

Celebrating our 44th year

November/December 2016

Volume 44, Issue 6

CorvanAntics

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

Now that you all have had your annual fill of Halloween candy, let me be one of the first to wish you a Happy Holidays! This edition of the CorvanAntics newsletter is the first for our new editor, Barb Mee. She may want to tell you that just because the President lives in the same house, it doesn't mean she can get me to do this part of my job on time any easier than Gary could. Sorry, I'll try harder.

Your Board of Directors has been hard at work updating the Corvanatics By-Laws to reflect a more accurate and clearer description of the duties involved. It is also working to establish a better way of communicating between the members and the BOD as well as between members of the Board. We will be attempting to hold at least one bi-monthly meeting by telephone in addition to the annual meeting at the Convention. By doing this we hope to be more pro-active in making Corvanatics a better informed and current Chapter of CORSA. We will be publishing the updated By-Laws later on in the upcoming year for you to review and comment on.



On a personal note, my activities involving maintenance and upgrading my fleet have slowed even more now that fall and winter are on the way here. I had a rude awakening last month while using my Rampside at our Vairs in the Valley Corvair show that reminded me that you can't just let things go. I blew out the main front to rear brake line as I was beginning to transport some of the equipment from one location to another.

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Corvanatics Merchandise

Item	PDF	Mailed
Corvanatics Jacket/Hat Patch	N/A	\$2.50
Corvanatics Surface or 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 Transmission Book by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3-Booklet Set <ul style="list-style-type: none"> • Paint Codes (includes cars thru '64) • Prices and Options • Paint and Trim Combinations 	Free	\$5.00

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

*Riding with the President
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other. Luckily it went while backing out of a parking spot and not on the road. I had replaced all the brake lines when I first got the truck but forgot that that occurred almost 12 years and almost 100,000 miles ago! Check your brake lines at least monthly for rust. For some reason steel has a tendency to rust thru quicker than you think. New priority project: Replace all brake lines on the Ramp as well as on the 64-8-Door Greenbrier, since it has been even longer for it! The process never ends.

During the upcoming months please thank a Veteran, give thanks for all we have and enjoy the holidays with friends and family but above all, drive your FC.

From the Secretary

by Molly Bacon

The Winner Is Jim Cheek \$10 Clark's Gift Certificate

**Remember, you can only
win if your dues are
current.**

Hi all,

I know many of you in the north have stored your FCs away for their long winter's rest, but summer has not quit here in Georgia. It's still in the upper 80s and very dry. For those in the southern half of the country, this is great for keeping those vehicles on the road. And, with all of the great weather, Chris is very close to having my Rampside back on the road. We hope to be able to have it in a Veteran's Day parade.

Since last newsletter:

267 members

5 new members

20 members renewed their dues

4 members were dropped

WELCOME !! to our new members

Robert Soliday NV

Ron Boen AZ

Joe Covert NC

James Crossland TX

Rick Whitman IA 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 or request



some of the Corvanatics business cards. Just email me at Corvanatics@gmail.com or call me to have these 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.

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.

Last Chance

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.

Due July and August - Final Notice

Eddie Iglar	Jul-16
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You are **NOT** eligible to receive a gift certificate even if your number is generated.

Dues Already Owed – Due September and October Second notice

Eva McGuire	Sept 2016	John Bell	Oct 2016	William Meglan	42644
Alan White	Sept 2016	Daniel Dood	42644		

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

Coming due in the next two months (early reminder)

Derek Bronken	Nov 2016	Michael Burgio	Dec 2016	Bill Jabs	Dec 2016
Chuck Hoppe	Nov 2016	Kevin Clark	Dec 2016	Willard Moody	Dec 2016
Jim Jimenez	Nov 2016	Thomas Fricker	Dec 2016	Kent Sullivan	Dec 2016
Mark Whitman	Nov 2016	Alan Gonick	Dec 2016	Timothy Werner	Dec 2016
Doug Bell	Dec 2016	Robert Hickman	Dec 2016		
Ron Bloom	Dec 2016	Stig Holm	Dec 2016		

Due November and December - coming up, pay now! You're still eligible for the gift certificate drawing, so renew and stay eligible

Don't Forget

Corvanatics Business Cards

Email, call, write me or order online at the Corvanatics website in the merchandise section for a "stack" of Corvanatics business cards to give out whenever you see an FC.

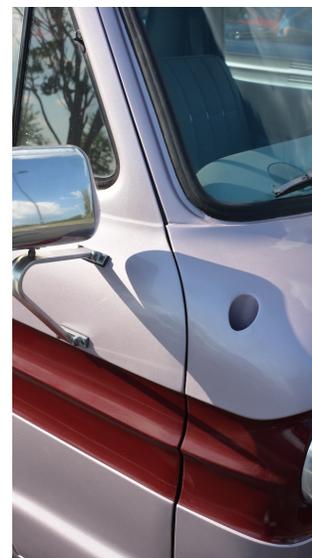
Thanks,
Molly Bacon

Amazing!



