

CORVAN ANTICS

Mar-Apr 2023, Vol. 51, Issue 2



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

Riding with the President—Dale Dewald

Pending Organizational Changes

I am writing this month to announce some pending changes in our organization with regard to bylaws, policies & procedures, and elections. This has been brought about by serious concerns among members of the Board about what may be best described as stagnation of leadership and worry about the continued viability of Corvanatics. Fear not, as our club is on strong footing in many respects; a) our membership has grown an average of 5% a year for the last 10 years to 333; b) we are in sound financial shape, so much so that we offered free membership to those in good standing in celebration of our 50th anniversary; c) there was a massive response to our newsletter editor's request for articles and pictures of your FC's; (Please be patient, as there is only so much space to include them in the newsletters); d) values of the various FC vehicles (especially Rampsides) have increased dramatically, as they have been discovered by collectors and now make the auction circuits increasing interest even more. I do not think Corvanatics is going away anytime soon but let me explain.



The current Board of Directors (officers) of Corvanatics consists of a Director from each region of the country; Western, Central and Eastern, a Director-at-large, President, Vice-president and Secretary-Treasurer. Elections are held in-person at the annual meeting during the CORSA International Convention. Many of your current officers have been serving successive terms and positions for a decade or more. We think this is not necessarily healthy for the club going forward and that greater representation from fresh new members at large would help in the long term. There is also the factor that many members, perhaps willing to serve on the board, may not be able to attend the annual meeting at the Convention and thus never get considered for election. Some significant bylaw changes are suggested to remedy this.

A major proposed change is to modify the makeup of the Board of Directors. Instead of the current seven (7) members elected at the annual meeting, the Board of Directors would include six (6) core Directors, elected from the membership as a whole and then five additional officers appointed by this core group and appointed officers. The President and Vice-President will be selected from within the group of six (6) Directors. The Directors will be subject to term limits. The appointed officers will include Secretary-Treasurer, Newsletter Editor, Webmaster, Historian and Technical editor. These officers will be selected by the Directors from the membership at large and will not be subject to term limits as continued continuity of their duties is thought to be essential.

Voting will occur prior to the CORSA convention using mail and electronic methods. Those details still need to be worked out.

This may not be the final design of the Board and appointed officers and there are likely to be some additional changes, but a proposed set of revised bylaws will be published soon after review and submission by the Revision Committee. We encourage the current membership to contact their regional director or director-at-large or any officer with questions, comments, or suggestions.

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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>.

Continuation of member contributions

Again, thanks for all the contributions. As promised, those whose material could not be included in the last edition has been included here.

But, I also want to mention that I had quite a few members that said they would send more information later. Those emails were placed in an e-folder titled "Waiting for more information". When I found that I had more than enough material I didn't include anything that was in that folder. I only published the complete articles in the last edition and left the others until I received the complete information.

For example, the Miller's sent photos of a show they were in, but I've never received the promised write-up. So, I will start out this continuation with at least their photos. I would still



like to have the Miller's write-up for another edition, along with all of the others that are in the "waiting" e-folder. I will include your articles in a future edition once you send me the information. .

Mike Gassmann

Mike thought this would be appropriate for the upcoming camping season.



Best thing that's happened to camping since the covered wagon!

This Corvair Greenbrier De Luxe Sports Wagon holds up to twice as much as ordinary wagons... over 175 cu. ft. of cargo. Totes as many as nine grown-up passengers (with optional-at-extra-cost third seat). And the Greenbrier's rear-engine traction takes you places other wagons fear to tread.

This one was born for roughing it. Besides the comforts of home its rugged 1,600-lb. capacity body lets you take along, the Greenbrier supplies plenty of comforts and conveniences itself. Foam-cushioned seats, big easy-loading double doors side and back, plus optional at-extra

-cost features like a radio, side-mounted mirror and the table shown, to name just a few of the more popular ones. About the only thing not offered is power steering. You don't need it because the Green brier's rear-mounted engine puts most of the weight on the rear wheels (and that's also the reason it goes so easy over snow, mud and loose gravel). Let your Chevrolet dealer show you this or the even more economical standard Greenbrier-the handiest helpers a hunter ever had.... Chevrolet Division of General Motors, Detroit 2, Michigan.

