

CORVAN ANTICS

May/June 2018, Vol. 46, Issue 3



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Riding with the President

Since I last wrote my local club has had several separate Tech Sessions at which many of us got to learn about our Corvairs. On the 3rd of March, 6 members showed up at my house around 10:00 AM. After a short discussion about what I needed to have done, they jumped right in to work. First they pulled the entire power train from my "new" 61 Ramp, loaded it on a trailer, and drove 7 miles to another member's house to drop it off. While at his house, we pulled the entire power train from a junk FC that had a '65 FC engine/4spd that I wanted for my 61.

They loaded it in the trailer and hauled it back to my house and brought it into my garage. After a good lunch, we all went out and proceeded to remove the power train from my 64 8-door and then separated the Powerglide and Differential from the engine. They brought it into my garage as well to set it up for our next tech session. On the 17th of March they all showed up again to learn how to totally disassemble a differential and do a complete rebuild with new spider gears, new pinion gears, and all new bearings. Everyone learned how to properly set the preload and measure the lash to ensure that the differential would operate properly and be a long lasting repair. Follow-up sessions will be scheduled next month for re-assembly of the 8-door and to work on the "new" engine. What a great way to pass along knowledge to the new members and even some of the older ones. I'm sure that many of you could have your clubs do the same kinds of sessions; they are certainly worth it. I also learned that my garage was not very well lighted and have since installed all LED shop lights. Wow what a difference! I hope to see you in the next few weeks at the Museum or at the Convention in July. Happy FC'ing !



Don't miss this year's CORSA Convention -Pittsburgh, PA

Corvanatics Annual Meeting, Wednesday, July 25th,
3:00pm—4:30pm

Host Hotel—The Double Tree by Hilton, Greentree

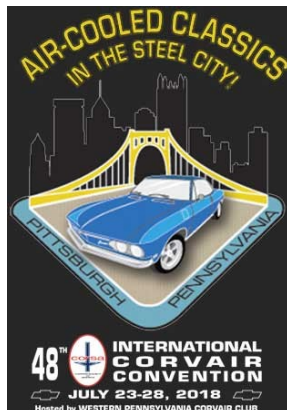
Link for making hotel reservations

http://doubletree.hilton.com/en/dt/groups/personalized/P/PITGTDT-CCA-20180722/index.jhtml?WT.mc_id=POG

Link for convention registration

https://www.corvair.org/index.php?option=com_civcrm&task=civcrm/event/register&Itemid=445&id=283&reset=1

See you there!!



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Corvair Event Calendar

- **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 - Talladega Grand Prix track**, 5/18/2018 - 5/19/2018, Vulcan Corvair Enthusiasts, c/o Howard Tutt, 1945 Linden St., Leeds, AL 35094, contact GTOCHIEF@gmail.com or 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/>
- **Homecoming 2018** 8/23/2018—8/26/2018, Detroit Area Corvair Club, Comfort Inn Clocktower, Plymouth, MI 48170. Additional info, contact Pete Cimbala hcinfo@detroitcorvairs.com
 website: <http://detroitcorvairs.com/Homecoming2018.html>

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"> • Paint Codes (includes cars thru '64) • Prices and Options • Paint and Trim Combinations | Free | \$5.00 |

**The Winner Is
John Oostdyk**
\$10 Clark's Gift Certificate
Remember, you can only win if your dues are current

From the Secretary

by Molly Bacon

Hi all,

Attention: My phone number has changed. Cell phones do not work well in rural areas or with satellite internet. Copy this number down for when you need me, **989-246-8046**.

Since the last newsletter :
285 members
5 new members
15 members renewed their dues
6 members were dropped

WELCOME !! to our new members

| | | |
|-----------------------|-----------|----------------------|
| <i>Sam Schneider</i> | <i>NE</i> | <i>1962 Rampside</i> |
| <i>Jim Reich</i> | <i>CO</i> | <i>1963 Corvan</i> |
| <i>Brenda Brittan</i> | <i>MN</i> | <i>1961 Rampside</i> |
| <i>Wesley Heiss</i> | <i>PA</i> | |

Welcome Back

Walt Matenkosky PA 1962 Greenbrier rejoined after nine years



FCs on the big screen

Allen Bristow's Greenbrier Camper will be featured on a new Discovery Channel show, Sticker Shock , which begins April 30th (read about the show in this online article, <http://www.latimes.com/business/autos/la-fi-hy-sticker-shock-20180427-story.html>)



Alex Becker's Loadside aired on Velocity Channel's My Classic Car on April 14.

