show, October of 2014. Since the completion of the restoration, it has been in 8 local shows and has receive a lot of attention It has placed first four times, second twice and in two shows did not place.

The Ultimate Find: The Only Known Double Loadside

by Scott Allison

I want a truck that no one will ever ask me to help them move with...

This is exactly why I've wanted a Loadside for some time now. Terry Kalp has had one for about ten years and I've always thought it was a beautiful and interesting truck. I finally asked him if it was for sale; to my surprise, it was. To further the surprise Terry let me in on a secret. The truck was not only a Loadside, but the legendary Double Loadside. Cousin to the Double Rampsides, equipped with a ramp on both sides. This truck was unequipped with no ramp on either side. We agreed upon a price, it seemed very reasonable for the most rare of all Corvairs. Of course Terry was only joking about the Double Loadside, *or was he?*

I hooked the trailer up to the Suburban and headed west to Wichita. The Loadside had not been run for any extended period of time in the last five years. As I was in route Terry made an attempt to start it, that didn't quite go as planned. It's our best guess that the float level on the driver's side carburetor had cocked in the seat and allowed gas to flow freely onto the tin (shroud). Added excitement came when a frayed wire came in contact with another wire and a spark ignited the fuel. The fire was extinguished quickly limiting the damage to the engine to body seal, crossover hose at the base of the carb, all plastic parts on the driver's side carb, a few plug wires, and a majority of main rear wire harness. We got it loaded without further incident and headed back home to KC.

My first challenge was to replace the wiring loom stem to stern. I could have probably patched in new wire but I didn't want to invite the same problem again in the future. I went on the hunt for a new wiring harness. To my surprise, I found a 1961 complete wiring harness right here in the KC area from Gary Moore. In the process of installing the new wiring I pulled the gas tank to run the harness along the frame. The tank was in poor shape. Gary Moore also had a used gas tank in much better shape.

With the replacement wiring in place and the newly sealed gas tank (with sending unit and sock) installed it was on to the next item on the list - the brakes. For many years the truck always pulled to the left when the brake pedal was depressed. I knew something had to be up with at least that wheel but further review uncovered other items within the brakes that should be addressed. After a new master cylinder, four new

wheel cylinders, and new shoes all the way around, the truck stopped true again. I found that the brake pulling issue was due to the left front utilizing the original asbestos brake linings (still in very good shape) and the right front was utilizing new non-asbestos brake linings. The fact

that both rear cylinders were frozen was lost in the challenge of fixing the front brakes.

Now that I knew the truck would stop it was time to tune-up the engine. The owner prior to Terry installed a big stroke 110 car engine. Further inspection uncovered that it was better than expected and will likely provide a few years of service. A compression test was completed with good results and, once the moisture burnt out of the top housing from sitting, there is minimal blow-by. I deemed the engine worthy of new plugs, points, condenser, harmonic balancer, battery and tires. Although the tires looked great and probably didn't have 1,000

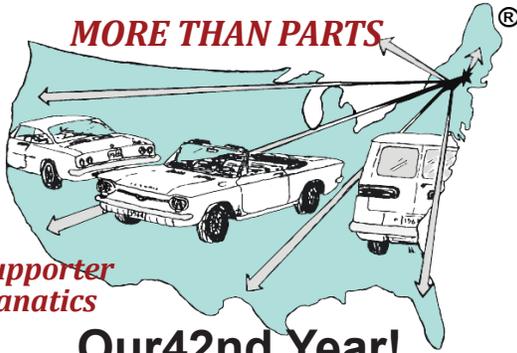
miles on them, they were 15 years old and shouldn't be used at any speed over 25 mph.

The Loadside is far from perfect but looks good in a show and certainly turns heads on the road. I may elect to build a true FC engine for it in the future and may even elect to repair

some of the rust. For now I simply plan to enjoy driving it along with the other Corvairs in my possession; a 1965 Monza 4-door with A/C (the daily driver), a 1967 Monza 4-door, and the 1966 coupe track car.



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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 with emailed newsletter, \$12.00 for mailed newsletter. Dues must be sent to the Secretary/ Treasurer accompanied by a membership application. See directory on page 2 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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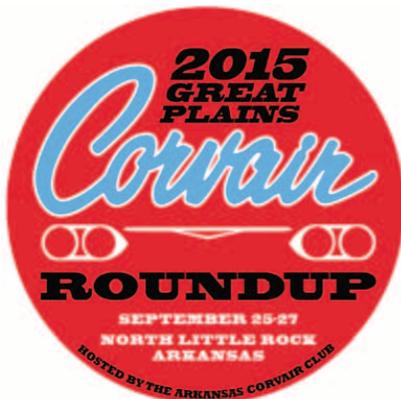
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Below: Harold and Louise Hartline enjoying the "Tail of the Dragon" in their '62 Rampside. Sent in by Billy Cannon



Above: Russ Thuleen's Turbocharged, Air Conditioned, Gas Heater, 'Ramp On It' Red Rampside atop Alabama's highest elevation, Cheaha Mountain at 2,407 feet above sea level. Sent in by Billy Cannon

Each of the Corvair Forward Control models were displayed as part of the Kansas City Area Westlake Ace Hardware Stores Charity Drive for the Children's Miracle Network. Included are Mike Dawson's Bagel Van, a Greenbrier Sports Wagon, Scott Allison's Loadside (featured on page 7), Helen Moore's Rampside, and John Mellies' Corvan "The Mystery Machine." Scooby Doo made several appearances, though he make several visits the fan display inside the store a few times, with the temps in the 90s outside. Gary Moore



Sept. 25-27, 2015

VAIRS IN THE VALLEY



Maggie Valley, NC
Oct. 9-10 2015

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

FCs at the DACC Homecoming

by Molly Bacon

This year's Homecoming was as great as always. Perfect sunny weather, over 100 Corvairs, lots of vendors, wonderful Corvair people, great food, and lots to do.

