

# CORVAN ANTICS

March/April 2018, Vol. 46, Issue 2



## In This Issue:

From the Secretary  
[Page 3](#)

Convention Info  
[Pages 4](#)

Calibrator  
[Page 5](#)

History of Corvanatics  
[Pages 6-7](#)

Found on Facebook  
[Pages 8](#)

Title Story  
[Pages 9](#)

Rampside on Display & Corvan Antics In the Past  
[Pages 10](#)

Business Classifieds  
[Page 11](#)

Misc.  
[Page 12](#)

## Riding with the President

I have decided that eight years out of the last nine is enough for me as President. It's time for someone else to take over the job. I informed the BOD that I will not run again this year. I think it's only fair to the chapter members that the leadership changes more often. So now is your chance to shine! The job is pretty simple anyway: Riding with the President newsletter article, bi-monthly Board of Directors conference call meetings, and one annual meeting to honcho at the Convention. Not much else at all. I'll still be there every Convention I can.



I will be starting to work on my "new" 61 Rampside by having a few of my fellow club members come help me take the 102 hp car power train out and make an exchange for a Replacement Block 110 hp FC engine and 4-speed transmission. Unfortunately, it looks like rain. Also, I wanted to put a 4-spider rear in it, but they are not available at this time. The 64 8-door's differential rebuild will become a tech session next month, so I may have some wheels back on the road soon. It would be nice to have an FC at the CPF Museum Grand Opening in May and to take to the Convention in July. It's getting to be time to get ready for a new season of shows and driving your FCs. We are always looking forward to seeing them on the road and on display.

## Corvair Museum Grand Opening in May

Visit the new Corvair Museum! Save the date: May 18-20, 2018 for the Museum grand opening with swap meet, car show, food, and fun. Come join us for this action-packed weekend of Corvair history and fellowship. The Corvair Museum is located at 3635 US Route 36 East, Decatur, Illinois. There is 9,000 square feet of space at this facility, all for ourselves. The entire collection is able to be displayed for the very first time. Exhibits include vehicles, mechanical displays, literature and artwork.

Click [here](#) for CORSA's event listing



**Contact Information****President**

John Nickel 828-626-3617  
 480 Paint Fork Road  
 Barnardsville, NC 28709  
[fivcent@rsnet.org](mailto:fivcent@rsnet.org)

**Vice President**

Ken Hand 248-613-8586  
 1896 S. Gregory Road  
 Fowlerville, MI 48836  
[vairmech@aol.com](mailto:vairmech@aol.com)

**Secretary/Treasurer**

Molly Bacon 706-457-2242  
 5425 Morrow Road  
 Gladwin, MI 48624  
[corvanatics@gmail.com](mailto:corvanatics@gmail.com)

**Eastern Director**

Tim Schwartz  
 5 Riverview Lane  
 Ho-Ho-Kus, NJ 07423  
[tim@bristolnj.com](mailto:tim@bristolnj.com)

**Central Director**

Dale Dewald  
 49595 Blessent Road  
 Hancock, MI 49930  
[dkdewald@pasty.net](mailto:dkdewald@pasty.net)

**Western Director**

Stephen Brown  
 32829 SW Unger Road  
 Cornelius, OR 97113  
[SGBGJB@yahoo.com](mailto:SGBGJB@yahoo.com)

**At Large Director**

Chris Brown 989-578-0665  
 5425 Morrow Road  
 Gladwin, MI 48624  
[cmbrown1950@gmail.com](mailto:cmbrown1950@gmail.com)

**Technical Editor**

Gary Baxter  
 7590 North 140 East Place  
 Owasso, OK 74055  
[morsa66@outlook.com](mailto:morsa66@outlook.com)

**Historian**

Chris Brown 989-578-0665  
 5425 Morrow Road  
 Gladwin, MI 48624  
[cmbrown1950@gmail.com](mailto:cmbrown1950@gmail.com)

**Newsletter Editor**

Molly Bacon 706-457-2242  
 5425 Morrow Road  
 Gladwin, MI 48624  
[CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com)

# Corvair Event Calendar

We will make every effort to use this space to list future Corvair Events. We will start with an event we normally go to and this will give you a format to submit your event information.

