

CORVAN ANTICS

Sep/Oct 2019, Vol. 47, Issue 5



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



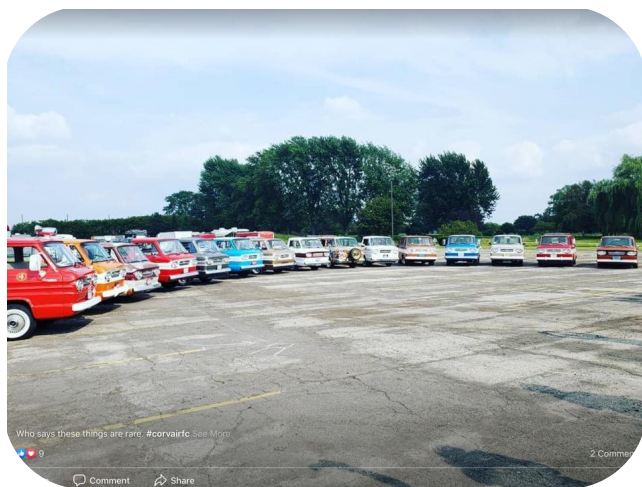
2019 CORSA CONVENTION COVERAGE



A LARGER COPY WITH NAMES IS LOCATED ON THE WEBSITE GALLERY

[HTTPS://WWW.CORVAIR.ORG/CHAPTERS/CORVANATICS/GALLERY.PHP](https://www.corvair.org/chapters/corvanatics/gallery.php)

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Corvan Antics is published for the benefit of the members of Corvanatics. We're the largest chapter of the Corvair Society of America and are supported solely by membership dues. If you are not a Corvanatics member, please consider joining us. Membership information can be found at <https://www.corvair.org/chapters/corvanatics/membership.php>.

From the Secretary

BY MOLLY BACON

Hi all,

Great to see so many of you at the convention and all the great FCs you brought. This edition of the newsletter has lots of pictures from the convention. If you have some others that would be of interest to the members, please email them to our webmaster, Steve Spilatro, spilatr@s@marietta.edu so he can include them in the website gallery.

Since the last newsletter :

300 members

9 new members

40 members renewed their dues

3 members dropped



WELCOME !!

to our new members

Bridget Ahlgrim	FL	1964 Greenbrier
Jerry Audorff	MN	1963 Rampside
Greg Blakeney	TX	1962 Rampside
Edgar Perez	CA	1962 Greenbrier
David Fox	WI	1961 Rampside camper
Dan Morgan	IL	1961 Loadside, 1961 Greenbrier, 1962 Corvan
Nicholas Richter	KY	

WELCOME BACK

to returning members

Ed Thompson	WI	from 2009
David Brown	TX	1962 Rampside from 2013

Dues Due!! Pay now so your name goes away from the list

You will not be penalized for paying early, your due month stays the same

Due in September

JC Ash	Danny Davis
Scott Ford	Marvin Granger
Terry Kalp	Edward Kotecki III
Eddie Meadows	Bill Rudolph
Marlon Weyand	

Due in October

John Bailey	Gary Baxter
Paul Bergstrom	Steve Breines
Larry Bush Jr	Tim Colson
Jim Davis	Mark Gibson
Ed Graveline	Larry Hickerson
Randy Marble	Charlie O'Hare
Timothy Palmer	Bill Prichard
J.C. Salazar	Larry Sherwood
Ronald Young	

Due in November

Joe Covert	Robert Crawford
James Crossland	Michael Dawson
John Oostdyk	Carl Perkins
John Policella	Timothy Schwartz
Steven Spilatro	

Due in December

John Bell	Ron Bloom
Sam Christ	Miner Fleming
Alan Gonick	John Michael Hamel
Clark Hartzel	Stig Holm
Eric Lucas	Eva McGuire
David Newell	Thomas Robinson
Vincent Rohr	Kent Sullivan
Michael Timmons	Alan White

The Winner Is
Paul Bergstrom

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

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Founded in 1969, **CORSA** is group of automobile enthusiasts working to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Corvair. CORSA's long range goal is to promote reproduction of parts and render technical assistance to increase your enjoyment of the Corvair, and to further the general public's appreciation of the car.