There was a trip to the GM Heritage Center; something that should be on every person's bucket list. Unfortunately, the

Corvairs, including a Greenbrier and a Rampside, were virtually "hidden" behind a row of Corvettes. This was only one of the things to do. There was also a rally, a movie (this year, Grease), women's events, a spark plug hunt and radio controlled car competition just for the kids along with great period music, food and more food.

On display were eight FCs, two were voted to be in the top 25 People's Choice; the Rampside Camper and the 61 Rampside, which also made best of show. Chris and I even had our 63 Corvan there. Plus I set up a table of Corvanatics merchandise and membership applications. We sold a few things, signed up a new member, and received four renewals.

Finally, I saw and talked to a few Corvanatics members, to include CORSA president, Ken Hand, all of whom were unable to bring their FCs, but were there to enjoy this great event. Anyone near Detroit the third weekend of August should make arrangements to attend.

Continued on page 11



Top left: John Ackerman's '61 Rampside camper.

Above: Elaine Roerick's '63 Greenbrier

Top right: Tim Bramble's '63 Greenbrier

Right: Chris Brown's '63 Corvan

FCs at the DACC Homecoming



Dave Munaco's '62 Corvan



Eva McGuire's '63 Corvan "Blupy"



Joe Slagle's '61 Rampside



Rich Blanchard's '61 Rampside



1961 Corvaire Rampside Pick Up

Owned by Paul Broyles of Charleston, South Carolina

This photo was taken at this years Spring Warm Up in Myrtle Beach, and forwarded to Clifford Shoemaker funeral home of Cuyahoga Falls, Ohio, for use in their 2016 calendar which will come out in December. Paul Broyles

The 2015 Choo Choo Classic



By Billy Cannon Photos courtesy of Kelley Hopkins

As usual, Choo Choo Corvairs hosted a fine weekend at the Historical Choo Choo Hotel and Gardens. The resurgent of 'The Classic' since the late 1980s is now into its third year and is quickly grown into one of the much anticipated and finest of the southeast's Corvair events. Attendance, because of the weather, was down a bit this year. Forward Control vehicle numbers were also down but most of those that did attend were 'new' to the Classic this year. James Law out of the Heart of Georgia was awarded 1st place with his beautiful emerald green 1963 Rampside. Russ Thuleen from the Vulcan Corvair Enthusiasts took 2nd place with his patriotic shortened loadside 'Shorty'. And Jim Cheek all the way from Corsa South Carolina showed the 3rd place (tongue in 'Cheek' pun intended) in need of paint Greenbrier.

Attendees were afforded a guided tour of Honest Charlie's Speed Shop and Coker Tire on Friday with the local downtown Market Square live entertainment and motorcycle cruise-in that evening.

After the Saturday night awards banquet everyone enjoyed the drawing for door prizes, 50/50 and Grand Prize tickets. Claudia Tutt from Vulcan Corvair won the 42 inch 'Smart TV' and Brenda Cork, also from Vulcan, won the 50/50 prize.

Thank you Choo Choo Club for another great show! Looking forward to 2016!



West Coast Mirrors by Dave Palmer

My old original West Coast Mirrors had gotten pretty tired over the past 51 years. The mirror top and bottom housings are cast pot metal and chromed. Now they are extremely pitted, even after several paintings with white paint. The tubes were also chrome but they too got rusty. White paint did not help them much.

The mirror glass is easy to replace, cut to size from any glass shop. The stainless steel front plate was fine. Just needed a good polishing. So there is some things to salvage.

I had collected some spare West coast mirrors at the Palm Springs swap meet over the years. Mostly in good condition but showing age. Then Phil Dally posted some pictures of his Philside and the NAPA West Coast mirrors, part number #97644, he had found. These are "all" stainless steel. Now these are the ticket! I ordered a pair and looked them over. The basic design is the same as the Coronado West Coast Mirrors that the dealer installed in the 1960's. The Chevron's are a bit different but I like the all stainless steel. I decided I wanted to use the old stainless front plates that have the Coronado markings. These are a different height than the NAPA. That was a simple adjustment. The rubber glass holders fit fine. I used my mirror glass.

The next thing I wanted to do was bring the mirror frame brackets closer to the cab, like the original mirrors. This proved to be a bit more of a challenge. I took the threaded tubes to my brother who is a former machinist and still makes odd things from time to time. I had him cut 4 inches off the top tubes and re-thread them. He also had to cut 3 1/4 inches off the bottom tubes and re-thread. The inner bracket tubes that are smooth and slide into the threaded outers.... I cut 3 1/2 inches off the bottom and 1 3/4 off the top. My Brother had to make a special collet to hold the tubes to be threaded. This is because they were now so short and the other ends were flat for the mounting brackets. It was quite a challenge, but 6 months later, he had finally had a chance to spend the time to do the thread making and machining. The final results are exactly what I was looking for. My new West Coast - Coronado mirrors fit and function perfectly. Stainless won't rust like the old chrome, and I have the vintage look.





Minor Fleming poses with his 1962 Corvair Rampside pick-up



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