- **Springfest 2018**, 04/27/2018-04/28-2018, The Festhalle, Helen, GA 30545, Clark's Corvair will be there! Information: Lillian Law, 1-229-883-4123 or 1-229-291-0567 or [lawjandl@aol.com](mailto:lawjandl@aol.com)
- **Corvair Museum Grand Opening**, 05/18/2018-05/20/2018, Chevrolet Hall of Fame, 3635 US 36, Decatur, IL 62521 (see more info on the next page)
- **Corvairs on the Track - Barber Motorsports Park**, 5/18/2018 - 5/19/2018, Vulcan Corvair Enthusiasts, c/o Howard Tutt, 1945 Linden St., Leeds, AL 35094, contact [GTOCHIEF@gmail.com](mailto:GTOCHIEF@gmail.com) or [HFTUTT@aol.com](mailto:HFTUTT@aol.com)
- **CORSA International Convention**, 07/23/2018-07/28/2018, 500 Mansfield Ave., Pittsburgh PA 15205, hosted by Western Pennsylvania Corvair Club  
 website: <http://corvairpittsburgh.com/>
- **Add your event here!**

## Corvanatics Merchandise

Details, pictures and how to purchase at <http://www.corvair.org/chapters/corvanatic.s/merchandise.php>

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	\$4.00
Powerglide Transmission Book by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3-Booklet Set <ul style="list-style-type: none"> <li>• Paint Codes (includes cars thru '64)</li> <li>• Prices and Options</li> <li>• Paint and Trim Combinations</li> </ul>	Free	\$5.00

# From the Secretary

by Molly Bacon

Hi all,

Spring is in it's way and that means shows and events, to include the CORSA Convention the end of July. Read on page 4 the pre-Convention information so you'll be in the know; even if you're not able to attend.

Also, since I'm sending dues reminder emails and postcards, I'm no longer listing dues due in the newsletter, just new members and membership information.

Since the last newsletter :

285 members

5 new members

20 members renewed their dues

2 members were dropped

**WELCOME !!** to our new members

<i>Mark Lewis</i>	<i>MA</i>	
<i>Brian Fiffe</i>	<i>MD</i>	<i>1964 Greenbrier</i>
<i>Patrick Skiver</i>	<i>OH</i>	<i>1961 8 door Greenbrier Deluxe</i>
<i>Michael Bayman</i>	<i>OH</i>	<i>1963 Corvan</i>
<i>Bill Findiesen</i>	<i>CA</i>	<i>1962 Rampside</i>



The Winner Is

**Dick Dean**

\$10 Clark's Gift Certificate

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

**← CHECK THIS OUT!**

Tech Tip taken from the Dayton Corvair Club's newsletter

## Solder Seal Butt Connectors

Here is a neat way to solder wires together and add terminals to the ends of the wires. These connectors incorporate a solder ring inside shrink tubing. Choose the connector for the wire size being worked on. Strip the insulation from 3/8 of an inch of the wire ends. Slip the connector on the wire, push the wires together to interlace the wires, slide the ring over the joint, and heat with a heat gun. When the solder in the ring melts, move the heat gun out over the shrink tubing. Move the heat around so it does not burn the tubing. Heat the tubing until the tubing shrinks tightly around the wire. No crimp tool is needed for this type of connector. You can get them at AutoZone. Check the procedure out on YouTube. End connectors are done in a similar fashion.



## Convention Information—be prepared in advance

### Please read even if you are not able to attend

#### Corvanatics Annual Meeting



The meeting is scheduled for Wednesday, July 25 from 3-4:30 pm in the Duquesne Room. The CORSA Tech Sessions are scheduled before our meeting in the same room, so expect stragglers left in the room. Fortunately, we were able to have the next meeting moved to another room to give us some leeway ending our meeting. Still, our agenda will only be for a business meeting, elections, and tech session. I, Molly Bacon, the Secretary/Treasurer, will have a Corvanatics table (find me with the tall Corvanatics feather flag) set up in the indoor Vendor area from Wednesday through Friday to take dues renewals, sign up new members, sell merchandise, and just generally converse with anyone that comes by. So, catch me there instead of using meeting time for those things. I will have all Corvanatics merchandise for you to purchase and take away EXCEPT Membership Rosters. To provide you

with the most up-to-date information, you can order and pay for one and then when I return home the week after the convention, I will compile a new up-to-date copy personally for you and mail it off then.