Corvanatics encourages membership in CORSA. Visit their website, www.corvair.org

Corvanatics Merchandise

Details, pictures and how to purchase at <https://www.corvair.org/chapters/corvanatics/merchandise.php>

Item	Price
NEW Corvanatics Business Cards (pack of 10)	25¢ or free with additional order
NEW Corvanatics Logo Button (member ribbon added for members)	\$2.00
NEW FC stickers (Rampside, Corvan, Greenbrier)	\$1.00 each
Corvanatics Jacket/Hat Patch	\$2.50
Corvanatics Surface or Window Sticker	\$2.00
Corvanatics Magnet	\$2.00
Corvanatics Lapel Pin	\$3.00
Corvanatics Key Fob	\$8.00
Corvanatics Hat	\$18.00
Corvanatics Roster (available only to members)	\$4.00
Corvair 95 Toys & Models Update Booklet	\$4.00
Powerglide Transmission Book by Bob Ballew	\$10.00
Differential Booklet	\$5.00
3-Booklet Set <ul style="list-style-type: none"> • Paint Codes (includes cars thru '64) • Prices and Options • Paint and Trim Combinations 	\$5.00

Riding with the President

by Stephen Brown

The Chicago Convention proved to be a great event. I enjoyed meeting many of our Corvanatics members. First, let me thank Robert Marlow for his support as the Director-at-Large; replacing him is Billy Cannon of Goodwater, Alabama. Welcome, Billy.

The convention weather was great; there were a large number of attendees and some very interesting FC's. There was an extended cab converted Corvan which looked much like a Rampside. I presented the Corvanatics President's Choice Trophy to Gary Greenwood, from Anderson, South Carolina, driving a really sharp '62 white on black Loadside with nice modifications including lowered, A.C., 110 hp, automatic. Gary came in 4th for the Cole, and scored 93.48 in the Concours.

Congratulations to Clair Morgan for getting over 25mpg in his 63 Greenbrier. Considering it was better than the Turbo class and almost as good as the 140 class; he did quite well.

We ended the convention by gathering 15 great-looking FC's to take a group photo. Hope this becomes a regular event. The Corvanatics meeting on Wednesday was well attended with about 40 people. Ken Hand and Steve Spilatro talked clutches and linkages, and Rex Johnson talked about his line of Corvair tools. The meeting was recorded and should be on the website soon. If you have paid attention to the creators of many of our newsletter articles the name of Fran Schmit keeps popping up. Well, Fran made us a new meeting gavel...quite creative....thanks, Fran.

Also, at our meeting, we announced that we are working with Zazzle to provide a variety of Corvanatics merchandise that can be ordered. I encourage you to look at their website by searching "Corvanatics". We are also encouraging members to invite FC owners to join Corvanatics. This coming year, the Board will continue to address many of your comments from our recent Satisfaction Survey.

I'd like to congratulate Molly Bacon for 3rd place with her Ultra Van newsletter. Last year she got 2nd place as Editor of the Corvan Antics.

I was pleased to meet David and Judy Fox of Marshfield, WI. who have a real nice 61 Rampside with a "Campside" Traville camper. Their white on red Rampside is a brother to my 61 white on black Rampside with a "Campside". Now, I just need to get them to join Corvanatics (*ed - they did later join at the convention*)

Well, next year's convention is San Diego....would be a great cross country vacation! Until next time....keep it out of the ditch.



CORVANATICS 'NEW' PRESIDENT'S GAVEL

It made by Fran Schmidt, who not able to be at the convention, but included the following note:

"I am in the process of making a brand-new gavel.

It will be made of a push-rod tube, famous for the LEEKY SEEL that we all 'hail so proudly'. Might even have an O-ring attached! Or one on each end! The push-rod tube will have a dropped valve seat epoxied to one end - reminiscent of the many times members have had that unfortunate experience. Also, being presented on the 'business' end of the gavel will be the top of a piston that let loose along the oil ring (on about 1/3 of the factory pistons)

making a horrendous noise and clatter and putt-putting of the engine but because the skit of the piston stayed attached to the wrist pin there was no damage to the cylinder wall or crank. Members can examine the beat-up piston where the running engine kept hammering "the separated brethren" against the top of the cylinder. Newer materials for the O-ring have resolved that 'LEEKY' issue and redesigned Pistons fixed the other end. The valve seat issue became a well known phenomenon with the advent of millions of Aluminum heads being manufactured in the ensuing decades - water cooling didn't seem to help - but knowledge of how to cool down a hard-run engine has drastically reduced the "dropping seat" syndrome.

These were/are all extremely common characteristics of our favorite Brand. Remembering them keeps us grounded and still much in love. So, when you see/hear the new gavel pounding on the table, you can reverently bear in mind the history of all these parts.

