

CORVAN-ANTICS



Jan-Feb 2023, Vol. 51, Issue 1



<https://www.corvair.org/chapters/corvanatics>

Belated Happy Holidays from Corvanatics
Image sent in by Billy Cannon
See more member contributions starting on page 2



Merry Christmas



Below are members who were randomly drawn for a giveaway of some limited edition Corvanatics calendars

**2023
CALENDAR**

Thomas O'Leary

J.C. Ash

Eric Prosis

Larry Sherwood

Jim Diell

Sam Schneider

Duane Wentlandt

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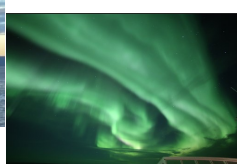
Corvan -Antics is published for the benefit of the members of Corvanatics. We're the largest chapter of the Corvair Society of America and are **supported solely by membership dues**. If you are not a Corvanatics member, please consider joining us. Membership information can be found at <https://www.corvair.org/chapters/corvanatics/membership.php>.

Thanks for the unbelievable number of member contributions



I cannot say enough thanks. Due to the wonderful response to my request for contributions and to keep this edition at an acceptable number of pages, I pretty much drew from a hat the articles and pictures that appear here. **I promise that the articles not included this time will be in the next edition and hopefully I can include a gallery of unpublished photos at a later time.** Thanks and please don't stop sending material for the newsletters. Remember, it is your newsletter to share with other members.

It all started with requesting an address update for returned mail. The address change came from **Thomas Stingl**, one of two members in Germany. Along with his new address, he mentioned he was currently on a



Norway Cape Cruise as a paid astronomy lecturer (check out the Aurora borealis he saw. How fun is that? Thinking about what he said he was doing, I wondered what other members might be doing and sent out the request email.



Read on for what your fellow members are doing. I promise there is tech stuff in here.

Matt DeVecchio

My 61 Rampside - working hard getting the Xmas tree home with my daughter Calla.

Rob Amsler

I hope you are inundated with material! Maybe you can get people to regularly contribute "what I did with my FC this month" (*ed-Even though I had a great response this time, it's a super suggestion. Listen up folks!! I'm always open for contributions like this*)

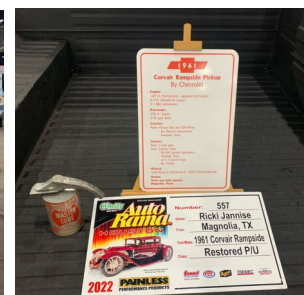


I am about to embark on a rotisserie restoration of my '62 Loadside # 100715 purchased from Harold Dexter's estate in 2020. <https://www.corvairkid.com/2R124F100715>. It is the lowest serial # Loadside in the '62 Registry, one of three Flint trucks, and will require extensive metal work. This will be the first undertaking of this magnitude I have done. If you hold me to it, hopefully I can provide progress reports over the next year(s?) :0)

Ricki Jannise

Photos from the Corvair Houston club display at Autorama in Houston...

The competition at Autorama is too stiff. I managed a "Class" award which is kinda like a participation trophy.



Rod Murray

The continuing saga of my '64 van goes on as I sent the Greenbrier to a local paint and body shop in early November to



assist with door alignment, fixed glass installation, debug some electrical gremlins, and clean up my do-it-yourself 10'er paint job from three years ago. Unfortunately, between the poor body prep, paint chips, and inconsistent finish, the paint could not be successfully salvaged enough to warrant the cost vs simply respraying, so this time I opted to go back to the original single stage turquoise paint code. I am still getting used to not having the belt-line stripe, but I have to say it looks fantastic and such a good decision. Doors are aligned and gremlins are



gone so the last big steps are to get the fixed side glass and windshield installed. I should get it back before Christmas and then can continue with a winter reassembly plan. Stay tuned.

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Elaine Duerden

I was at an Antique Festival at the Waterford Township Senior Center this summer when I saw a vendor with birdhouses in the shape of teardrop campers and cottages. We talked a bit and agreed that with her husband's help they could re-create my Greenbrier. When it was ready, she sent her address. What a surprise that they live 2-1/2 blocks away!



Phil Dally

How about a Craigslist ad (now shows expired) for 2 Corvans in a wrecking yard? I went to get the numbers for the Registry and took some pictures. I should go back and drag the '63 home. It is a Deluxe and the back is full of Corvairst parts.



Jerry Lentz

On November 21st I took my old 1962 ramp side out for a short drive before putting it away for its winter slumber.



Jim Walsh

1961 Rampside I purchased a few months ago. This will be my winter project. I will be doing bodywork first & then wiring. The engine & brakes are working well.



Eric Taylor

Here is a picture of the engine all rebuilt and reinstalled in my Rampside. And then it snowed. I managed to get three tanks of fuel through it, and an oil change before the snow flew. Where we live in Vancouver, it is way too early in the year for snow. I'm looking forward to better weather so I can put some more miles on it. And a picture of the early convertible I will be getting rid of this winter. Just bought it for the engine.... I also did a custom dash. I



I have no idea of the price, although I spent a lot at Classic Instruments getting the custom made instruments. I also learned a lot from them. I can teach them a bunch now too! (How to improve their product)



David Iwanicki

I'm working on getting a true '65 Greenbrier into my collection. It's now in London, KY with its engine out, door cards off, and some exterior trim removed. All the '65 specific bits do appear to still be with the van, fortunately. The engine was supposedly rebuilt, and I will test it on a stand before reinstalling it. Hopefully, it just needs reassembly and general maintenance to be running, driving and stopping again.



My hope is to drive it to Wisconsin Dells for the 2023 convention!