Speaking of Annual meeting, the Corvanatics Board of Directors talked about having the meeting recorded for non-attending members to be able to view it after the fact. The only problem, since we have barely four months until the meeting, is we have no line on someone with the skills/expertise to handle recording for us. So, with a member base of almost 300 people, we wanted to put this out to the membership hoping that someone knows of or has this niche capability. If you do and would be willing to record the meeting, please contact the Secretary/Treasurer, [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com).



#### Corvanatics Officers' Election



We will definitely need nominations for President this year. John has determined he's served long enough, eight years out of the last nine (2009-2015 and 2016-2018). We are looking for nominations in advance of the annual meeting. Whether you nominate yourself or someone else, we would like to hear from you. Be sure to include a small write-up (bio) of that person. Also, they do not need to be present at the meeting to be elected. This is not just for the president; nominations can be made for all offices. The positions up for election this year are President, Vice President, Secretary/Treasurer, Eastern, Central, and Western Directors and Director-at-Large.

Don't be bashful, the club can always use good people and new ideas. Please send, either email or snail mail your nominations (and bios) to the Secretary/Treasurer, [corvanatics@gmail.com](mailto:corvanatics@gmail.com) or Corvanatics, 5425 Morrow Road, Gladwin, MI 48624

#### Annual Meeting Tech Session suggestions

We are looking for member suggestions for tech session talks for the Corvanatics Annual meeting. What do you want to hear about? Here's your chance or we'll pick. Please either email or send your suggestions to the Secretary/Treasurer, [corvanatics@gmail.com](mailto:corvanatics@gmail.com) or Corvanatics, 5425 Morrow Road, Gladwin, MI 48624



RIM BUS AT THE LODGE

Vintage photo finds courtesy  
of Danny Davis

Harvey's Hotel/Casino,  
South Lake Tahoe—  
Nevada side



# Calibrator

by Fran Schmidt

The other day I was checking out my Late-Late Generator (with an Internal Reg), on my Rampside, and wanted to see how much current it was putting out. I needed something that I could put 30 Amps into and not get smoked. I looked around for something less than one Ohm and wasn't having much luck. I tried a few resistors and they got REAL HOT - - Real fast! I needed something that was low resistance and LARGE enough to get rid of the heat.

I backed up and cast my eyeball around and said, "let me see, what I can find here". This (see photo) is what was only three feet from me and it turned out to be a very handy tool – just what I needed.



I measured it to be a ~ 30 foot-long piece of #14 copper wire. [10 turns of wire in a circle about 10-11" across gave me about 30 feet] When I put 30 Amps through it there was a 3.3 Volt drop along it - - so about 0.11 ohms. Dissipating a couple kilo-Watts ( $I^2R$ ) a length of 30 some feet should not get anyone too excited, so it worked out well. It's always good when there's no smoke!

Just to check my work I looked up the resistance of #14 copper wire (0.065" diameter). It should be 2.5 mΩ per foot. [0.11 Ω is 110 mΩ]. Which says I should have had 27 feet of wire. Hmmmm, I better go back and count my turns of wire again. (Also, couldn't find the Omega symbol on my keyboard. Now I found it!)

Counting the turns in the picture shows me 10 of them. If the diameter of that pile of wire averaged 11" then I'd be at 28 feet...close enough.

Anyway, what I wanted to share was that a common spool of wire can be a good calibration tool if you are checking out your hand-held Ammeter. This one (on the right) uses a wooden clothes-pin

to be an insulated spring-loaded contact to connect to the "always HOT" B+ wire which normally carries the GEN output.

The other wire is shaped into a nice high current swirl to go on the B+ terminal of the GEN, with that nut to hold it in place. This allows the Ammeter to sit high up over the GEN while I do my testing. I needed the spool of wire to verify that an ammeter labeled 30 Amps is reading 30 Amps when 30 Amps is going through it.