Watch the whole episode on YouTube at the link below:

https://www.youtube.com/watch?v=nnR3fofQ_7Q&feature=share

Alex's segment starts at 5:50 into the episode.

FC Clock

by Dave Palmer

So even tho I was actually wasn't looking for one of these. And I really don't want to load up the Rampside with too many accessories.... when opportunity knocks, it's time to jump. If you happen to be tracking these OEM clocks. Their scarcity, prices that are getting way up there, and in general, in my opinion how goofy they look sitting up on the top of the dash.... well... do I really want one? Bottom line, yes. Ugly is as ugly does. These are a factory accessory. Proper to fit and not too common to find. So ugly gets beat by original cool once again.

One of our members up in Oregon posted this clock for sale on Corvairstore.com. The price was fair for it's value. So I got to pondering and recognized Thomas was needing something I was doing and we worked out an equitable trade. So a bit later this clock arrived at my Man-Cave.

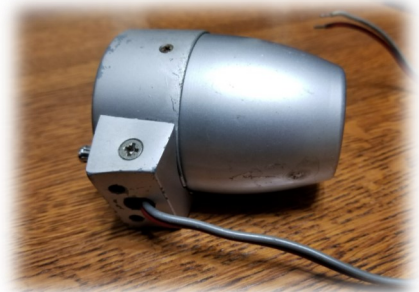
This appears to be the 1962 and later Chevrolet FC and truck clock. 1961 clocks, I am told, have a solid base. 1962 and later have a separate base. This fits the 1962 Rampside perfectly. By removing the back housing, a production date is revealed. Mine says 1961, and it has the later separate mounting base. I didn't even check if it was working. I contacted Fred Bybee right away to see if he could install a

Quartz movement. Yes he could! So off it went to Kansas, and a couple weeks later it arrived back at Dave's Man-Cave. Fred said to paint the housings after he did the conversion.



I removed the housing covers and base cup. I made some holders for painting on a board. Next I bead blasted the housings, cleaned and painted them the matching dash color with my detail gun. Next day was reassembly and testing with 12 volts on the bench. The internal light

worked. The Quartz movement worked. So now came some drilling!



Drilling? My perfectly newly interior painted dash? Oh No!!!

Thanks to Corvanatics, I was able to print up the accessory installation sheet, to properly position the clock. Painters tape was applied to the dash area to be drilled. With great care I punched the 3 hole positions. First was the larger wiring hole. Then the two smaller mounting screw holes. I had one shot to get it right!



All went well and I dropped the clock wires into the dash, mounted the base plate and secured the clock. Next was the wiring to the fuse box. I had made up this while Fred was installing the movement. Two wires come out of the clock. At first glance it looks like one is 12 volts and the other ground. But no... don't make that mistake! The Gray with Red is the clock, constant 12 volts. The other Gray only wire is for the internal light. This is hooked up to the dash lighting circuit. Ground is through the clock body to the dash.



(Continued on page 5)

FC Clock (cont.)

(Continued from page 4)

Besides getting older and less flexible climbing under dashes, this installation went straight forward. And even tho this OEM clock sticks right up there and can also be seen from outside... I'm thinking it's another odd but cool accessory to have in Dainer's Rampside. I already got a "What's that thing"? question. After explaining it's an original accessory, the guy said, "Oh, that's cool"!

Works for me!

FC Clock Mounting

Provided by Corvanatics Tech Editor Gary Baxter

The accessory installation instructions below are available, along with many others, on the Corvanatics web site.