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Dean Gemberling

I was bitten by the Corvair “bug” at the impressionable age of 15, when my brother and I helped Dad restore a 1965 Monza coupe in Hamburg, NY. Six years later, as a junior cadet at The United States Military Academy at West Point, my first car purchase was a fully restored 1964 Monza convertible instead of the more popular Celica GT, Corvette, or Trans Am.

Fast-forward to 2012 when I first met Ken Arnold at the annual Corvair-only event known as “Springfest” in Helen, GA. Ken is a retired tool designer, amateur racer and legendary Corvair mechanic. He was driving a gorgeous 1963 Corvair Rampside pickup truck that had a SB Chevy 305 V8 in the bed, TH350 automatic transmission, C4 Corvette rear end and 4-wheel disc brakes. Painted Goldwood Yellow with a white body stripe and shiny diamond plate surrounding the engine, the truck was unique, popular, and fast! Although I really liked the V8 Rampside, I was focused on finishing the restoration-modification of my 1969 Corvair Monza convertible and failed to take Ken up on his offer of a test ride.



Several years later, while I was working on a recently acquired 1962 Rampside, I began thinking about Ken and his V8 Rampside: “Gee, I wonder if Ken would ever consider selling it?” Well, you know what they say, “Be careful what you wish for because you just might get it!” My West Point classmate, Bill Merrill, and I were showing our cars at the “Cruisin’ to The Oldies Show” in Senoia, GA when Ken stopped by to see me. Since I was “indisposed” at the time, he told Bill to have me call him when I got home. That night on the phone, Ken told me that he was downsizing and needed to sell a bunch of Corvair parts and asked if I was interested in driving up for visit. I replied “Yes, but on the condition that you take me for a ride in the V8 Rampside.” Ken said “Sure, we’ll drive the truck to lunch!”

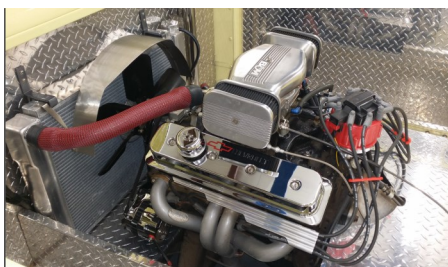
It was a great Saturday visiting with Ken, looking through his memorabilia, buying Corvair parts and graciously accepting the parts that he gave me for free. As expected, the highlight of the day was riding to lunch in the V8 Rampside! That truck was amazingly fast off the line and so much fun! Everyone was honking and giving us the “thumbs up” the entire time!



As I was preparing to head back home, Ken said, “You know, I’m thinking about selling the Rampside.” Holy cow, Batman! I couldn’t believe my ears. “Stop right there! I want first right-of-refusal.” Two weeks later, we completed the deal, and I became the next caretaker of the awesome V8 Rampside!



Over the course of the intervening 6 years, I have taken especially good care of “our truck” as Ken and I like to say. I replaced the windshield, repainted the dash from glossy yellow to flat black, personally designed and installed a Restomod Air Heat and AC unit with custom made hoses, hinged the heavy rear deck lids to make it easier to show off the Corvette rear end, refinished the Camaro wheels, installed a larger LED third brake light, had the windows tinted and installed coil overs in the front suspension.



The truck is a huge hit with the public and always attracts crowds as well as trophies at just about every show we attend. It is so much fun showing off the attention to detail and the impressive engineering it took to create such a tastefully done vehicle. My favorite question is “How does the engine get air with the radiator mounted up against the cab?” Amazement abounds when I tell them that the original fuel tank, which was mounted below the cabin, was removed, and then show them the scoop under the front bumper and the discrete doghouse that sits between the seats which all create a straight path for the air to the radiator.

Yes, getting the V8 Rampside was a dream come true, but the best part is that Ken has become like a father to me.

Thanks Ken!

Mike Dawson

FC Shop Tech Stuff

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Below are topics that I kept in an FC reference file, and I ran across them in my garage. Although many may have previously appeared in various publications, some may be new for FC owners.

Shock Absorbers: Because of the short wheelbase, the FC models originally had super duty shocks on the front with a 2 1/4" diameter body. Replacement with anything less causes a really choppy ride. I installed the Monroe Magnum 34750 with excellent results. Installation does require a minor adjustment: removal of about 1/8" from both the lower mounting slots. That shock is listed for the front of a big Dodge pickup and if you check auto supplier websites such as O'Reilly, you will find the specs are very close to the original Corvair shock. I find Clark's shocks work fine on the rear for normal service.

Steering Box Pitman Arm Nut: The large nut on the steering box pitman shaft may be loose, apparently from the factory, since it does have a lock washer. I doubt that the arm could ever come off due to the fit and age, but the nut can block a clutch pedal if it backs off very much. Check yours since several FC's have shown up with that problem over the years.

Steering Column Noise: Both of my Greenbriers (1962) and others began making creaking noises when the steering shaft was under a load. The problem is lack of reinforcement under the floor. Looking up from the ground, a triangular plate that supports the steering box and floor is 3/8" short of reaching the floor towards the rear. It needs to be welded on two sides to prevent flexing, noise and possible breaking.

Greenbrier Air Intakes: As part of noise abatement, insulation was glued to the inside of the paneling along the engine air intakes. This insulation comes off (looks like a rolled-up tube) and will partially block the holes at the rear of the intake shaft. GM issued a TSB, so the problem must have begun occurring early. Not an easy job to correct, but necessary for proper engine cooling. You will have to remove the screws on the inner panel, pull the panel out and use a tool to reach in and pull the insulation out. It is not used on trucks.

Vent and Antenna Work: You can quickly and easily remove the headlight buckets if you need to work on the antennae, vent doors or cables. It makes vent cable attachment easy.