These two photos of Gary Baxter's FC and its amazing antenna are from the Great Plains Round-Up.

Thanks to Gary Moore for the photos. You can see more from the Round-Up on pages 6 and 7.



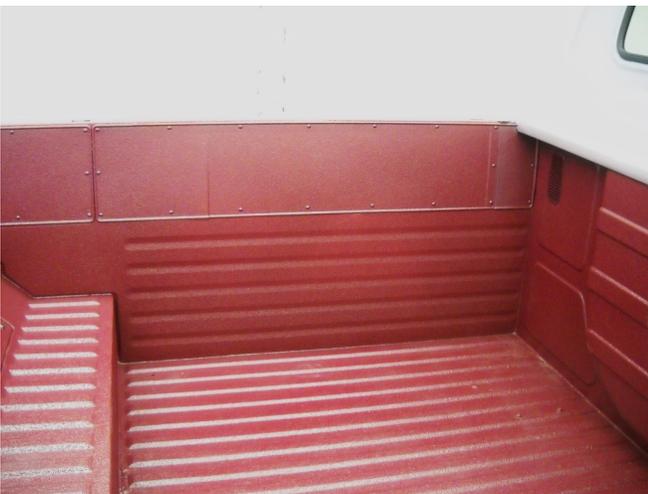
Bed Side Panels

by Gary Baxter

Installing side panels over the opening at the top of the bed on the driver's side gives a more finished look and helps to keep debris from falling down the holes where the plastic plugs are usually cracked or missing.

To do this you need the panels from a donor truck. The donor right hand panel is used just in front of the existing left hand panel. A smaller panel is made from the end of another left hand panel to fit just behind the cab. You will need nine pieces of small angle. The leg the panel attaches to should be at least 3/4" tall. The other leg will need to be shortened to 1/2" long, to clear existing body bolts at the front three locations, before they are attached to the body. I welded mine, but they could be bolted in place also. If you buy the typical home store angles, they already have mounting holes in them. You will need to measure the location of the hole closest to the angle and make sure it is at least 3/4" up or it will be in your way and might need to be welded closed before you can drill the holes you need. You will also need 18 10-24 screws to match the ones in your existing side panels.

Start by attaching the angle along the bottom edge of the opening, flush with the lower side



panel, so that the centerline of the first one is 5/8" in front of the original left panel. The remaining ones are spaced 7 3/4" on center, except for the one directly behind the cab. The center of it is 5/8" back from the cab. If you want to measure all from the front edge of the original panel the centers are: 5/8, 8 3/8, 16 1/8, 23 7/8, 31 5/8, 39 3/8, and 47 1/8. One angle is placed along the



vertical support in front of the existing panel, with the centerline located 5 1/8" up from the edge of the bottom of the opening. Next mark out the top holes 1/4" up from the bottom edge of the top lip, drill and tap the first top hole at 5/8" and the last at 47 1/8" from the existing panel and mount the new panel with these two screws and use it as a guide to drill the rest of the holes. Drill and tap these for 10-24 threads. Attach the new side panel using screws in these holes. You can now use the holes in the panel as a guide to drill and tap the holes in the angles and along the top. Tip: a piece of masking tape at each hole location will be easier to mark, and will help keep the drill bit from walking.

The filler piece shown is made by cutting off 1/2" the end that has the radiused corners of a left panel. With the cut edge on the left, the right top

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corner is notched 1" deep and 3 3/16" long to clear the cab. The beads on the top and bottom of the left side are cut back 1" to fit better under the long panel just added. This panel slides under the front edge of the larger panel. Using the holes in the panel, drill and tap screw holes in the front-most angle and the gusset at the back of the cab. Use the middle hole at the front of the large panel to drill and tap a hole in the filler panel. The top and bottom ones are drilled to match the large panel.

Now, if you are feeling really creative, you could hinge the large panel, weld screw heads over the

holes, install a hidden latch actuated from inside the cab, and have a hidden storage compartment!



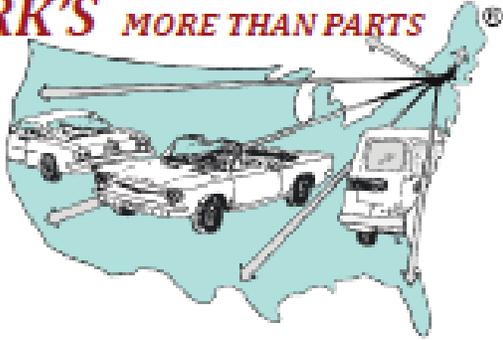
My FC

photos by Jack Bacon



Jack Bacon shared these photos of his Rampside with us. Do you have photos to share? Please submit them to the editor at CorvanAnticsNews@gmail.com.