Let's keep on CORVAIRing, Fran"



Minutes of the 2019 Corvanatics Annual Meeting, July 24, 2019 at St. Charles, IL

The meeting was called to order by president, Stephen Brown, at 8:40. A special "Corvair parts" gavel was presented to Steve for all future Corvanatics' presidents to have at the Annual Meetings. It was custom made by member, Fran Schmit.

The current Board of Directors was introduced. Stephen Brown, President; Ken Hand, Vice President; Timothy Schwartz, Eastern Director; Dale Dewald, Central Director; Duane Wentlandt, Western Director; Bob Marlow, Director at Large; Molly Bacon, Secretary/Treasurer/Newsletter Editor; Steve Spilatro, Historian; and Gary Baxter, Technical Editor. Steve Brown then made an explanation of the Historian position. The income statement was read with income being \$4101.50 and expenses at \$3604.33 for a profit of \$497.17. It was discussed that printing the newsletter in-house seems to have improved the profit and loss. Donations of \$500 to both the Corvair Preservation Foundation (CPF) and the CPF Scholarship Fund were seconded and unanimously approved.

This year's accomplishments were discussed; we are video-recording the annual meeting to be available for all members on the website, the FC Registry has been updated to accept information about campers, the Corvanatics Member Survey had a response of greater than 50% and many suggestions have been implemented. The latest suggestion implementation will be the Corvanatics Merchandise Store. Secretary/Treasurer, Molly Bacon, made a quick explanation about it and had some demo items available for display. Both Ken Hand, and Steve Brown wore shirts purchased from the store. In addition, Molly introduced a couple of new merchandise items available on the website, individual round stickers with either a Rampside or a Corvan or a Greenbrier on them and a 2 1/4" pin-back button with the Corvanatics logo, and for all members, plus a free red Member ribbon to hang below the button. These items are already on the website for sale.

Next item was elections. First, there was a nomination to leave the board as is, but it was explained that Bob Marlow had asked to leave the position of Director-at-Large, so that position was open. Nominations for all positions (except Secretary/Treasurer, which is bi-annual) were requested. None were offered. Steve Brown mentioned there had been a nomination of Billy Cannon for Director at Large. A couple of comments were made that Billy would be a great asset and the nomination was seconded and there was a unanimous approved.

Steve Brown presented the President's Choice Award to Gary Greenwood and his white on black '62 Loadside.

Tim Schwartz spoke about coordinating a group FC photo on Friday about 4:30 after the Autocross. Terry Kalp would be the photographer.

The meeting was adjourned at 9:05PM

Annual meeting freebies were handed out, a pen with CORVANATICS, The Forward Control People, 2019 CORSA Convention, St. Charles, IL on it, a mini Hershey Bar with the Corvanatics logo and a bow-tie shaped vinyl cling with the convention information. There were tech presentations by Rex Johnson, Ken Hand and Steve Spilatro. Finally, Clark's gift certificates were given away as door prizes.



CORVANATICS MERCHANDISE STORES
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WWW.ZAZZLE.COM/STORE/CORVANATICS

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[HTTPS://WWW.ZAZZLE.COM/STORE/CORVANATICS](https://www.zazzle.com/store/corvanatics) (US SHIP ONLY)

**YOU SPOKE AND WE LISTENED
 YOU ASKED FOR T-SHIRTS
 AND YOU GOT MORE THAN
 T-SHIRTS**

ALSO, ANY OTHER ITEM AVAILABLE ON EITHER WEBSITE CAN BE CUSTOMIZED WITH THE CORVANATICS LOGO AND ADDED TO THE CORVANATICS STORE. JUST EMAIL: CORVANATICS@GMAIL.COM AND REQUEST THE ITEM
 SHOP ONLINE AT YOUR LEISURE AND ORDER AT A SHOP BELOW



2019 CORSA CONVENTION COVERAGE ST. CHARLES, IL JULY 23-27

Each year we recognize Corvanatics members who participated in the convention events. They are listed below in alphabetical order with the events and results.

Please congratulate them next time you see them.