Resistor By-Pass Wire: The wire from the starter solenoid that provides 12V to the coil during starter operation was omitted from some early FC models. My '62 was missing its wire and I have found several other FC vehicles with the same problem. The small yellow wire in the two-wire connector at the forward left side of the engine compartment will be present at the connector but dead-ends in the harness. Check your coil: if the + side has only one wire with an asbestos wrap then your resistor by-pass wire is missing. Either install one from the two-wire connector or track it down in the harness. The function is to provide a hotter spark during cranking which could come in handy in cold, wet weather.

Winter Helper: The '64 FC models had a door (GM called it a valve) added behind the front grill that could be shut for winter operation. This was necessitated by persistent air leaks from numerous areas in the front panel around grommets. For pre-'64 owners you can take off the front grill, disassemble, and cover the back with wide black electrical tape and it makes a big difference in winter highway driving.

Door Latch: The driver's door latch spring can break (available now from CCP) and will not latch because the teeth have rotated downward. The immediate fix is to pull back the handle or push in the button and rotate the teeth upward (counterclockwise) until they stop. It will latch again until the next time you shut it wrong.

Truck Bed Drain Holes: Thanks to Smitty Smith for this one. The two bed drain holes on the passenger side drain into the under-body paneling before reaching the ground. Mud builds up and the water does not drain out. Smitty drilled two 9/16 holes clear through to the ground, cut 1/2" steel conduit to fit and welded at the top. The water would then drain to the ground as does the driver's side holes.

Transaxle Cover: If you want to be able to regularly remove the cover over the transaxle to have instant access to the starter, differential vent and filler or just want to watch your axles turn, you will first need to remove the two nuts holding the heater plenum. The plenum is secured to studs protruding from the cover downward. It is not really easy, but you can remove the nuts, remove the cover, and fabricate a support for the heater before re-installing the cover.

Heating & Defrost: FC air flow can be helped significantly by adding a high-speed blower, separate ground to the heater box to keep the voltage up, and a relay that directs battery current straight to the blower motor during high-speed operation eliminating voltage drops through all the wire runs, connectors, and the switch. See the CORSA tech guide for details: Electrical page 20. Thanks to Larry Claypool decades ago.

Seat Adjuster: The seat adjuster may become very difficult to utilize, but the solution in most cases is very simple: lubrication. You may think the latch is bad, wire is stretched etc., when all you need is a can of spray grease and about two minutes. A little lube and a few trips back and forth and it should be like new.

Rusted Brake Lines: Although all steel lines are subject to failure, the two places that I have seen fail the most frequent here in the mid-west are at the ninety-degree bend under the cargo area, forward on the left side, and anywhere the steel

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lines are snapped into clips. As with all aging vehicles, if it is old stuff, perform the stomp test in your driveway periodically.

Manual Transmission Popping Out of Gear: Due to the long-involved shifter and the movement of the powertrain on the mounts, early manual transmission FC vehicles would pop out of gear, usually fourth, but sometimes other gears. GM added a bracket with a bolt & nut just to the rear and above the shift coupler on the cross mount that limits the movement (to the front) of the powertrain. I have seen more than one design, and some may have been fabricated in the field because of a TSB. You may also find two: on either side lined up with the transmission mounts.

Cracks in Rear Spring Seats: Although I have never seen an actual major failure, I have found large cracks in the rear spring seats on Rampsides. Other FC vehicles may have them, but I have not found any so far. With the spring removed there is room to weld the cracks successfully without further issues.

Brake Hoses Rubbing on Front Tires: Anytime you do a front brake job (which should include replacing the original hoses) be sure and check the hoses when the vehicle is back on the ground and turned from lock to lock. You may find that a hose needs to have a twist added by loosening the top fitting and rotating it to prevent interference with the tire. I have found an occasional spring has been added to prevent rubbing, but you should be able to correct an interference by adding the correct twist.

Chuck Hanson

A bizarre notion entered my mind last week. Now, there is nothing unusual about that; I'm used to my mind wandering off in strange directions, but this was especially weird.

I thought about selling the Orange Thing. I'm going to retire sometime in the near future, you see, and I need to downsize, and I have my Ultra Van, the Whale, to keep me entertained. Then I realized this was just NOT possible.

The Orange Thing is a rescued '64 Greenbrier, which was headed for the scrap yard. I brought her home and nursed her back to health and promised my wife Cyndie that she would be quite useful on the "Garage Project".

The Orange Thing went right to work, hauling construction materials, landscape blocks and everything else. She certainly earned her berth in the new garage.



She is the official Gig Van for Dry Heat, a 13-piece jazz ensemble. We have no problem fitting my 6-piece drum set with all the trimmings, all the music stands, chairs, amplifiers, and miscellaneous stuff to the performances.

The Beasts, Barklee and Bentlee, have an elevated floor section so they can hang out the windows on those important trips to the dog park, and of course Starbucks for Pup Cups after a good run.

It has taken a while, but Barklee has learned to drive, and his sidekick Bentlee provides directions.

Through all this, the Orange Thing has never let me down, and I must keep her forever.

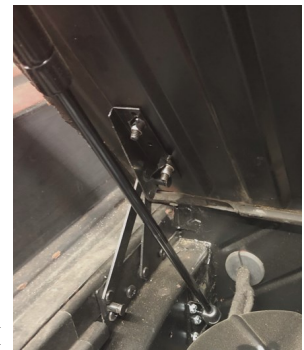
I wonder how many other FC's out there are still earning their room and board, semi-retired after 60 years of service?