985329

INSTRUMENT PANEL CLOCK INSTRUCTION SHEET

CHEVY, CORVAIR, CORVAIR 95 & TRUCKS

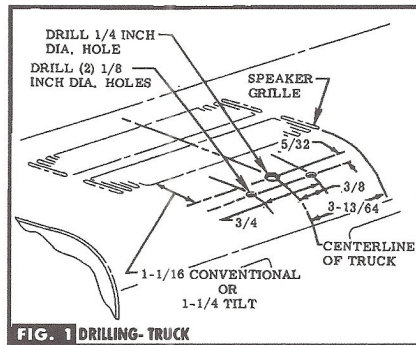


FIG. 1 DRILLING-TRUCK

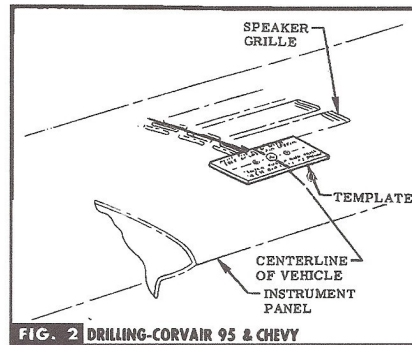


FIG. 2 DRILLING-CORVAIR 95 & CHEVY

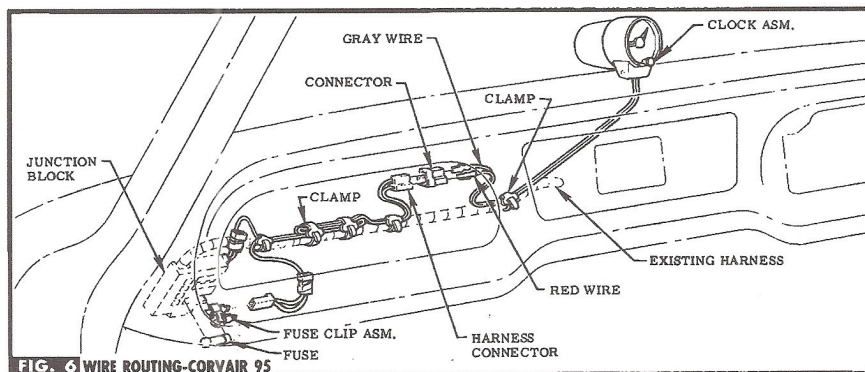


FIG. 6 WIRE ROUTING-CORVAIR 95

STEP 1 LOCATE, CENTER PUNCH & DRILL HOLES IN INSTRUMENT PANEL. IF INSTRUMENT PANEL IS PADDED, HOLES ARE TO BE DRILLED THRU PAD. (ON CORVAIR 95 & CHEVY) USE TEMPLATE PROVIDED. SEE FIG. 1, 2, OR 3. **NOTE** (ON CORVAIR) Remove Ash Tray Asm. from Instrument Panel before drilling holes.

STEP 2 (ON CORVAIR WITH PADDED DASH) PLACE MOUNTING BRACKET IN TRIM PLATE & LOOSELY INSTALL. SCRIBE AROUND PLATE, REMOVE PLATE & MOUNTING BRACKET & CUT PAD 1/4" INSIDE OF SCRIBED AREA. SEE FIG. 4.

STEP 5 INSERT CABLE INTO 2-WAY CONNECTOR & PLUG IN CLOCK WIRES, MATCHING COLORS. SEE FIG. 5, 6, 7 OR 8.

STEP 6 ROUTE CABLE WITH EXISTING HARNESS TO

STEP 3 INSERT CLOCK WIRES THRU CENTER HOLE IN MOUNTING BRACKET & TRIM PLATE (IF REQUIRED) & ATTACH BRACKET TO INSTRUMENT PANEL WITH SCREWS. SEE FIG. 4.

STEP 4 ATTACH CLOCK TO MOUNTING BRACKET WITH SCREWS. SEE FIG. 4. **NOTE** (ON CORVAIR) Close cover on Ash Tray & install into Instrument Panel with handle next to clock. This is 180° from previously installed position.

NOTE Discard remaining bracket. If instrument pad does not exist, discard trim plate.

JUNCTION BLOCK & ATTACH TO EXISTING HARNESS WITH PROVIDED CLAMPS. SEE FIG. 5, 6, 7, OR 8. **NOTE** (ON TRUCKS WITH RADIO) Route clock wires over edge of speaker. See Fig. 5 or 8.

History of Corvanatics (part 2)

by the founder— Ken Wilhite

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

In late 1973 my interest in vans diminished and I sold the 95 to a local resident by the name of Mike Tingle, who drove the 95 out to Las Vegas (on his honeymoon!) and then back with no problems, although he indicated that it seemed to be missing a bit, later diagnosed as a loose nut on one of the rocker arms! I continued with the CORVAN ANTICS newsletter for awhile and then turned the editorship over to, I think, Nico Dejong.