Jean Allan

Model Car Concours - Factory-Built Stock Non-Promo - 1st & 2nd place

Model Car Concours - Gold Preservation Award

Scott Allison

Autocross - Class SS-3: 1965-1969 low performance (95-110 hp) - 5th - 1967 Monza 4-dr. Sedan - Run 1 - 45.985, Run 2 - DNF, Best Time - 45.985

Rally - Corvair Primary Class - 15th place - (Driver - Clifford Carlino) 2-dr. Coupe - 1421 points

Ed Bartlett

Rally - Corvair Primary Class - 33rd place - (Navigator-Dawn Bartlett) 1961 Rampside Pickup - 2390 points

Alex Becker

Autocross - Class IS-4: 1961-1965 Forward Control - 1st place - 1961 Loadside Pickup - Run 1 - 46.359, Run 2 - 41.106, Best Time - 41.106

Car Display - Forward Control - 2nd place - 1961 Loadside Pick-Up - Orange/Black

Chris Brown

Car Display - Engineered - 1st place - 1968 Ultra Van - Beige/Bronze

David Brown

Autocross - Class IS-3: 1960-1969 high performance (140-150-180 hp maximum four-venturi) - 8th place - 1969 Monza 2-dr. Coupe - Run 1 - 44.431, Run 2 - 41.806, Best Time - 41.806

Billy Bruce

Concours - 1961 500 Series Station Wagon - 93.19 points - Silver

Jim Cheek

Autocross - Class SS-1: 1960-1964 low performance (80-110 hp) - 9th place - 1963 Monza Convertible - Run 1 - 48.943, Run 2 - DNF, Best Time - 48.943

Car Display - Early Open - 3rd place - 1963 Monza Convertible - Silver

Eldon Dahl

Autocross - Class IS-2: 1965-1969 low performance (maximum two-venturi) - 3rd place - 1966 Monza 2-dr. Coupe - Run 1 - 52.247, Run 2 - 39.273, Best Time - 39.273

Econorun - Class 2 C: Manual transmission Corvairs with 2 carburetors - 1st place - 1966 Monza 2-dr. Coupe - 40.377mpg

Rally - Corvair Primary Class - 39th place - (navigator - Linda Dahl) 1966 Monza 2-dr. Coupe - 2775 pts

Mike Dawson

Autocross - Class SS-3: 1965-1969 low performance (95-110 hp) - 3rd place - 1965 Monza 4-dr. Sedan - Run 1 - DNF, Run 2 - 42.102, Best Time - 42.102

Marilyn Dewald, MD

Autocross - Class SS-3 Ladies: 1965-1969 low performance (95-110 hp) - 1st place - 1965 Monza 2-dr. Coupe - Run 1 - 46.365, Run 2 - 43.450, Best Time - 43.450

Cole Award - 2nd place - Total Cole Points - 1062.57

Concours - 1965 Monza 2-dr. Coupe - 87.57 - Bronze

Econorun - Class 2 C: Manual transmission Corvairs with 2 carburetors - 2nd place - 1965 Monza 2-dr. Coupe - 34.531mpg

Rally - Corvair Primary Class - 1st place - (Driver - Dale Dewald) 1965 Monza 2-dr. Coupe - 301 points

(Continued on page 7)

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Dale Dewald

Autocross - Class IS-2: 1965-1969 low performance (maximum two-venturi) - 6th place - 1965 Monza 2-dr. Coupe - Run 1 - 41.790, Run 2 - 41.274, Best Time - 41.274

Rally - Corvair Primary Class - 1st place - (Navigator - Marilyn Dewald, MD) 1965 Monza 2-dr. Coupe - 301 points

Mike Gassmann

Concours - 1965 Greenbrier Van - 92.96 - Silver

Gary Greenwood Sr.

Autocross - Class IS-4: 1961-1965 Forward Control - 2nd place - 1962 Loadside Pickup - Run 1 - DNF, Run 2 - 48.624, Best Time - 48.624

Cole Award - 4th Place - Total Cole Points - 1037.38

Concours - 1962 Loadside Pickup - 94.38 - Silver

Econorun - Class FC: All Forward Control Corvairs - 3rd place - 1962 Loadside Pickup - 24.986mpg

Rally - Corvair Primary Class - 20th place - (Navigator - Tony Ellison) 1962 Loadside Pickup - 1724 points

Mike Hall

Concours - 1965 Corsa Convertible - 94.14 - Silver

Eddie Meadows

Rally - Corvair Touring Class - 6th place - (Navigator - W Titus Stewart) 1964 Monza Convertible - 2215 points

Clair Morgan

Econorun - Class FC: All Forward Control Corvairs - 1st place - 1963 Greenbrier Van - 32.200mpg

Jeff Murrell

Rally - Corvair Primary Class - 19th place - (Navigator - Kim Murrell) 1968 Monza Convertible - 1677 points

Burt Neuner Jr.