Craig Telgheder



Another Rampside Hinged Engine Cover

I do not go out to the car shows, so forgive me if someone may have already done this and I am unaware of it. This is what I came up with trying to mimic a typical car hood installation. Most of the car and truck hood hinges I looked at were too large and needed too much space to operate. I decided to go with \$10 furniture hinges rated for



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75 pounds, and I removed the integrated springs as they were interfering with the side wall when installed. Some cutting was necessary to mount hinges flush to the engine bay wall. I then installed struts that were \$18 on Amazon, and flush mount push button hood latches that were \$19 on Amazon. The combination functions well together, with the struts assisting the lifting. They hold the lid up firmly and help it to operate smoothly. The hinges provide plenty of lift to work in the engine bay, and just enough rearward movement as they lift to clear the middle truck bed cover without binding. Removal is by four bolts on the cover and popping the struts off. Exactly what I was looking for. The driver's side strut clears the air cleaner by 1/2". Fitting and placement took some time. It is put together with nutserts, so it is reversible if I change my mind.



The hood latches pop in with a click and there is plenty of adjustment available on the posts. At the rear corners there is a lip available on both sides of the engine bay to accept a drill hole for the posts. Best of all, no visible external hinges and it is held firmly in place with no rattles.

More from Craig Telgheder

A Different Kind of 3-Speed Upgrade

Not being a fan of the 3-speed transmission, I added 10 more "virtual" gears from the parts bin. Besides being confounding for the average thief, the Road Ranger knob incorporates an anti-theft device that works in conjunction with the backup light switch that's unused in the Rampside. It will be fully operational when the 4 speed gets installed this winter because the 3 speed has no backup light switch provision, while the car version 4 speed does as most of you already know.



In order to be able to even find all 3 gears, I've restored the shift linkage components as many here have documented and it produced mostly good results. New bushings and reworking the shift tube coupler at the transmission took out most of the slop. The ball at the end of the shift lever and the cup it rides in still need work, though, in order to get it closer to slop free. I haven't seen any write ups on fixing this. The ball doesn't appear worn, so I will machine the cup and put a sleeve in it and see if that works. If it does, I will document it and share.

Ed - Craig also has a WTB: NOS Idler Arm Repair Kit. Shown as 61-63 Chevy Passenger. Needed to replace joint in relay arm. As seen on Corvair Center Forum on 3/1/2014, <http://corvaircenter.com/phorum/read.php?1,691895,692191#msg-692191>. Contact Craig at 315-527-4909

Larry Woodfin

I'm a Member of Central FL Corvair and recently finished a 2-year restoration of my 1963 Rampside. I purchased the truck from the original owner with 69,000 miles. Needless to say, it didn't look like the photos.



I found this vehicle while following up on an aircraft that I was interested in restoring. The plane and the Rampside, that was up on blocks, had been sitting for 20 years after being under 8 feet of water in a flood. Needless to say, it was very rusted.

The Rampside is a Deluxe model with a four speed and is a hoot to drive, and very well received by the public.

Dave Ziegler

This is my 1963 Rampside being taken to the paint and body shop for final finishing. It will NOT be stock as I am making it for ME. It will be painted 2017 Corvette Black Rose Metallic. It will have Cruise control, AM-FM, cassette and CD radio, custom upholstery including a bench mount console, Spyder instrument panel with two cylinder temperature gauges, custom center dash where the ashtray used to be, power disappearing antenna on the right rear corner of the cab, custom front grille, chrome bumpers and bumper guards, 1961 Impala Steering wheel, back up lights made from 1968 Camaro Rally Sport front turn signals, Torq-thrust D wheels, power engine lid



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lift, headers with custom exhaust exiting through the rear grille, 110 hp rebuilt engine with Ken Hand rebuilt shifter on a four speed transmission, Ken Hand's front suspension kit, seat heaters and power windows, Black Box fuse panel by Craig Nichol. I'm sure there is more but I can't think of them now. Hope this helps.

Bob Marlow

Withdrawal Symptoms

In April of 2022, I sold my 1963 Rampside. The sale was a milestone, not only because it was my last Corvair, but also because it ended an uninterrupted streak of Corvair ownership in my family dating back to the Fall of 1960.

At that time, my father bought two new Corvairs: A '61 700 coupe for my mother, and a '61 Greenbrier for his business. Between my father and I, a total of 74 Corvairs were bought and sold from that day to this, 33 of which were FCs. Every member of my family – my father, my mother, my sister, and myself, plus several cousins – drove Corvairs at one point or another.

But all things must come to an end, and that end came somewhat unexpectedly. I always envisioned that I would sell my last Corvair from my deathbed, but I am (knock on wood) still generally healthy. Still, medical considerations did factor into the decision to sell. My wife underwent major surgery recently, and I'm not getting any younger, which contributed to our moving from a multi-story townhouse at the beach to a single-level home in a "55-plus" community.

Once in the new home, which has a rather tight garage, the Rampside was kind of in the way. It was a running, driving, take-it-to-the-car-shows truck, but its presence relegated the modern car to the driveway, and the HOA won't clear the snow if there is a vehicle in the driveway. The catalytic converter thieves like cars that are parked outside overnight.

There were other considerations. The garage is not large enough to perform any serious work, and even an oil change was an inconvenient process. To drive the Rampside, that modern car in the driveway had to be moved first. Traffic where we live is heavy and too many of the drivers are paying attention to their phones. Because the Rampside's crumple zone includes my ankles, crash safety began to prey on my mind.

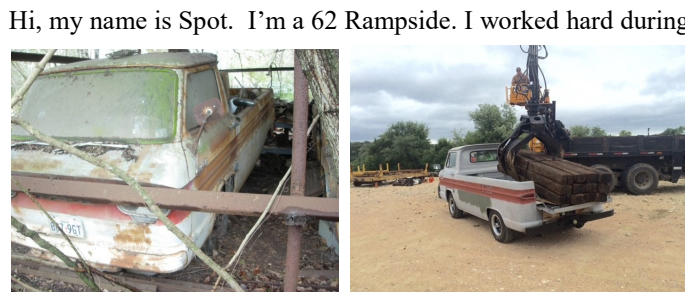
So Corvair ownership came to an end. The Rampside went to a new home in the Carolinas.