CHEVROLET CORVAIR GREENBRIER SPORTS WAGON



Steve Simon

Greenbrier A/C

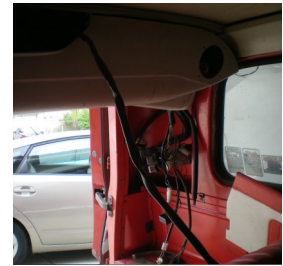
This A/C system came out of a 1985 VW Vanagon. However, I used a bracket designed specifically for the Corvair engine to hold a Sanden compressor. Items were purchased from Clarks. The ceiling unit fits with just a little tweaking, front to back and side to side. This is the second A/C system of this type I've installed. The first was written up in Richard Finch's book, "How to Air Condition Any Corvair Vehicle" Pg 39 to 42.



In this particular installation I have removed the hot air heater

and mounted.

The condenser is mounted behind the rear upper side panel and when in place, I use fans to blow air over it. The various relays make the electrical components work properly. It is currently a work in progress, but I had it on display at the 2022 GFBT&SM.



Ron Durie—Coyote Corvair Club of North San Diego County President

My 2022 Great Western Fan Belt Toss, Palm Springs Dilemma and Delight!

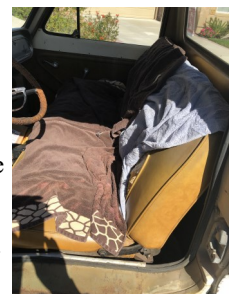
My job jar at home is a filled 30-gallon drum because of decades of organizing neglect. Until I show a lot of progress, most of my Corvair projects are on the back burner. My usual "Toss M O" is to get a great deal on rare used Corvair parts that I may never see again (after all they only built over a million cars and trucks), take them home in Carlsbad, Ca, and put them someplace in the garage or storage, to put on my convertibles or Rampside sometime soon. Sigh! I wish I were organized enough to write their location in a notebook. Instead, I choose the forgetful squirrel method! Wonder where that good used hard-to-get power top switch I bought here a decade ago for my '67 is? I will need that someday.

So, this time will be different! I will not even walk down the swap meet parts aisles! Cannot buy what you do not see! I will just peruse the fully assembled pretty cars on the other side of the field. But wait? Here is a beautiful Rampside with a killer black pleated bench seat! I will ask the owner where he got it reupholstered. No harm in that. Oh, he is from Fresno. No way I am going up there to get mine done. Oh well.

You see, once upon a time, back a hundred years ago (about 1989 I think), when I was young, I drove by a field in Carlsbad and saw two Corvair 95's rotting away there. An eight-door van and a Rampside. I told a former SDCC and Coyote member, Tom Walther, about the near-abandoned vehicles. He salivated when I told him there was an eight-door there, and we raced to the property. We knocked on an old house door and were greeted by a very, very old Corvair owner. He was glued to a recliner but let us go back in the field to look at the vehicles. They had sat there for over 25 years and looked like it!

As with my first Corvair in 1974 (and a dozen Corvairs ago), I was not even looking to buy another. While Tom poured over the van, I casually checked out the Rampside. I opened the door and over 20 years of moldy CORSA Communiques slid out! Little did I know I was under "Corvair ether," so I do not even remember signing the papers and bringing back the money. I do remember the guy telling me how the bench seat had been redone recently. Tom had a trailer and we moved both 95's to his house in Vista, after we put the necessary new tires on the Rampside. Tom's recently acquired van had a very rusty top, but he found a donor top and welded it in. He moved a few years later to Kentucky and enjoyed his van, until he died about 4 years after the move. I had had my Rampside towed to storage to work on in a few months.