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

Corvanitics is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed newsletter and \$12 for a mailed newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanitics website at www.corvair.org/chapters/corvanitics/membership.php or by mail. If mailed, please include a completed membership form. Forms can be printed from the website or obtained directly from the 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 asked to submit a photograph of themselves for the article.

For advertising in the newsletter, please contact the Secretary/Treasurer. Members can have a free small ad in the newsletter. 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
- Photos for ads are \$6 each and can be color or black/white

Please submit print-ready or typed copy and pre-payment to the Secretary/Treasurer. Authorization and payment must be received prior to each each issue. Deadline for publication is the 15th of February, April, June, August, October or December. All ads must be Corvair-related.

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Great Plains Corvair Round-Up

by Gary Moore

TULSA, OKLAHOMA. It was quite the surprise when I drove into the parking lot of the Renaissance Hotel in Tulsa on Thursday night before the Great Plains Corvair Round Up. On a trailer just in front of me was a Rampside with a ramp on the driver's side. I thought to myself, "could Dave Feasel be here?" Sure enough, there was a Ramp on both sides and Colorado plates on the trailer. I was pretty excited but as I drove around the trailer a bunch of strobe lights started flashing and people started pouring out of the hotel. I was just able to get the Rampy out of the way as a fire truck arrived with lights flashing and siren blaring. The hotel staff came out to let the firemen know that it was a false alarm, just a prank by a youngster staying at the hotel. The false fire alarm had the unexpected results of getting everyone out of the hotel for an unscheduled meet and greet session.

The Green Country Corvair Group hosted the event this year, J.C. and Marilyn Ash's (members of GCCG and Corvanatics) red 1964 Rampside in the center gazebo near the hotel entrance. Also at the event was their recently finished blue 1964 Rampside, it won top honors in the FC class at the car display. His and hers '64 Rampys – every family should have a set. (They have others too.)

The car display on Saturday had an assortment of FCs. John and Teresa Miller's recently purchased 1965 Greenbrier won second prize in the car display. Jeff and Jeannette Peterson brought an 8-door Greenbrier "Thumper" and Jay Behm drove his 1963 Greenbrier. Of course Dave Feasel's dual ramp Rampside always had a crowd around it. Gary and Mary Baxter showed their 1961 custom Rampside, and my wife Helen and I drove our 1961 Rampside from Kansas City.

Following the car display, a cruise down old

Route 66 to the "Center of the Universe" in downtown Tulsa didn't quite go as planned. Streets near the site were blocked off for a Susan



Jay Behm's 1963 Greenbrier Van



Jeff and Jeanette Peterson's 8-door van.



John Miller's 1965 Greenbrier van.

G. Komen Race for the Cure that morning and the Harvest Beer Festival that afternoon. We came close, but were not able to reach the “Center of the Universe.” However, all the rest of the sites along the route were accessible including the Old Route 66 Car Museum, an armory that is being converted into a car museum. Outside the museum you can watch the construction of a 60-foot tall replica of a gravity-feed gas pump. The frame is nearly done and the skin will be in place soon.

Tulsa has been known for doing a little extra at the awards banquet; their last Round Up featured music from a full swing band. This year we were greeted with “Aloha,” presented with a flower lei and treated to a performance by a local Hula dance troupe. Hawaiian totem table centerpieces completed the theme.

The Central Oklahoma Corvair Association will host the 2017 Great Plains Corvair Round Up. They said they are planning something special; I can’t wait to see what it is.



Helen Moore’s 1961 Rampside.



FC’s on display.



J.C. Ash and his 1964 Rampside, which took first place in the FC class at the car display.



David Feasel’s 1963 Dual Rampy.



J.C. Ash’s 1964 Rampside engine.

My Forward Control Journey

by Kevin Thompson

I didn't know it then in Detroit in the early 60's, but I did in 1997 in the San Francisco Bay Area, that I had a love for Forward Control Corvairs. I remember walking home from Gesu Elementary School in the early 60's along Livernois Ave passing all the auto dealers including an independent used car dealer with gems from the 50's, Hy Dawson Ford and finally my favorite dealer, Kelly Chevrolet. Kelly seemed magical to me with all my favorite new cars under one roof. I couldn't wait for the new model year when every dealer had the bright spot lights staged on the street to light the way for the unveiling of the incoming models. I felt special walking into the showroom behind the veiled windows to see the newest offering of the cars I loved especially Impala SS's and of course the Corvairs.