Autocross - Class SS-1: 1960-1964 low performance (80-110 hp) - 5th place - 1961 700 Series Station Wagon - Run 1 - 47.838, Run 2 - DNF, Best time - 47.838

Concours - 1961 700 Series Station Wagon - 82.62 - Bronze

Econorun - Class PG: Automatic transmission Corvairs - 6th place - 1961 700 Series Station Wagon - 22.462mpg

Lynda Neuner

Autocross - Class SS-1 Ladies: 1960-1964 low performance (80-110 hp) - 2nd place - 1964 Monza 2-dr. Coupe - Run 1 - DNF, Run 2 - 55.664, Best Time - 55.664

Concours - 1964 Monza 2-dr. Coupe - 82.23 - Bronze

Mike Pfingsten

Econorun - Class PG: Automatic transmission Corvairs - 3rd 1966 Monza 2-dr. Coupe - 26.141mpg

Rally - Corvair Primary Class - 27th place - 1966 Monza 2-dr. Coupe - 2218 points

Eric Prosise

Autocross - Class IS-2: 1965-1969 low performance (maximum two-venturi) - 1st place - 1966 Monza 2-dr. Coupe - Run 1 - 35.837, Run 2 - 35.674, Best time - 35.674

Econorun - Class PG: Automatic transmission Corvairs - 20th place - 1966 Monza Convertible - 19.731mpg

Car Display - Late Open - 1st place - 1966 Monza Convertible - White

Rally - Corvair Primary Class - 8th place - 151 (Navigator - Jodi Prosise) 1966 Monza Convertible - 966 points

Dan Reis

Autocross - Class SS-4: 1965-1969 high performance (140-180 hp) - 7th place - 1966 Corsa 2-dr. Coupe - Run 1 - 45.515, Run 2 - DNF, Best - 45.515

Rob Schield

Car Display - Forward Control - 3rd place - 1961 Corvan Pick-Up - Patina

(Continued on page 8)

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Tim Schwartz

Rally – Corvair Primary Class - 5th place – (Navigator - Chris Heckel) 1963 Greenbrier Van – 814 points

Paul Sergeant

Concours - 1962 Monza 4-dr. Sedan - 87.23 - Bronze

Al Short

Concours - 1961 Rampside Pickup - 86.99 - Bronze

Rally – Corvair Primary Class - 18th place – (Navigator - Jeanette Short) 1961 Rampside Pickup – 1666 points

John Skowron

Car Display - Forward Control – 1st place -1963 Rampside Pick-Up – Green

Mike Slotwinski

Car Display - Early Closed – 2nd place - 1961 700 Series Station Wagon – Blue/white

Econorun - Class PG: Automatic transmission Corvairs - 9th place - 1961 700 Series Station Wagon - 20.061mpg

Rally – Corvair Touring Class - 7th place – 1961 700 series wagon – 2242 points

Jim Speas

Rally – Corvair Primary Class - 40th place – (Driver - Matthew Brizendine) 1966 Corsa 2-dr. Coupe – 3093 points

Titus Stewart

Rally - Corvair Touring Class - 6th place – (Driver - Eddie Meadows) 1964 Monza Convertible - 2215 points