Shortly thereafter, I was in a traffic jam accident, in a Corolla, hit hard from behind by a truck & totaled on the I-5. I eventually went back to work but bending over to work on cars was out of the question for many years. By the time I got to getting the Rampside going, the new tires were toast, and mice had found their way into the cab and destroyed the bench seat upholstery. Well, as of last year, my



Rampy (Lazarus) is now running, with new, new tires, but the same torn seat. I have been researching covers and upholstery shops all year.

Back to the Toss. Now as I was walking away from the pristine show Rampside the owner from Fresno said those fateful words! "Want to buy the bench seat out of that truck?"

Was he crazy? Rip a perfectly good seat out? He explained he was going to put



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bucket seats and carpeting in it. I was not ready! But I was under the ether, again!

"How much?" I could not believe I was saying that! Before I knew it, I had negotiated a price. At least I will not easily lose this part in the garage any time soon!

We were suddenly working out the logistics. Corvair people are some of the nicest people. They could tell I was on a "Vair high". They (his two brothers were with him) would drive their Rampside on a trailer in the parking lot, pull out the seat, and put it in SDCC member Brad Larson's (another nice guy) empty pickup bed, who would then drive it the 110 miles to my place. I wanted to get a price on the rubber floor mat, but they just gave it to me.



Now my wife has no interest in cars, so she was driving around shopping in Palm Springs all day. She called to see how I was doing at the show, and since I purposely did not bring more than \$250 with me, I excitedly asked her "How much cash do you have?" She yelled back, "You're not buying another Corvair!" No, just an important part. We had enough cash between us. The owner's wife heard my phone conversation, laughed, and said, "Those are the exact words I've told my husband on the phone many times!" They were really great guys! A brother told me the family used to race Indy cars, had over 500 automobiles, and are now down to about 300! I got a really good deal since I was a semi-reluctant buyer, and they incredibly would not need those items soon.

So, I sure stuck to my guns about buying swap meet car parts! I was my biggest single purchase yet! I was sabotaged by more of that darn Corvair ether!

On a different note, I have been going through all my vintage treasures in my disorganized storage unit and came across these super items!



A 1979 convention t-shirt (I was 31 then and it is 43 years old!) I was an Area Rep with DACC (Detroit Area Corvair Club) and helped put on that show. It was my second Corvair convention, after attending the 1977 Minneapolis event. I don't think I got a shirt there, as I had to leave early.

A 1994 Toss hat (Only 28 years old.)

I sprayed them both generously with spot remover before washing them, and they came out very clean and looking good. The problem is, these make me more aware I'm older than dirt!

Bill Muno

Rampside Saga, Part 1

I purchased my first Corvair about 5 years ago. It was a red 1965 Monza Convertible that had been upgraded to Corsa trim with the 180 turbo and a 4 speed. This was the car I wanted in 1965! It was running but had not been on the road in over 20 years. I spent 4 years restoring it to factory stock and finishing the Corsa transition. I think the only thing not Corsa is the VIN #. Not concourse but I am proud to show it off. I call it my Corsa Tribute.

I was ready for another project and decided to look for a pickup to restore. I was thinking El Camino or Ranchero, not Corvair. While in a local parts store I was told about a rear engine "Ford Pickup" that had been in a local shop for several years? I had to see that. What I found was a 1963 Rampside. I talked to the shop owner and found out the Rampside had broken down and been towed into his shop over 4 years earlier. He said he shipped the engine out to be "rebuilt"??? I suspect some head work was done but no receipts were available. He was able to get it started but not keep it running. I said I might be interested in buying it or I would help the owner get it back on the road if he didn't want to sell.

About a month later I heard from the owner. He and his wife had purchased the Rampside about a year before the breakdown. They really enjoyed it but while it was in the shop, they had added two children to their family and realized it wasn't practical. Unfortunately, they thought that it had appreciated in storage. I agreed to take a better look at it and give them my opinion and maybe an offer.