I then acquired a 1962 Austin Mini-Cooper "S" which was a fun car ("You'd fix one thing and something else would break") then to an NSU Prinz 1000 TTS {997 cc SOHC 4-cylinder, dual Weber 40 DCOE's, 110HP@9-10,000RPM. This little car was really something, and on top of that, the styling was copied from the early Corvairs. I then progressed through several other cars and, in 1978, obtained from my father another Corvair, unfortunately not an FC, but another 1960 700 4-door, -1'3- which my father had purchased from a Winder, Georgia wrecking yard. I drove this '60 daily until November 1985 when I decided it was no longer practical (or fun) to "fool with old cars" (I also had a '63 Pontiac Catalina) so I sold the '60 to a guy who needed a beater to drive in the winter (he had a Porsche 911) and the Pontiac was sold the following July. I succumbed to the "Japanese Invasion" and purchased a Mazda GLC, which I am quite happy with, although parts and labor are a bit steep. At the present I am considering the purchase of a Pontiac Lemans GSE (Opel design, manufactured by Daewoo in Korea, with an Australian 95 HP engine). I still on occasion manage to drive a Corvair, my father's 1965 140 HP Coupe, and it does bring back memories.

I never imagined in my wildest dreams that CORVANATICS would grow to the size it is today, and even have their own little mini conventions, one I managed to attend in Southern Indiana a few years back. I appreciate receiving the CORVAN ANTICS newsletters which I read and then donate to the library of the Circle City Chapter of CORSA. Kenneth T. Wilhite, Jr.

(ed. note: To complete the story ... Beginning in June 1974 Nico Dejong took over the publication of CORVAN ANTICS. Between August 1973 and February 1974 there were no newsletters,

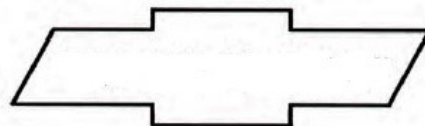
then at that time Ken announced his inability to continue the editorship. Four long months later the next issue came out, with a brand new format and a brand new editor. At this point I believe a quote from Nico's column in that issue could best describe how he took the reins and single-handedly saved our club:

"This issue of CORVAN ANTICS is a rather presumptive one in several respects. First, in view of the absence of recent newsletters, I assume that no one is taking up Ken's job as editor. I can't stand the thought of CORVAN ANTICS dying a premature death by default, so - even though I'm not sure I'm qualified and despite the fact that my time is very limited - I am willing to serve as your editor-publisher for the remainder of 1974."

Well, Nico not only continued until the end of 1974, he published the next 14 issues until Winter, 1977, he established a full, new slate of officers, tripled the number of members and generally established the form the Club remains in to this very day.

The Spring 1978 issue came out on schedule with a new "temporary" editor - then-Sec/Tres Pat Miller. Pat's temporary editorship continued until the Winter 1978 issue when Dave Anderson, previously staff cartoonist, took over the duties of Editor. Dave held down the fort for almost five years, at which time (January 1984) I took over.

In June 1974, Nico nominated Ken Wilhite for honorary membership. The motion was unanimously accepted by the members. Ken remained on as president until the Spring of 1977, at which time Cecil Miller began his term. Ed Gridley was next in line and became chief executive in 1978. By the Fall of 1981 Tom Silvey was in charge and, of course, remains in that position to this day. Well, that's the "rest of the story" as I was able to glean from the back issues in the Club archives. Long live CA!



Greenbrier Van Trip to Oklahoma by Jim Cheek



Forgive me, this is the first article I have ever written. I will do my best to describe the adventure my wife, dog and I had in September 2017. The Great Plains Roundup was held in Oklahoma City, OK. I am from OKC and still have a lot of family there, so I thought, "Let' Go!"

I have a 1963 Greenbrier CamperVan, 4 speed, 140 hp with two carburetors. We loaded up on a Tuesday and headed off at 9:00 am in the morning, going south through Atlanta with an average speed of 80 mph, which made a real comfortable drive in a Van :).

As we got on I-20, with the city of Atlanta in my rearview mirror, my breathing got a little bit easier. Not long after, we threw our first fan belt (surprising, I know). We promptly got back on the road after lifting the bed up and moving the wife and dog. We then entered Alabama and as we got off the road to make lunch, we heard a lifter making noises. So, I added oil and topped off the gas tank. We reached Memphis, TN and the lifter is STILL knocking, so we stopped for the night in Forrest City, Arkansas around 7:30 p.m. After having gone to bed early, I rose at 4:30 am and by 5:00 am I had the left valve cover off and found number 2 rocker is loose. After tightening the rocker, we eat breakfast and hit the road.