Happy CORVAIRing, Fran



## History of Corvanatics (part 1)

by the founder— Ken Wilhite

*Originally in the Mar-Apr 1988 newsletter - published here unedited*

It has been close to sixteen years since I acquired my 1961 95 van and since the formation of CORVANATICS. Yet, in retrospect, you cannot tell the story of the van without mentioning CORVANATICS, as they are both enmeshed! About three years ago your faithful and obedient newsletter editor Ken Krol contacted me about doing an article on the history of CORVANATICS. I agreed to "see what I could do", providing that he could forward me as many of the old CORVAN ANTICS newsletters as he could. After reading through the newsletters and reminiscing I was disappointed at not being able to glean much information from them that could be used in an historical narrative. It was very frustrating for me at the time and, due to other commitments, I decided to "pigeon-hole" the project till now, when I decided I would try to write a "history" of CORVANATICS and about my 1961 95 van, since for the most part, the conception of CORVANATICS was a direct result of my acquiring the 95 van.

It was the Summer of 1972 and at the time my daily transportation was a 1960 700 4-door sedan, presented to me the year before by my parents who were moving to Atlanta, Georgia and didn't want to take the '60 with them. At that time vans were really popular, along with customizing and conversion kits. I had a friend who had one of the early '70's Chevrolet "Handivans" into which he had installed a '69 Z-28 engine! It was only a matter of time before I decided to get myself a van. Since I favored the Corvair an FC was only natural. I knew of a 1962 Loadside that had been used by Lake Shore Country Club as a "grounds maintenance vehicle" but found that it had been taken away a few years earlier. The search was on but I failed to turn up anything worthwhile. It was when I was scanning an edition of a local "pay only if you sell" newspaper that I spied an ad for a "1961 Corvair Van" for the amount of \$200. The van was behind one of the "then-unrestored homes in the Lockerbie Square area (Lockerbie Square is just east of downtown Indianapolis and is the birthplace of James Whitcomb Riley, the famous poet and author). The van itself was a sight to behold, tires flat, with all kinds of items "stored" inside, on the roof and underneath. It was a faded yellow in color and had crudely welded supports on the

roof for ladders, etc. The owner (Who reminded me of "Bluto" in the Popeye cartoons) informed me that it was running two years ago but that the battery was shot. Everything appeared to be in order, three-speed transmission and it appeared to me that it had a passenger car engine instead of the original FC engine. We took the battery out of my '60 700, added some gas to the FC and, after protesting for quite some time, started with clouds of smoke! It ran but just barely. I parted with my \$200, obtained the title and a receipt of sale and informed him I would return to pick them up. I had to drag my then-girlfriend into assisting me in picking the FC up - she would follow me home. We started out and I was amazed to find that I had no brakes, other than the emergency brake, so I drove it home that way. The trip was uneventful. Closer scrutiny of the FC proved to be very depressing, as it seemed that everything needed repair and/or replacement. The only positive that I noted was a lack of severe rust. I decided not to try and repair-it as I drove it, but undertake an "amateur restoration". I found that the engine had, at some time in its life, thrown a rod through the block, being hastily repaired with a piece of flat aluminum and sheet metal screws! If I can remember the engine was a '62 102HP with the original '61 3-speed, transmission. I removed the whole powertrain and traded it for some other parts I needed.

It was around this time that I became aware of the fact that scant information was available in the COMMUNIQUE on the FC's. I came to the conclusion that maybe it would be a good idea to form a satellite group within CORSA that would cater to the owners of FC's. I obtained the CORSA Directory and went through the listings, finding all the FC owners, then forwarding "letters of intent" regarding the formation of CORVANATICS.

There may be some question as to how I came up with the CORVANATICS name. It was with the help of my girlfriend who at one time referred to me as a "Corvair Fanatic". That's how I came up with the name, which in turn led to the newsletter as well. So the credit should go to her for the CORVANATICS name.