My friend John (Seabirdsgarage.com) and I went to the shop where the Rampside was backed up against a fence and wedged between 2 other vehicles with only about a foot of space on either side. What we found was a Rampside with a very straight body and only a little bit of rust on the bed rocker panels. A 140 engine had been installed along with a conversion

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to a 4 speed. The engine cover was raised on 2 x 4s to clear the air cleaners and the engine compartment was packed with 4 years of leaves. John is considerably younger than I and was able squeeze under to get a better look underneath. No rust and no sign of any previous damage. He did find about 30 feet of mufflers and exhaust system, as well as a car transmission mounting bracket that had extensions poorly welded to it to fit the wider FC frame.

After a couple of weeks of back-and-forth negotiation, we struck a deal, and I became the owner of a 1963 Rampside. It must have been a fair deal because I thought I paid too much, and the buyer thought he didn't get enough! Another Corvair Rampside was going to get back on the road.



My plan was to get it running and drive it while I was gathering parts to restore it to an original FC engine and Powerglide drive train. A little carburetor work and we had the 140 running but bellowing large blue clouds. A short (scary) test drive showed that the engine was the least of the problems. Further inspection revealed that the bolt holding the yoke to the driver's side axle was missing and the axle had been welded to the yoke, crooked. I had seen enough and decided it was unsafe to drive in its current condition.



Further inspection revealed the heads were installed on the wrong side of the 140 and there was a large crack on the differential mounting. I decided to pull the power train and start sourcing parts for my project. Many of the nuts and bolts were finger tight and missing lock washers so the power train came out easily. Rear suspension was next. The welded axle came out with the help of a Saws-all. I removed the axles and rear brake assemblies, then the rear cross member.

We all know that one thing leads to another, so you know what happened next. My Rampside is now on my lift and the only piece still attached to the undercarriage is the steering box. The undercoating, which varies from 1/4" to 3/4" thick, is cracked and peeling. I am not stripping it, but I am smoothing it out. I plan to paint the under-carriage slate gray. I will sand blast the suspension and paint it semi-gloss black. Then I can finally start the reassembly!

I plan a follow-up article where I will share my progress and some of the other surprises found during the disassembly process. I was looking for a project and I certainly found one.

Bill Muno, Fallbrook, CA, San Diego Corvair Club, Coyote Corvair

Jon Buck

Hello from Oregon!

My FC story goes back to 1983. A little history, my family and Corvairs go back to when I was born in 1967. We have always had a Corvair in our family in one form or another since I was knee high to a grasshopper. My uncle had a convertible Spyder. My brother owned several and my Dad the same. I drove a '67 with a 140 in high school and the first engine I rebuilt was in a '61 Lakewood. My first FC experience was with my dad. My Brother worked at a body repair shop and a '61 Rampy came thru his shop. The owner didn't want to pay the costs to repair so my brother bought it and made it new again. My dad bought it from my brother and that's when I saw it for the first time. I thought it was as ugly as a wart on a beauty queen's nose and I let my dad know it. He didn't help matters much when he thought he would put a camper shell on it. Then the only thing I thought was "old man." Being a teenager, what was I to think. He sold it soon after, probably to finance another car. See, us Bucks love cars but don't have resources to "keep them all." I only wish, as do many of those reading this, we would of kept some of them. But wouldn't you know it, "the apple doesn't fall far from the tree."