**CORVANATICS
PRESIDENT'S
CHOICE AWARD
GARY GREENWOOD
1962 LOADSIDE**



WELCOME CORSA INTERNATIONAL
CONVENTION JULY 23-27

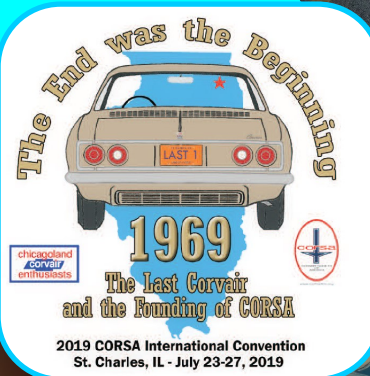
Alex Becker - 61 Loadside



Dan Morgan - 61 Loadside



Al Short - 61 Rampside

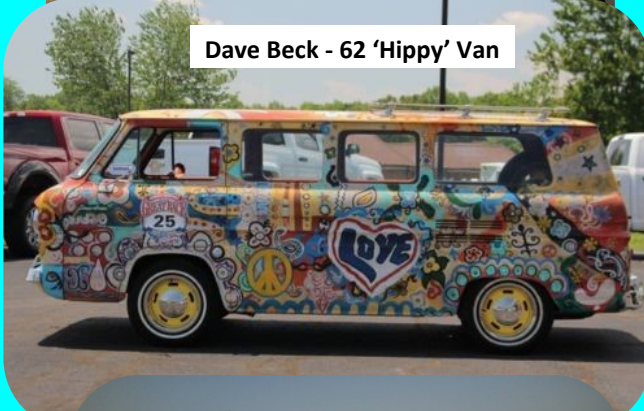


Gary & Helen Moore - 61 Rampside



Jim Speas - 61 Rampside

Dave Beck - 62 'Hippy' Van



Paul Fox - 61 Loadside



John Herkenratt - 61 Rampside



Steve Spilatro - 63 'Firebrier'



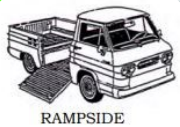
Dave Fox - 61 Rampside Camper



Well patina-ed Greenbrier



Rob Schield - 61 'Ramp' Corvan



RAMPSIDE



Jeff Brylow - 64 Greenbrier



64 Greenbrier Camper



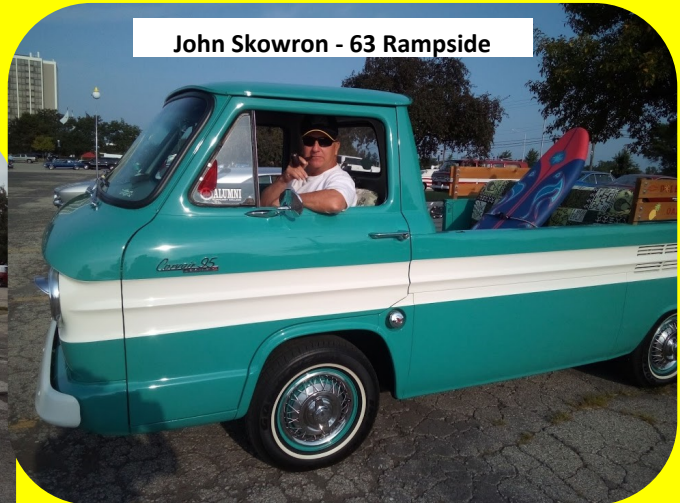
Fred Backrodt - 61 Rampside



GREENBRIER



Tim Schwartz - 63 Greenbrier



John Skowron - 63 Rampside



Burt Neuner - 64 Greenbrier



Dan Brizendine - 64 Greenbrier



Mike Gassmann - 65 8-door Greenbrier



Clair Morgan - 65 Greenbrier

Corvair 95
by CHEVROLET

Found on Facebook

Pictures of our members/their vehicles randomly found posted on Facebook

Stan Gee



Jon Robere



Michael Timmons'
new shag interior



Jim Williams
it's been almost a year since
we've seen his progress



Ed Lindsay
taken from the WFCC newsletter



Steve Spilatro



FIRST CORVAIR CAMPING TRIP

BY JIM CHEEK III

We finally got to go camping in my '63 Camper van. Some of you know I've been sick for the last few years, to the point I can't work anymore. So anymore work on the van and trips have been put on hold.

My grandson, Zane, has been asking me to go camping; so as not to let him down I got an idea. It was Memorial Day weekend and he had just graduated from K-4, so no better time to test out the van and I don't have to go far. I have two large oak

trees in the yard so we pulled down between them for the shade and set up camp. There was power, water and our own private bath house right next door :). Zane acted like he was making food on the table attached to the door of the van while I got a fire started. After a while, we ate



s'mores and then got ready for bed.

Zane would not sleep in his tent, so we made up the front seat for him to sleep. Nona and I shared the back bed, a little tight, but doable. He was already asking when we could go again a week later. It was a great time.



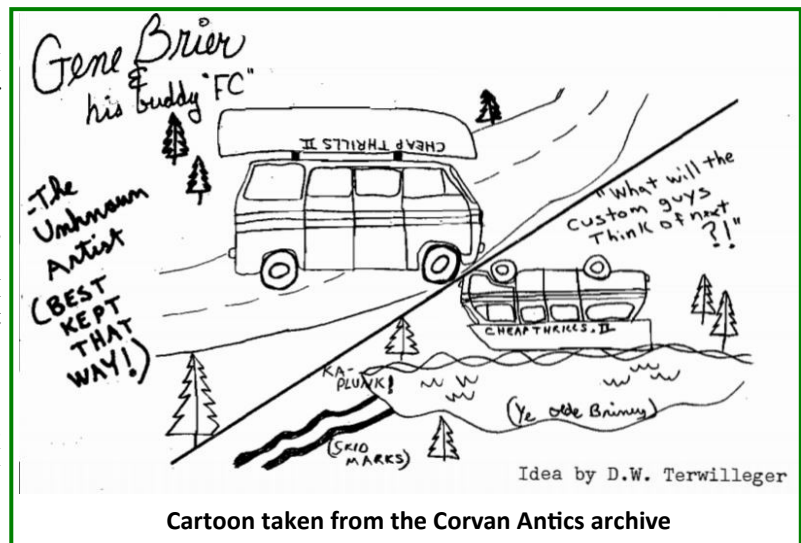
Here is how the van came back to life.