But my enthusiasm for Corvairs did not come to an end. I'm still a member of the New Jersey Association of Corvair Enthusiasts and the Lehigh Valley Corvair Club and, of course, Corvanatics. While I am currently selling off my too-large collection of new and used Corvair parts, a model of my former 1964 coupe sits behind my desk as does a photo of the Greenbrier that was in my family for 49 years. There's a Rampside model on top of the bookcase. If one of the Jay Leno Hot Wheels Yenko Stingers appears in my local Target, I'll buy it.

I won't rule out ever owning another Corvair. Quitting cold turkey often doesn't work. But for the moment at least, I'm adjusting as best I can.



David Brown



Hi, my name is Spot. I'm a 62 Rampside. I worked hard during my first 28 years, then I had a long nap of 20 years in outside covered storage. My new owner, in 2010, had all my mechanicals restored (original 80hp engine & 4sp) and I was back on the road again enjoying my renewed spirit! Over the next 10+ years I worked my tail (gate) off for my new owner, all the

while my body was slowly being massaged (pounded) back into shape with many different colors of primer applied. Finally, after much anticipation, debate, discussion (& YouTube training!), my owner applied a new coat of paint, so I can now go about my work routine with pride. Here's a few pics of my progress and my first real show where I got to hang out with several of my friends at the Houston Autorama. Corvair Houston has had a 6-car



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Corvaire display at Thanksgiving here for the last 30 years!

Bill Ramsden

In 2013 I attended the Mecum auction in Kissimmee FL. Online I had noticed either a Corvaire Rampside or a Ford Econoline pickup and now I can't recall which one. When I was there in person it was a rust bucket, nothing like it looked online.

I then spotted a 1964 Greenbrier that was almost perfect, and I thought if I needed to carry lumber, etc. I could always take out the rear seat. That was my reason for wanting a pickup since my intention was to use it for its intended purpose when necessary.

Back in the day I had a friend that had one and used it for camping and 1964 was the year I graduated high school so there was some nostalgia.

I bid on it and took it home and after looking it over more closely I realized how good the restoration was. I did some research online and found the Greenbrier had been purchased at Barret Jackson in 2010. The write up from Barrett Jackson said "A rotisserie restoration on a rust vehicle Alabama vehicle"

Upon closer inspection and removing some of the interior panels I could not find any rust anywhere and the underside had been completely painted.

Since my purchase I have added the third seat, and all are covered with the correct fabric from Clarks. I have also added Dynamat wherever I could and carpeted the entire floor although after the Dynamat and carpet the first warm day it vapor-locked and I put in an electric fuel pump and no issue since. I have also added electronic ignition and had a dual master cylinder professionally done by the Corvaire Ranch. I have re-built the carburetor and recently had the starter overhauled and a new solenoid. In taking the starter out I had to remove the nuts holding the heater fan in place and rather than replacing the nuts I sourced a ¼ thick 2" wide piece of steel and spanned the opening so that now it supports the fan, and I don't need to get under the vehicle if I want to remove that large panel again. A lot of smaller items were done but really nothing major and as you see aluminum wheels.

It is not the deluxe model and I have no headliner which I would like to do but that's a big job but it's on the list!

It runs great and the paint which was R&M base coat clear coat looks like it was done yesterday, but it was done before Barret Jackson in 2010.

Ken Hand

After many years I am an FC owner again! How did I acquire this? Just out of the blue someone stopped by and wanted to know if I wanted to buy a 64 Greenbrier and some parts. We made a date for me to go look at it and the FC had a pretty good body, but it was taken apart, engine out, brakes taken apart. You know the typical I'm going to fix it up. Well, the guy wanted too much money, and I made an offer way above what I should have. He had to think about it, and I dismissed the Greenbrier. The fellow called about 2 weeks later and asked if I wouldn't consider a better offer, I said no! He actually took my offer to my dismay. I didn't really want the Greenbrier! I didn't want to deal with the extra parts, but I made the deal.

I got 2 extra engines and the original block. I took my trailer and got everything in 1 trip because a Greenbrier has a lot of room inside it! I got a complete rear FC suspension with the transmission and engine attached and another 1968 engine. With the FC was a new gas tank and brake parts and probably some other stuff but I haven't looked close yet. Although I have taken the '68 engine apart and boy was I surprised! Look at the picture and I think you will see what I mean by surprised.

Like I said, after many years I am an FC owner again.

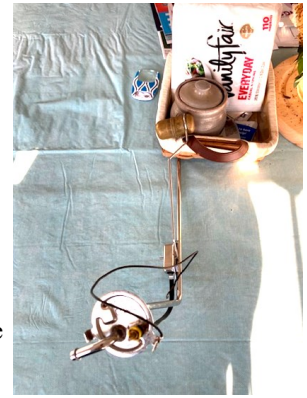


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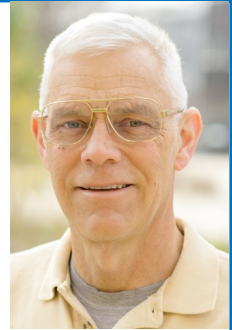
Bill West

This is a picture of a 61'-63' FC gas tank sending unit. The bottom of the photo is the front of the FC. If you're lucky, someone has already cut a hole under the front seat & you don't have to remove the tank! The brass float must be installed as pictured to have the fuel measured properly. Otherwise, the float hangs up on the shifter tube that travels through the bottom of the tank.



Riding with the President—Dale Dewald

As I write this letter, it is after spending considerable time in our '01 Dodge plow truck, the Caterpillar 910M wheel loader owned by our church, and my Kubota B3030 with a snowblower, moving the white stuff from the recent massive storm. At our house in the Upper Peninsula (U.P.), I figure we got about two feet of snow over the several days after being blown about. During the peak of the storm, we had sustained winds of 40-50 MPH with gusts to 70 MPH that made for some impressive drifts. However, since we in the U.P. are accustomed to large snowfalls, by the end of Christmas Day almost everything was opened and by Boxing Day it was business as usual.