*(Continued on page 7)*

**History of Corvanatics (part 1) cont.***(Continued from page 6)*

The initial response was slow but picked up after a few months. I was preparing the newsletter using an IBM Selectric at work, and then then running the newsletters off on the photocopy machine in our administrative offices. If memory serves me right, the first newsletter was sent in September 1972 to 17 members. Through correspondence with these members I was able to gather much information that helped me, and I was able to pass this info on to others in the newsletter. I had one member who stopped by to visit, as he was on a cross-country trip East (I cannot remember his name) plus he wanted to pick up some gas heaters from a fellow I knew who was selling reconditioned Volkswagen gas heaters ( manufactured by Stewart Warner). He bought five of them! I was also contacting some of the van conversion outfits to see if they would be offering any plans for the Corvair FC's, but they usually replied "there just wasn't enough demand". I also put ads in most of the auto related publications and got quite a few members, one of whom owned the "Brown's Bus" which Car & Driver magazine modified. quite heavily - maybe some of you remember that FC.

Work continued on my FC. The brakes were completely rebuilt. I built the back area up level with the engine lid using marine plywood, with the top being hinged for access, while underneath it was "compartmentalized" with storage for the gas heater, tools, spares, etc. The lid was carpeted all the way to the rear doors. The walls were done with walnut panelling (a friend remarked that I had so many screws holding the panelling in place that it looked like the outside of a submarine or ship!). The original front seat was reupholstered with black "tuck and roll" and a curtain installed in back of the seat, California outside rearview mirrors. A Spyder dash was installed, along with Stewart Warner Oil Pressure/Temperature guages and an Ammeter located where the original radio was. An AM/FM/8-track was installed in a console under the dash. I had obtained a basket-case 140 HP engine for the amazing price of \$25, which I rebuilt in the basement of the house I was living in at the time. It took six of us to get it up the stairs from the basement and during this journey one of the stairs collapsed, almost plunging us into the

abyss below! The transaxle was a 3:89 ratio with 4-speed, and I had to wait a long time till I was able to obtain a 4-speed crossmember! I also attempted, unsuccessfully, to install the later improved shift mechanism, installing the correct fuel tank (purchased brand new!) only to find that it wouldn't work, as the FC's with the later shifter had additional bracing where the shifter attached to the floor, so I had to keep the "soup stirrer". The FC ran very well indeed, but the camshaft couldn't have been a stock 140 HP, as the idle was fairly "lopey" but it sounded good!

Membership in CORVANATICS continued to increase, but not to the point where I couldn't still just photocopy the newsletters. I was then enjoying a healthy correspondence with Nico Dejong (I haven't seen his name mentioned lately in the newsletter) and was in touch with Ed Gridley and many others on occasion, and I'm happy to report that I still see some of these people on occasion. The newsletter received some revisions at this time which improved its appearance greatly, plus being granted access to a mimeograph machine, which streamlined operations quite a bit.

Work continued slowly on the FC. At this time I installed a set of aftermarket alloy wheels which nearly ended in disaster. I had purchased a set of aftermarket "dish mags" from a local speed shop. They were used but appeared to be in great condition, so I installed them with new blackwall tires. Soon thereafter I was traveling on the Westbound leg of I-465 (I-465 encircles Indianapolis) heading South toward the airport, when the passenger side rear tire/ rim seperated from the hub of the wheel. Of course the left-rear dropped among a shower of sparks, etc, while the rim/tire combination sailed over a fence (I never did find it!). Needless to say this event really was quite frightening considering the fact that I was traveling at around 65-70 MPH! After this I will always advise anyone buying a used set of alloy or aftermarket wheels to have them run through NDT (non-destructive testing), also known as magnaflux or xyglo.

**- to be continued**

***The final portion will be printed in the next edition.***



# Found on Facebook

**Gary Rubin's Rampside**



**then  
and  
now**



**Art Landis' new wheels**



**New member, Patrick Skiver's "spoiled" 1961 8-door Greenbrier Deluxe. It's not out in the snow.**



**Ralph Gubser's Loadside**



**Last edition there was Jim Williams with 'the work begins'. Now it's ready for paint. Great progress, Jim. Keep us posted.**

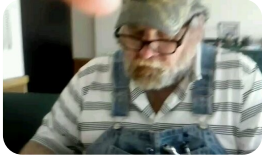


**Al Gonick at some cool places in So Cal. From the Wigwam Motel in San Bernardino to the Rose Parade in Pasadena.**





# Title Story



Remember the “good old days” when you would spy a Corvair in the backyard or a farmer's field? Knock on almost any of those doors and ask to buy the car for seventy five, fifty, or even twenty dollars and the owner would look at you as if you just asked permission to shoot the family cow. “You want that piece of junk? You can have it, just get it out of here.” I have rung many a doorbell and asked such questions about Corvairs. Sometimes the answer has been, “No. It was my dad's. I'm trying to find parts to restore it.” Most of the time though it has been, “You can have it for free if you get it out of here by yourself.” With a crazed look and a light step I would do just that.