It would be many years before I would own another Corvair. It was the fall of 2012 when a neighbor purchased a '62 Spyder convertible, in fact it was a Dale Manufacturing personal car, but that's a story for another time, I approached them and made a deal and the bug bite me once again. Get to the rampside story you say? I am getting there. I joined all the forums and got to know people and saw through a new light how cool the FC's really are indeed. I posted I was looking for one and someone approached me about one in Washington. We exchanged numbers and agreed I would go see it. So armed



with cash, a truck, and my 12-year-old son we headed off to northern Washington to look at this beast. It felt like it was against all odds, weather was awful, pouring down rain and a driving wind the whole way. We made it to our destination. It was a car lover's dream parked in a garage since the 80's, original paint, no rust and 100% complete! A deal was struck and we loaded it on a trailer and headed south. This is where the story gets a little interesting. The aforementioned wind blew down a power pole and blocked the only road back to interstate 5. So



"well son let's take the coastal highway back to Oregon." Dumb, dumb, dumb! Driving rain, wind gusts and me with a truck on a trailer going down windy roads that were meant for a sportscar. Sharp drop-offs and low visibility makes a nail bitter for sure. The whole time I am just talking with my son not letting on that my knuckles were

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going to have to be pried from the steering wheel when we arrive. We made it, but it cost me a couple years from my life, but we made it.



Once at home, I had to get into the garage. My driveway is sloped away from my garage so it puts the trailer in an angle that I needed gravity to get the truck off of it. So, I am cranking on the come along and I ask my oldest to “jump in” and hit the brakes when it starts rolling. Did I mention my oldest was 15 and not driving yet? Well, that comes in to play as the truck is barreling off the trailer and headed towards my garage fridge and I am yelling “ hit the brakes, hit the brakes!” Nope, the fridge stopped him. The dent is still there today but it is still keeping my beer cold so worse things could of happened.



Now safely in my garage, I begin the cleanup. You would not believe the shape this truck was in; original owner’s manual, original spare and jack, original seat cover still in tack, the whole Mary Ann. With a couple weeks of work, cleaning the gas tank, going through the brakes, and going through the engine, I got it running. I loved that truck, got lots of compliments, lots of thumbs up for it. Heck even the wife liked it. That truck was a keeper!

So, how’s the story end? I sold it. Stupid, stupid, stupid!!

JC Nelson

Reviving the Rampside

I have recently retired after 47 years in Engineering which means I now have the time to work on my Corvairs again. As background, my first car was a blue 1964 Monza coup, 110 HP, 4 speed. I had many adventures with that car, and it was my classroom for learning auto repair.

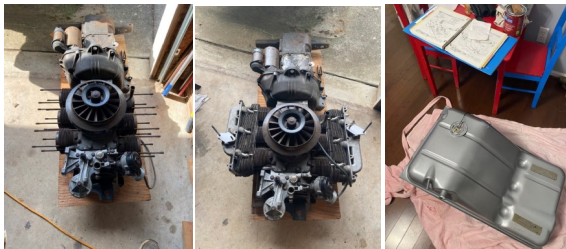
In 1984 while working for DuPont, I was relocated to their office in Charlotte, NC. While driving around trying to learn the city I noticed a white and red Rampside on Eastway Drive. After seeing it over the course of some months, I stopped and talked with the owner. He was a nice older man whose name I can’t recall. He said that he was planning on restoring it and did not want to sell it. To me, this was a bit doubtful due to his age and mobility, but I respected his decision and did not bother him again. Not long after, I moved from Charlotte to Belmont, NC, just across the river from Charlotte and lost track of the Rampside in the following years.

Jump forward to April 2000. During a meeting of the Queen City Corvair Club one of our members, Carl Klump, mentioned that he had a Rampside for sale. He was culling the herd and the Rampside was one of the offerings. That said, I went to Carl’s house to look, and to my surprise it was the same white and red Rampside that sat on Eastway Drive for so long. Carl said that the original owner had passed away and he bought it from his wife. Carl got it back to a running condition, put a quickie paint job on it and used it for a few years until it got sidelined again. After swapping some stories, I bought it, and Carl towed it to my place.