During our Corvanatics board meetings this fall we got into a discussion about membership benefits with regard to availability of the newsletter, both printed and digital, and the access of other website content. Upon referencing our bylaws and policies we realized that some issues could use revision. The last revision of the bylaws and policies occurred in 2017 and is available to download as a PDF. Bylaws are here, <https://www.corvair.org/chapters/corvanatics/files/documents/CorvanaticsBylaws.pdf> and the Policies and Procedures are here, <https://www.corvair.org/chapters/corvanatics/files/documents/CorvanaticsPolicies.pdf>. We would appreciate comments from the membership regarding revisions. Send your comments to corvanatics@gmail.com or mail to Corvanatics, 5425 Morrow Rd., Gladwin, MI 48624. We have a committee working on the revisions.

During the period of December 12-17 Marilyn and I took a long-needed vacation down to central Wisconsin. We stayed in Wausau for two nights and spent one day mostly shopping; Fleet-Farm, Janke's (the oldest family run bookstore in WI) and a few other places. We then drove down to Wisconsin Dells to stay at the Chula Vista Resort, the site of the 2023 CORSA International Convention, Corvairs in Dairyland, to be held June 19-24. Getting a good deal on off-season rates we were able to familiarize ourselves with the resort layout and, more importantly, develop the rally route for which we will be event chairpersons.

The Chula Vista Resort hosts many car club meets and conventions and so has developed several scenic loop routes about the area for tours and rallies. The Madison and Milwaukee clubs visited earlier and selected one that appeared ideal for the Economy Run. Of the two remaining routes I selected one that ran in a different, perhaps more challenging direction. We arrived mid-morning on Wednesday and decided to run the route while our room was being readied. We quickly discovered that the proposed counterclockwise running direction was not going to work well for the beginning odometer check or to have logical places for checkpoints. We decided to run the route again but clockwise. This turned out to give us an ideal location for a second checkpoint and a logical last rally leg leading back to the resort. Finding good places to end the odometer check and site the first checkpoint would require exploration of the area and some changes to the route.

Thursday morning, we woke up about 5:00 a.m. to notice the power was out. The region had gotten 6-8" of wet, heavy snow that took down many trees and power lines. We slept in until power was restored, and I looked over my maps for possible alternate routes. Later that day, despite the snow we were able to run the route twice and figure out excellent locations for the odometer check and first checkpoint. We ran the route again on Friday to get a better set of route instructions and feel for the timing. I think this will be one of the best rallies to be held yet.

Please mark your calendars and make your reservations to attend Corvairs in Dairyland this June! For reserving a room at the Chula Vista call (844) 240-4922 and use booking code i79431.

From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,
 Oops. It has taken 10 years+ and Steve's Thru The Years article to notice that founder, Ken Wilhite, spelled the newsletter's title with not only a space, but also a dash, **CORVAN - ANTICS**. I think I've found and corrected all instances in this newsletter. I want to be sure it's the way Ken wanted it.

As you can see below, the no dues due vacation is over. Back to paying. 😊



Since the last newsletter :

- 331 members
- 3 new members
- 3 member renewed their dues
- 0 members dropped



WELCOME !! to our new members

- Kib Cannon* AK 1964 Greenbrier
- Kirby Wells* CA 1961 Loadside
- Michael Hughes* AL 1961 Rampside

Dues Are Coming Due Again

The club gave everyone, who was a member as of March 2022, a free year of membership, but time flies and it's time again that dues are starting to come due. Here are the next few months starting with March.

Easily renew online here, <https://www.corvair.org/chapters/corvanatics/membership.php>

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

Due in March

James Cheek III	Stan Darke
Norman Gilmoure	Chuck Hoppe
Frederick Marsh	Terence McKenna
Stacy Milnes	Ray Mitchell
Willard Moody	Jon Peters
LeRoy Rogers	Russ Thuleen
Christopher Woolhorton	

Due in April

Christy Barden	L D Brent Jr
Michael Burgio	Michael Callahan
Phil Domser	Kenneth Drye
Ralph Gubser	Ronald Hansen
Mark Lewis	Kenneth Ragan
David Sanger	Patrick Skiver
Lindsay Sorenson	Richard Stinson

Due in May

Robert Babcock	Michael Bayman
Eddie Embrey	David Feasel
Howard Gaass	Lynn Houk
Don Hudock	Paul Huelskamp
Robert Langdon	Ed Lindsay
Jerry Moyer	Chris Pickel

Due in June

Ardeen Ashelman	Brenda Brittan
Bruce Coleman	Herb Du Plant
James Hanson	Sharon Lawson
Walt Matenkosky	Douglas Middleton
Jim Reich	Curtis Stewart
Ben Vartanian	MiLana Wright

Please take note of the new 50th Anniversary Clark's Corvair ad on page 15. They are offering many celebratory specials .

RETURNING BACK NEXT MONTH



- ◆ FOUND ON FACEBOOK
- ◆ THE DRAWING FOR A \$10 CLARK'S GIFT CERTIFICATE
- ◆ GENE BRIER CARTOONS
- ◆ CORVANATICS MERCHANDISE AD

Corvan-Antics—thru the years by Steve Spilatro—Historian

I'd like to thank Molly Bacon for covering the Thru The Years column for me in the previous newsletter. Great newsletter editors like Molly are few and we should all let her know how much we appreciate her efforts in preparing the newsletter.