We made it to Little Rock, AR during morning rush hour, which is slow. About twenty miles outside of the city, the van throws a second fan belt plus I hear the rocker making noises once again. I pulled over to fix the fan belt, checked the oil and it is all good, but still making noise. We drove on to Henrietta, Oklahoma by 4:00 pm and had just one hour to go to Oklahoma City. We decided to get a hotel, find a parts house, buy more oil (of course) and another fan belt to keep the supply up. At 7:30 pm, I'm lying under the van in a light rain tightening up the rocker again. We are now 1,075 miles from home. The next day, Thursday, we make it to OKC by 10:00 am.

While at the show, I purchased a few new rocker nuts from Rafee's Corvair Parts. I believe there were over 80 Corvairs, with 13 forward-controls and one Ultra Van (which my sister ended up purchasing). My van placed 3rd in the People's Choice and received the long distance award.

My wife and I had a great time at the Round Up. Thanks to the OKC Club for a wonderfully hosted event. The return trip home was perfect, without any issues. The total number of fan belts for a 2,300 mile trip was two and only one quart of oil. The brand new rocker nuts I purchased are still in my tool box. The next weekend, after getting home, we had another event to attend, the Vairs in the Valley show in Maggie Valley, North Carolina, which was hosted by the CorsaNC club. We always have a great time there and my van took 3rd place in People's Choice, once again.



Ahh, the benefits of driving a stock Rampside

No oil temperature gauge, no oil pressure gauge, no manifold pressure gauge nor tachometer nor ammeter nor altimeter nor coolant temperature gauge. No lane departure warning and no automatic braking. Although it does have an in-dash navigation system; there is a map in the glove compartment.

Just a speedometer and gas gauge. Nothing else is necessary. Drive and enjoy.

(Okay, to be serious, my engine is deflashed and clean, and the oil cooler is a 12 plate with end plates. All shrouds in place and thermostats in working order. GM designed it to survive under those conditions and with the appropriate oil, it does just fine.)

Taken from Virtual Vairs penned by Bob Marlowe

Found on Facebook

Eva McGuire's hippy van light show



Jack Bacon



Bill McColl's Ramp Tent



Tim Schwartz



Stewart Smith



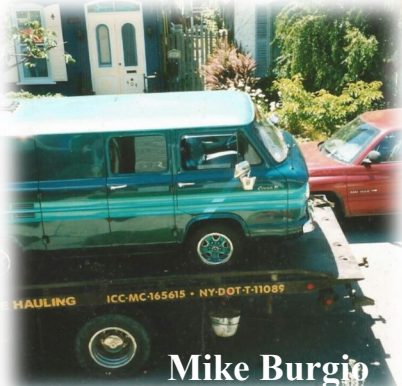
Eric Prorise—Spring?



Tom Nichol's FCs



Mike Burgio



Jerry Moyer



Hinged Engine Cover

by Fran Schmit

Looks like this today:



Yes, it is nearly square because it is a combination of the engine cover and the transmission cover that I have welded together and hinged at the front. If you look closely, under the rope in the picture, you can see the piano hinge that supports the lid all the way across. It is held in the open position by a pair of gas springs – common items on modern cars. The latch at the top of the picture secures the lid while driving and compresses the rubber gasket under the lid.

The reason I am working on the lid now is to smooth out the ‘looks’ of the transition area between the old engine lid and the transmission cover as the longitudinal strips built into those pieces are not continuous. Where the screws

that hold the engine lid down are positioned, there are no strips... so I had to build them in. This involved some artistic welding – not pretty but structural- followed by the liberal use of Bondo, to work the ‘pretty’ part.

Here’s how the transition region appeared a few weeks back:

The strips were 4-5 inches apart and I had to build each strip so that it could mechanically support itself while up in the air. The ribs, or strips, make a piece of flat stock a whole lot stiffer.



The latch keeps the lid from flopping. I once took a load of scrap to the metal yard and when the big Magnet came over me and was lifting crankshafts, etc. up out of the bed, it also had a good hold on my engine lid. Fortunately (!) the hinge was firmly attached - but my view out back, through the mirror, was terrifying. That gave me the idea to secure my lid – better.