Those days are long gone, and so are many of the titles to these wonderful memories of autos past. A quick look at Craig's List will show how many vehicles are being sold as parts only cars because they do not have the appropriate corresponding legal paperwork. Take a glance at the online pictures of the vehicles and most look to be in fair to good condition, definite candidates for restoration. Somewhere in the Craig's List classified ad will be those dreaded words, “No title, sold with Bill of Sale only.” Many of us will sigh and move on; leaving this gem of art and a link to our automobile past to rust and be crushed at the local wrecking yard.

There are those who will fly below the radar and remove the vin number plate from a vehicle that does have a title but has rusted beyond being safe and transfer the vin plate to another one that is road ready. This way of licensing is both unethical and illegal. There is a right way of doing the process that won't lead to a protracted visit to the county jail.

There is no single method of titling a car as each state has its own rules- and bureaucratic headaches. Some states are very easy while other states it is a near impossibility. In most cases only two things are vitally important to possess; patience and a good sense of humor. You will need to check with your county court house, and failing that the Highway Patrol. In most cases the process is simple and does not necessitate hiring an attorney. I know this because almost 25 years

by Ardean Adelman

ago I had to bond for title on a Cadillac Eldorado.

I live in the state of Missouri now and have been forced to rediscover the joys of bonding for title. Missouri is wonderful for this subject, since the Forward Controls were made in St. Louis and we have two major cities that have Corvair clubs as well as smaller cities like Springfield that have organized Corvair groups. A quick rundown before seeking a restoration project; present are a selection of vehicles, parts and desire. Missing is the exact candidate for restoration. I do not possess a single altruistic tendency and it showed in my searching. I wasn't so pure as wanting to save history from the scrapper, it was more like; “I am going to look so good driving a Corvair van.”

This time I will be going through the process with a 1962 Corvan. I have owned many coupes and convertibles. Although I am partial to early cars, my heart and wallet has stayed with the Forward Control units. I found my Corvan on Craig's list. The photos looked great and there appeared to be minimal rust. I called the seller and he stated that the car was purchased new by a local company, sold in 1972 and put in a shed by the second owner. This man died in the early 1980's and when his wife died some years later the car was sold to a local wrecking yard where it sat unmolested until he purchased it in 2013. He had more projects than time, so he sold it to me. Of course, the exact location of the title is still unknown, probably lost somewhere between the first and second owner.

The next time I will share with you the early stages of bonding for title in Missouri. I will show you why patience and humor are so valuable in this process when you ride along with me to the Dent County Courthouse.

## Ardean's 1962 Corvan



# Member's Rampside on Display—Jim Enfield

The A.A.C.A. Museum has an exhibit running now through April 23rd. titled "Getting the Job Done". Vehicles That Earned Their Keep. Our 1964 Corvair Rampside Truck was chosen to be on display, with 25 other vehicles of interest also on display. The Rampside ramp was built to hold a 1,000 pounds and payload is 1795 pounds, used for deliveries, or on the farm to load cattle, grain, etc. "A Great Display ". Museum hours: Daily 9-5 p.m.



This is the Rampside that was used as the model to make the NEO 1:43 scale model. Three years ago we were had the Rampside at the GM Nationals in Carlisle PA. on the show field. On that Friday a man came to us and asked if he could take photos and measurements of the truck for a scale model. He had me move the truck to an open area and spent over 1 1/2 hours with it, thanked us and left. We had forgotten about this until

last year, when we saw a scale model ad in Old Cars Weekly, and realized that's our Rampside ! We now have an exact scale model of our Rampside !