50 years ago - Corvan - Antics Volume 1-5, January 1973

The first volume of Corvan-Antics, inaugurated, as we just celebrated, in September 1972, ran for 6 issues into 1973. Issue 5 was the longest so far including the first feature article, "My Second Greenbrier" by Mark Shields and a full-length technical article, "Cooling a Van . . . Part 1" by Russ Long.

In his Editor's Column, Club Founder Ken Willhite Jr reported that membership had risen to 48, but that half the membership was delinquent paying the \$3 dues. Ken also announced that, until officer elections could be held later in the year, he would serve as President and Howard Mayhew would serve as Treasurer. Over a few newsletters Ken would be trying some different banners. The above banner from this issue was possibly the most dramatic.



40 years ago - Corvan - Antics Volume 11-1, Jan-Feb 1983

Technical editor Bob Kirkman provides an excellent two-page article about speedometer gearing. He describes the different drive gears and the matching driven for cars and FCs, and the best gearing options when moving car rear axles into FCs.

Bill Wood describes his DIY Corvan camper/RV with a huge box-shaped compartment mounted above the roof. The add-on provided much needed headspace and bedspace, but also seems to demonstrate how to make the aerodynamics of the FC even worse.



30 years ago, Corvan - Antics – 21-1, Jan-Feb 1993

In 1993, Corvan - Antics finally achieved 20th Century technology. It was announced in this issue that the hand-me-down typewriter used to prepare the newsletter had gone kaput, and the newsletter editor had purchased a new "word processing typewriter". Fortunately, we would reach the computer age not too much later.

Considering the complexity of the issue, periodic tech articles about the speedometer drive and driven gears are always welcome. Thus, anyone interested in the topic should also consult the article in this issue about the perils of pairing plastic and metal gears, written by Bob Ballew, who also wrote the Differential and Powerglide Technical Guides available on our Merchandise webpage.

20 years ago - Corvan - Antics Volume 31-1, Jan-Feb 2003

It's nice to see that the quality of Corvan - Antics has long been recognized. We read in this issue that Newsletter Editor David Hartman accepted the prestigious "Golden Quill" award from the Old Cars Weekly magazine. This award recognizing high quality newsletters was bestowed again to Corvan - Antics in 2020 and 2021, under Molly Bacon's editorship.

The issue also featured a travel-log of Diane and Bob Galli's Ultra Van trip from California to points as far east as Michigan and back again, 7120 miles in total. While in Michigan they attended the Grand Opening of the Corvair Museum in Ypsilanti. Remember that?

In the Classified section is Herb Martin's sell-off of approximately 25 west coast FCs – Oh, if only that were in the current issue.

10 years ago - Corvan - Antics Volume 41-1, Jan-Feb 2013

This issue just after the 40th anniversary of Corvan - Antics featured a tribute to some of club's military veterans – John Nickel, Clay Wispell, and Dean Gemberling. I'm sure there are others in our Corvanatics ranks to whom we should express our gratitude.

And we can also thank Dean Gemberling for his article in this newsletter about installing arm rests on FC cab front doors. The article is nicely illustrated, with measurements, and shows how to install the arm rests so that they appear level, unlike the stock inclined positioning.

Editor's Note: Weeks before I asked for the members to contribute, I had been following new member Matt Welder's conversion of a Corvan to what he calls Vanpy on the Corvair Owners Group Facebook group. I asked Matt if he'd write something. Even if you hate Facebook, you really need to look up his build. It's fascinating and unbelievably detailed. He's even started posting videos. For this article, he's only covering drip rails, but I hope he will continue to contribute articles for upcoming newsletters.

Hello from Appling, GA!

Disclaimer: This is an explanation of how I do things. You attempt things at your own risk. I cannot be held responsible for you or your attempts to re-create these projects.

A quick introduction: I am Dr. Matthew Welder, a 20-year retired disabled combat Army veteran with a passion for hotrods and motorcycles. I grew up in Iowa on a farm and my father had a hobby hotrod shop. He was into the 40s-50s cars, and I was hooked. He taught me to stick weld at about 8 years old, MIG at 12 and I was poorly painting my project cars by 13. At 23, after college, I joined the Army and became a nurse. I worked in the ICU before attending anesthesia school and becoming a certified registered nurse anesthetist. I later went on and got my doctoral degree. I served several combat tours in both Iraq and Afghanistan and retired from the Army in 2015. I spend my nights and weekends working in my 3,500 SF shop that I hand built with the help of family and neighbors. My 83-year-old father actually helped lay all the bricks on the shop!

Turning wrenches has become a therapy for me and many others. I decided to start posting how to articles and videos on Facebook. This got the attention of other enthusiasts and has motivated them to get into the shop, garage, backyard, or whatever space you have and start working on your projects. The feedback that I have received now has motivated me to write some articles for this great club.

Warning: I am not a purist. I cut, chop, channel, section etc. and I love to create something out of nothing. I can truly appreciate purists and I love the talent they have, but my fabrication information will be trying to improve on old designs and create a better product.



-----DRIPPY, LEAKY, DRIP RAILS-----

I may be new to Corvairs, but I am not new to metal fabrication. As I write this article, note this is my first Corvair build and I must give credit to Bill McColl from Chair City Corvairs, Ted Fahrentholt and Randy Perry. They are three people that have shared years of knowledge with me and have taken the time to teach me about these amazing vehicles. I am the proud owner of what used to be a 1962 Corvan, 6-door. Well, I still own it, but now it is an extended cab truck. Or Van, or Vanpy, or one door side truck that used to be a van. Well, it is cool. I started to build this van/truck (We will use V/T acronym moving forward for Van/Truck) and it was in pretty rough shape. Being one to never let a little rust get me down, I decided to convert it into something unique. Well, I got to the drip rails and shook my head as I pushed a screwdriver in and out of the entire door, where water had leaked in through the drip rail and rested on the door and rotted the entire window frame down. I noticed that the only remaining inside metal was the factory drip rail spot welds. How can such a beautiful V/T have such a horrible design? It was almost an afterthought. Well, I can't leave it like that, and I did not want to re-create the same problem, so I decided to modify it and create a solution.