I don't recall seeing any of the Forward Control models in the showroom, they were relegated to the dirt storage lot on the north side of the building. The FC's were always grouped with the light to heavy duty trucks protected by a tall fence with a large gate out of view. Rarely was the gate open, but one day it was and I saw a Tahitian Turquoise Greenbrier with the passenger doors open to display the camper package interior. It didn't take me long to get to the Greenbrier and admire the resourceful design of the camper and how it worked in harmony with the Greenbrier's large interior. I was captivated by the concept of driving a Greenbrier across the Country taking in all America had to offer. I also "fell head over heels" that day over the design of the Greenbrier with the engine in the rear and the front seat over the wheels. I'm embarrassed to admit I don't recall ever seeing a Rampside, just Greenbriers and Corvans at the dealer and in use on the streets of Detroit. This was in 1964 and life went on.

Several years later I noticed a 64 Tahitian Turquoise and white Greenbrier Sportwagon for sale behind a business. My dream of owning a Greenbrier came rushing back. I couldn't afford the car on my own so I tried to convince a friend to go in 50/50 with me. No such luck and my dream needed to go back into hibernation once again. Soon I was in college, pursuing a career, got married, had two boys and moved from house to house and State to State over the next couple of decades. I frankly forgot about Corvairs and Greenbriers as time went by since so few were on the road to remind me especially in my current home State of California. That all changed in the mid-90's when I read an article I think in Hemmings about a Southern California Forward Control collector in the desert that lost all of his vehicles to the crusher. I saw pictures of dozens of the pre-crushed Forward Controls and yes the dream came alive once again. I was determined to get a Greenbrier.

That dream came to life once again in 1997. I was looking at Hemmings in the Trucks for sale section and came across an ad for a 1964 Greenbrier and Rampside from the same seller in Southern California. I called the number and made ar-



rangements to fly to the Burbank airport to see the Greenbrier. I understood that both cars came from the same original owner in Albambra, California and were both sold new by Economy Chevrolet, long since out of business. The seller was Nick from Nick's Thunderbird's. Nick purchased both of the cars from a car donation lot next to his business for use as their for parts chaser. After purchasing the cars he decided they were both too nice to beat them into the ground.

I flew to Burbank from Oakland California with cash in my pocket for a yet undetermined price. Nick made arrangements to pick me up at the airport. True to his word Nick was there but not in the Greenbrier! Nick was in a white Rampside that was tattered and looked like most of the original white paint was washed off except for the side ramp that looked like new in comparison. I asked where the Greenbrier was and he told me he had already sold it. There goes my dream again! Nick offered a ride back to his shop in the Rampside, but I wasn't quite sure if I should waste my time, but since I wasn't committed to a flight home I had time to visit his TBird shop. Nick drove me in the Rampside to the shop several miles away and I was surprised how well it ran. After looking at several beautiful TBirds we got to talking about the Rampside. Nick told me he purchased the truck about two months prior to my visit and rebuilt the rear suspension, bushings



and all. Like the Greenbrier, he felt the Rampside was too nice to trash as a part chaser. What got his attention was that the bed was not damaged at all due to a recently removed camper that had been installed when the Rampside was new. That explained why the side gate was in good shape since it was stored from new. The Rampside grew on me and after agreeing on a price I was driving the Rampside out of his shop back to my home in Northern California.

That lasted about 10 miles or so when I had to come down hard on the brakes and found out they were not up to par. I drove the Rampside to Larry's Corvair in Los Angeles to have the brakes repaired. I was off to Northern California from LAX disappointed, but happy Larry's Corvair was there to help. Several weeks later, after a complete brake job, clutch and engine rebuild I flew back to LAX to retrieve my Rampside and drive it home to the Bay Area. The trip home was fun and the Rampside performed flawlessly.

Restoration started immediately with the help of my boys, Clark's Corvair and Golden West collision. My boys and I disassembled the truck, carefully cataloging all parts for owner refurbishing, while the body was sent to Golden West for body repairs and a new coat of paint that wasn't all white. After a short 7 months the Rampside was back in my garage for careful assembly. The attached pictures document the Rampside's transition from beast to beauty. Since restoration in 1997, the Rampside has had its share of scratches, dents and plain use, but it still gets a lot of thumbs up and smiles from young and old. I couldn't help using it as my every day driver for over 12 years and 110,000 miles. I can say it only has needed minor maintenance and it runs well to this day. I attribute this to the upgrades to Petronix electronic ignition and an electric fuel pump. I still drive it regularly today putting a couple of thousand miles a year on the odometer.

(Continued on page 12)

My Forward Control Journey
(Continued from page 11)

I plan on keeping the Rampside forever! Well what about a Greenbrier, well that dream is still a dream, but my Rampside captured my heart.



Finished!



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