## Corvan Antics—thru the years

by Chris Brown—Historian



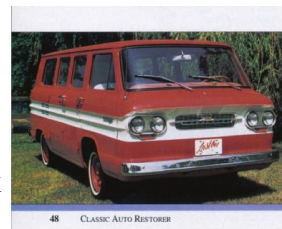
### 10 years ago - 2008 issue 2

WFCC (West Florida Corvair Club) Corvair Lovers Holiday was featured in the newsletter. Ward Bourgondien's 63 Rampside and Bill Rudolph's 61 rampside grace the cover.



### 20 years ago - 1998 issue 2

Thanks went out to Mike Kellstrand for setting up a Corvanatics web page. Jean Allen was recognized for her efforts to promote FCs to the car collecting public. Jean got her 65 Greenbrier pictured in Old Cars Weekly annual calendar. Her Rampside camper was also pictured in This Old Truck magazine Mar/Apr edition.



**1965 CORVAIR GREENBRIER**  
Chevrolet sold the Greenbrier vans (as station wagons) from 1961 to 1965. Of the 1528 produced during that final year, this one (No. 1129) was actually the last to leave the St. Louis factory. Its left front corner had been wrecked at the plant and was repaired there before being shipped. According to the original owner, from whom I bought the car in 1989, two carloads of people followed it from the plant to the dealership hoping to buy it.

The vehicle (nicknamed "Last One") is partially restored and work is continuing, with every effort to keep it as original as possible. It has won several awards even in unfinished condition.

Jean Allen  
Indianapolis, Indiana

### 30 years ago - 1988 issue 2

Corvanatics founder, Ken Wilhite Jr wrote a "The History of Corvanatics" ([read the first part of Ken's article on pages 7 & 8](#))

### 40 years ago - 1978 issue 2

Club president, Cecil Miller, announced that Corvanatics became a chartered chapter of CORSA on April 10, 1978.





## Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.

Check us out at [www.corvair.com](http://www.corvair.com) or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

Clark's Corvair Parts® 400 Mohawk Trail,  
Shelburne Falls, MA 01370  
(413)625-9776 [www.corvair.com](http://www.corvair.com)  
email: [clarks@corvair.com](mailto:clarks@corvair.com)

## DragFree Cross Shafts

Stock Cross Shafts with Bearings

Reconditioned cross shafts for the 21st Century Corvair - now with newly improved bearing mounts.

**VairFare, LLC**  
Marietta, OH  
[vairfare.webs.com](http://vairfare.webs.com)  
[vairfare@gmail.com](mailto:vairfare@gmail.com)

**CORVANANTICS** is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSAs). 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 anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed newsletter and \$15 for a mailed newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanatics website at [www.corvair.org/chapters/corvanatics/membership.php](http://www.corvair.org/chapters/corvanatics/membership.php) or by mail. If mailed, 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. They can also be sent by email to [CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com). Authors are asked to submit at least a photograph of themselves for the article with any other photos.

Technical material will be sent to the Technical Editor for review.

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 issue. Deadline for publication is the 15th of February, April, June, August, October or December. All ads must be Corvair-related.

## Performance Corvairs

[WWW.PerfVair.com](http://WWW.PerfVair.com)

[sethbratcer@aol.com](mailto:sethbratcer@aol.com)  
408-247-2237

- Electronic Distributors
- Dash Parts
- Steering Columns
- Steering Wheel Adapters
- Quick Steering Components

Proud Supporter  
of Corvanatics

Performance Corvairs  
San Jose, CA





A couple editions ago, Alex Becker's Loadside was featured in the Found on Facebook section where he was with Dennis Gage at a car show. They filmed Alex and

his Loadside for Dennis' TV show, My Classic Car. Last Alex heard, if his portion didn't end up on the cutting room floor, it would be aired on April 14. Be sure to watch.



### From your newsletter editor



If you submitted something to me for publishing in the newsletter, be patient. I have had a great response for providing newsletter material and am trying to publish things in the order they are received. That doesn't mean that you can slack off; especially with the event season coming up. Please submit your articles and/or pictures. I promise will publish them in one of the future editions.

## FC Floor Mats

Dave Palmer installed Steve Spilatro's reproduction floor mats and wanted everyone to check them out. Clark's sells them now.



**CORSA president and Corvanatics member, Mike Hall's latest acquisition.**