Step one: measure the length of the drip rail or at least the area that you want the drip rail to cover. Write that measurement down. If you are like me, you will forget and measure it twenty times.

Step two: get a piece of steel tubing 1/2" OD hot or cold rolled mild steel (weldable).



Step three: cut the tubing a couple inches longer than the actual drip rail length.

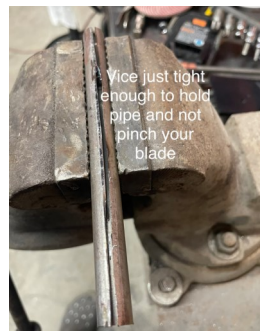


Step four: Mark a center line on the tubing by laying it in a piece of angle iron. Laying your marker flat on the table, draw a line the entire length of the pipe/tubing.

(Continued on page 14)

(Continued from page 13)

Step five: Place the pipe in your vise or clamp it in preparation to cut along the line that you just drew. Note, you are only cutting the line, you are not cutting the pipe in half. Be sure to only clamp the pipe firm enough to hold it and not so tight that you will pinch your cutting wheel as you penetrate the steel.



Step six: Using a cutting wheel, cut along the line the entire length. I use a safety face mask and welding gloves during this process.

Step seven: using a metal chisel, start driving it into the cut you just made. Your goal is to separate the pipe with the intent of hammering one side flat in the next step. Wear all necessary safety gear.



Step eight: Hammer the chisel all the way through the cut line. I like to keep my chisel flat on the workbench to force the widened part of the chisel through the cut as this opens up the pipe and allows me to hammer the edge flat without using other tools.

Step nine: Ensure that your pipe is opened up the entire length.

Step ten: Begin to hammer one edge flat. Be careful not to hit the curve on the other side, that side will be your finished drip rail.



Step eleven: Continue to hammer that edge, until you get the edge perfectly flat. This edge will be welded to your windshield pillar.

Step twelve: Once that edge is flat, you can use your hammer to start shaping the exact curve that you want your finished drip rail to have; I used the original drip rail to match the curve.



Step thirteen: Cut your finished drip rail to length and weld it to the windshield pillar (frame). Note: it is not welded in the same spot where the factory drip rail was located and it is now welded outside the frame which prevents water from leaking inside your door. Finish grinding your welds and time for body work.

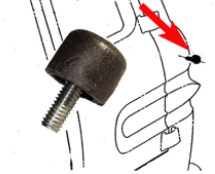


Metal work is not hard. Getting over the fear of making a mistake is hard. I encourage you all to do things in life as if it was impossible to fail. Hope you enjoyed this brief description and happy hot rodding! Cheers, Matt

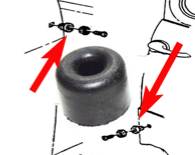
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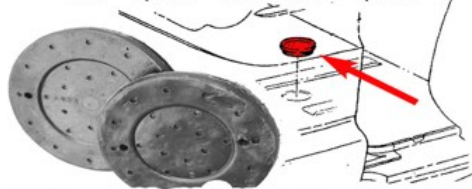
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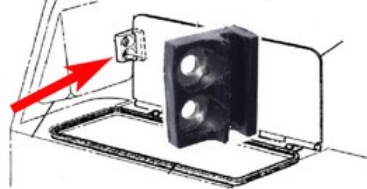


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 '63 - \$39 '64-'65 - \$69

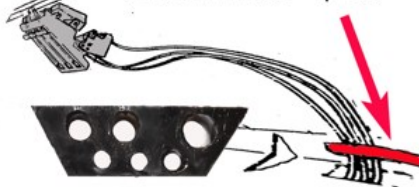


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Contact Information

President

Dale Dewald 906-482-2872
 49595 Blessent Road
 Hancock, MI 49930
d66dewald@gmail.com

Vice President

Ken Hand 248-613-8586
 1896 S. Gregory Road
 Fowlerville, MI 48836
vairmech@aol.com

Secretary/Treasurer

Molly Bacon 706-457-2242
 5425 Morrow Road
 Gladwin, MI 48624
corvanatics@gmail.com

Eastern Director

Tim Schwartz 201-447-4299
 5 Riverview Lane
 Ho-Ho-Kus, NJ 07423
tim@bristolnj.com

Central Director

Chris Brown 706-457-2242
 5425 Morrow Rd.
 Gladwin, MI 48624
funvairs@gmail.com

Western Director

Stephen Brown 503-628-0291
 32829 SW Unger Road
 Cornelius, OR 97113
SGBGJB@yahoo.com

At Large Director

Rod Murray 412-719-3449
 476 Woodland Road
 Pittsburgh, PA 15237
rmurray@pittsburghpenguins.com

Technical Editor

Gary Baxter 918-645-8451
 7590 North 140 East Place
 Owasso, OK 74055
morsa66@outlook.com

Historian/Webmaster

Steve Spilatro 740-374-8778
 635 Fifth St
 Marietta, OH 45750
spilatr@sarietta.edu

Newsletter Editor

Molly Bacon 706-457-2242
 5425 Morrow Road
 Gladwin, MI 48624
CorvanAnticsNews@gmail.com

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



Corvanatics is open to 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
- 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. All ads must be Corvair-related.

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

Awards

Old Cars Golden Quill Compact Chapter Award - 2020 & 2021
 CORSA Chapter Newsletter Award - 2020 1st place, 2019 2nd place, 2018 2nd place, & 2015 3rd place

Corvan - Antics uses material from many sources and may not always give appropriate credit. If your material appears without acknowledgement, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive and enjoy our Corvairs.



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