Here’s a view of the latch from underneath: and one from above:



What is under that deck?

Yes, there is a plug built into the oil filler hole and a plug built into the Fuel Pump hole and a Late Model GENERATOR and yes, it is all RED. The OPSU is on the Oil Filter and a Temp sensor is where the OPSU used to be. When I go to car shows, I back in, so it’s easier to show what’s under there!



First, they get a ‘talk’ on the RAMP, then we open the deck.

Keep CORVAIRing, Fran

Rampside Lift Kit

by Alan White

Ed—I found this in the latest edition of the Central Virginia Corvair Club's Vairifiable News. It pairs nicely with Fran's article on page 9 about what he has done with his engine cover. Corvanatics member Alan White was nice enough to share this.

One problem I've always dealt with since obtaining my Rampside was what do I do with the engine cover? For car shows, I would take it off and lay it under the truck. To work on the engine, I'd have to take it off and put it somewhere. That thing is heavy and it's awkward to pick up. I always feared I would scratch the truck when I was moving it. Rex Buel came to my rescue! He found a hinge at Lowes and 2 gas spring cylinders with 18 lb. force on Amazon and hooked me right up! Now, all I have to do is lift up on the handle and the springs lift it right up swinging out of the way on the hinge.

Aw...life is good again! Thanks Rex!



Corvan Antics—thru the years

by Chris Brown—Historian



10 years ago - 2008 issue 3

Corvanatics editor, Mike Moyer, acquired a 1965 Greenbrier.



20 years ago - 1998 issue 3

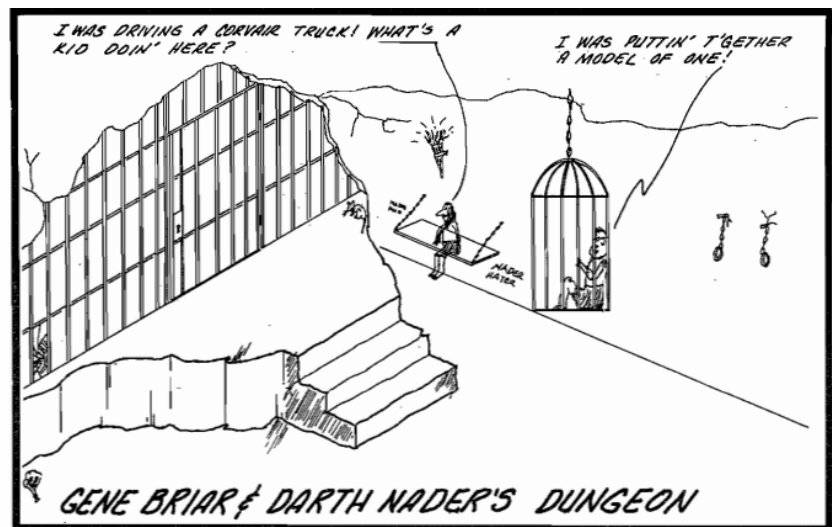
Gary Parsley wrote that he had a pair of heads repaired for \$585. The machine shop replaced all the guides, seats, valves and machined the head gasket sealing surfaces.

30 years ago - 1988 issue 3

Gene 'Brier and his buddy "F.C."

40 years ago - 1978 issue 3

In the classifieds, a pair of NOS FC rocker panels Under the doors) \$60 or \$35 each





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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 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. 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

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Performance Corvairs
San Jose, CA

David Sanger's Rampside

Here are a few pictures of my Rampside. It is from California, and I bought it off Hemmings 15 years ago for \$1,500 – rough paint and interior, but no rust. I had it stripped and painted here in Traverse City (Michigan) by Sheldon's Body Shop. I installed the interior myself with parts from Clarks. Engine was replaced earlier by previous owner; it is a 110 4 speed.

I have fun driving it here on nice days only; no salt.

From your newsletter editor

Okay now, it's spring. I know car shows are scheduled, so I need you to send me pictures and write-ups. Let's share with the membership what's going on.

Since your newsletter editor is also your Secretary/Treasurer, you can find me at the Corvanatics table at the convention somewhere in the indoor vending area. Come visit. Also, don't forget to come to the Corvanatics Annual Meeting.



Molly Bacon
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Corvan Antics