About nine years ago, I had purchased it from Jerry Jennings of Landrum, SC. It was pulled out of the kudzu buried in his Corvair graveyard. Two of the wheels did not roll, a limb was through the windshield, it was full of non Corvair parts, but I saw some potential. There was a wrecked '64 camper van next to the one I wanted, so I purchased the windshield and camper van components from it.

You would not believe the size of the rats living in the cabinets! The cabinets were falling apart, so I re-glued every panel the best I could, and put them back together with some screws. The veneer was too water damaged to look good, so I painted them. I had to make a table and all the cushions. It had the original water tank, a faucet that still pumps water, and an ice box that keeps things cold. I made some curtains and re-covered the front seat. I also painted the interior of the van. Steve Avery helped me with the resealing of all the glass. I replaced all the door seals. I rebuilt the headlight buckets and taillight assembly. I stripped all the stainless, polished it, and clear coated them.

Next, I installed a new clutch cable, a completely new fuel system, 100% new braking system. I have a rebuilt rear axle from California Corvairs Parts and a rebuilt differential by Tony Ellison. The four-speed transmission looked good so I just resealed it. I rebuilt a 140 motor for her that is still running strong.

Really, the only major work left I want to do is replace the steering and suspension components and get her clear-coated. Hopefully, one day I can get enough strength back to finish her.



Cartoon taken from the Corvan Antics archive

Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago 1979 Corvan Antics Volume 7

There were only four issues in 1979.

30 years ago - 1989 Corvan Antics Volume 17 #5, Sept-Oct 1989

Henry Peabody of Memphis, TN described the outfitting of a 1962 Greenbrier as a Boy Scout transporting "Scoutmobile". Opposing seats constructed of plywood were installed, "held down by army surplus straps". [Now, I always felt that the stock FC rear seat wingnut anchors were somewhat dicey; but army surplus straps??? Oh, those were the days.]

FC merchandise available in 1989: Window decals (\$1), Jacket patches (\$2.50), Club stationary and envelopes (5¢), paint codes and prices and options documents (\$4.50)

20 years ago - 1999 Corvan Antics Volume 27 5, Sept-Oct 1999

Ben's bus goes Maine or bust. (It was Maine, not bust.) Ben Stiles recounted the family trip in their Greenbrier pop-up camper. 1500 miles to Arkadia and back to Strasburg, PA. In his regular Ben's Bus column, Ben described the continuing (perpetual?) refinements to the camper.

Less successful was Dave Palmer's 100 mile trip in his 1964 Greenbrier, Valveda, which sacrificed its cam gear mid-way home. Dave's tech tip for replacing the gear was: freeze the cam shaft for a day or so and bake the new cam gear at 450° for 30 minutes, the gear will slip on the cam almost by hand.

Published were minutes of the Corvanatics annual meeting at the CORSA Convention in Lake Tahoe. At the meeting Kent Sullivan gave a report on the Registries he has started for 1962 Loadsides, 1964 Rampsides, 1965 Greenbriers, and . . . 1964 Corvans! These were the last year of production for each model. [Kent, I guess the Corvan Registry never materialized?]

10 years ago - 2009 Corvan Antics Volume 37 5, Sept-Oct 2009

Secretary/Treasurer Larry Schmuhl reported on the annual Corvanatics Meeting at the Annual CORSA convention in Jacksonville, FL. The GM Heritage Center was planning a Rampside and Greenbrier display [now done].

Retractable Tie Down Update

By Gary Baxter - Technical Editor

The 2017 July/August issue of "Corvan Antics" contained an article on how I put Bull Dog retractable tie downs on my Rampside. I used two pins to mount the ones in the rear locations, which required the removal of the side panels. This is not always easy to do. If they have not been recently removed, it is likely that many of the screws will twist off when you attempt to remove them. On mine, I had to try to carefully cut the new spray on bedliner at the edges of the panels. Not wanting to do that on my wife's Rampside, when it gets finished being painted, I looked at doing something different. The problem is the rear pockets have no lip like the other pockets do.



On hers, I decided to make a lip by cutting openings in the sides of the pocket for the mounting system to clamp to. The openings have to be longer than the clamp, and at least 5/8" high for the clamp to be able to fit in. Making the openings was done with a Dremel and many, many small cut off disks. I also used a small grinding tip to clean up the cut opening. You have to work through the top of the pocket opening. I suggest using masking tape around the top of the opening to protect the paint. The top cut is done just under the edge of the body seam. As with all the other locations, the sides of the yellow bucket have to be trimmed about 1/16" each to fit into the smaller than normal pockets used on the Rampside.

Clyde Alton Jones

Clyde Alton Jones of Everton, Arkansas passed from this life on July 28, 2019 in his home at the age of 77.

Clyde was born on July 1, 1942 in Ragley, Louisiana. After graduating from Ragley High School, Clyde began his telecommunications career in July 1969 when he worked for F. M. Hollandsworth Engineers as a resident engineer until October 1972. From there he joined Contel Telephone Company until April 1975. He then returned to work for F. M. Hollandsworth as a resident engineer until November 1978. From that time until June 2000 he worked at Tri-County Telephone Company as Engineer and Assistant Manager. Clyde went to work for Southwest Arkansas Telephone Co-op (SWAT) on July 1, 2000 and retired from SWAT on July 1, 2008, where he served as VP-Plant Operations/Engineer. During his career Clyde served on the Board of Governors of the NW Arkansas Medical Center, Board Member of the Arkansas One Call Board, and on the Board of the Arkansas Telecommunications Association holding the position of 2nd Vice President, Vice President, and President. Clyde was well thought of and respected throughout the industry.

Clyde married the love of his life, Dee, on May 8, 1976. He always kept things interesting, lively, and real. Clyde loved his wife, his family, and his Corvairs. He was an expert in the kitchen, anyone who knew him appreciated his cooking skills. He enjoyed floating, and dabbled in farming and gardening. He was a "jack of all trades", who would and could take on all types of projects - some were his ideas, but mostly they were Dee's. Together Clyde and Dee have left a legacy of generosity.

He was a member of the First Baptist Church of Valley Springs. He was baptized September 14, 1980. He was also a member of the Arkansas Corvair Club and CORSA. Clyde won several awards with his love of Corvairs. They consisted of People's Choice, Best of Show, Economy Run with 48mpg, and the valued Concours Gold Senior score of 98.07.

Survived by his children: Rodney (Mary) Arnold, Vicki Cook, Troy, Jennifer, and Nicole Jones; grandchildren: Krystin Palma, George Palma, Madison Arnold, Ashlynn Cook, Zachary Cook, Emilie Arnold, Lily Cate Arnold, and Dustin Watts; siblings: Ronald (Donna) Jones, Sandra Faye Ardoine, Keith (Dwana) Jones, Verna Mae Jones, Ed (Joy) Smith, and Doc (Kathy) Smith; lots of nieces and nephews, and many friends.

Preceded in death by his parents Winnifred Trammel, Richard (Dixie) Jones, and his brother Freeman Jones.

IN MEMORIAL



REPAIRING FC TAILLIGHT BAD GROUNDS COMMENTS, AUGUST 2019)

BY BOB HALL (FROM GROUP CORVAIR

My Greenbrier taillights have gotten dimmer over the past year, which is not good because the lights are small to begin with. Ten or 15 years ago the same problem, caused by poor grounding, was fixed by removing the lights and cleaning up the J-nut connections to the body. As the two photos show, the J-nuts cut through the paint to complete the grounding of the aluminum light base to the body when the mounting screws are tightened. Rust will weaken or insulate the ground. To fix the problem remove the J-nuts that clip to the body tabs, clean the body tabs with steel wool, a Scotch Brite pad or similar and remount the J-nut. This time I added some dielectric grease to slow future rust before I put everything back together.

I also added Sylvania 2357R (Red) LED taillight bulbs to brighten the lights even more. I want to be seen both coming and going.





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Corvanatics is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed full color newsletter and \$15 for a mailed black and white 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 received 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
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- 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. All ads must be Corvair-related.

Deadline for publication is the 15th of February, April, June, August, October or December.

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