It took me a few weeks to get it running again and for the most part, road worthy, or at least it passed the state inspection. Driving it was a hoot! I found that on rainy days I had rain coming in around the windshield. Hmmm? Not to worry, the rusted floorboards by the doors gave the rainwater a place to drain. The gas gage did not work so I had to be mindful of my mileage which worked for me but set up an incident that my wife still reminds me of to this day. She wrote an article about it and had it published in the club’s newsletter. I may send that in sometime as a learning example for others. *(ed— she sent it and it’s published next)*

I was having some engine problems, which I thought may be caused by junk in the gas tank since the Rampside has done more sitting than driving over the years. Or maybe I had some valve problems. Either way, I decided to drop the engine to redo the heads and change out the gas tank. I no more than got the engine out and the heads sent off when I got sent out of town on a series of assignments. Anywhere from 2 months to 2 years, so the Rampside sat again. No work got done when I was home because I had other household jobs to catch up on. The Rampside sat, and sat, and sat.

Then retirement day! Yeah, now I can finally get to it. NO! There are various things around the house that must be done first. Ok, let’s get to them.



A couple of years later and the Rampside is finally getting some attention. The heads are back on, the gas tank is being prepared for installation, fuel and brake lines are being replaced. Unfortunately, there are some additional things that need to be repaired since it sat for so long, but I figure, one step at a time.

More to come.

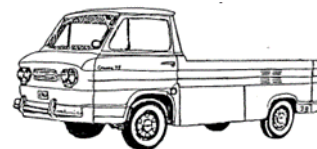
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Linda Nelson

First published in the CORSA/NC newsletter VairHeels

The Day I Drove the Rampside



Our family has not had the best luck with cars lately, which leads me to write this article.

Our son had a car accident a few months ago and I loaned him my car to drive until his is repaired. 3 months later, the special bumper he ordered finally came in. That left JC and I with our Saturn, the Rampside and the '65. The '65 started leaking a good bit of oil, so JC decided to take it out of commission to replace the oil seal. That leaves the Saturn and Rampside. About 3 weeks ago on our way to work, a car in oncoming traffic decided to make a left-hand turn in front of us when we were only a few yards away from him traveling 40 mph. Fortunately, the drivers and passengers were okay. Okay, we are down to the Rampside.

I have driven the '65 on many occasions and enjoy driving the car. The Rampside was intimidating to me, and I had put off driving it. However, the day came when JC had to travel on company business and the only vehicle available to me was the Rampside.

We drove to the office on Sunday evening to pick up JC's rental car and I practiced driving the Rampside in the parking lot and then drove it home. I only scraped a couple of gears.

Monday morning and I am feeling confident that I can master the Rampside, and I did make it to work without incident and no scraping of gears. I was thinking "I can do this."

I had a doctor's appointment later that morning, so I hopped into the Rampside and was on my way. That is until I was driving down a busy Charlotte Street with parked cars lining both sides of the road and the Rampside just stopped going. There was no place to coast out of the traffic lane. I tried and tried to start it to no avail. No one would stop and I am thinking to myself that I can't just sit here forever, so I get out and start pushing and steering toward the entrance of a church parking lot about 20 feet away. I managed to move it about 5 feet. Finally, a nice young man stopped and pushed me up into the parking lot.

I thanked him and went into the church to let them know that the truck was there because it had broken down. They were very kind and let me use the phone. I called the doctor's office and told them I was on my way and then called a good friend from work to come pick me up. Everyone was super nice, and I was very grateful, but dreaded having to tell JC the Rampside broke down.

JC arrives back at the office that afternoon and we call our daughter to take us home. JC gets all the parts and tools he thinks he may need, and we get in the '65 (after checking the oil level) and drive back to Charlotte (in the dark) to rescue the Rampside. On the drive over, I was explaining how the Rampside acted when it died and JC said, "I don't remember when I last put gas in it." My response was "you had better hope it is not out of gas." You see, the gas gauge is broken and since I do not drive this vehicle, I just know that JC would not have left me with an empty tank. We arrive at the abandoned vehicle, and he checks the mileage (written in a book) and yes, he thinks it may be out of gas. We drove to a gas station in the area and bought a gas can and gas, went back to the truck, and put the gas in and guess what, it started right up.

I had to come up with a way to get a little pay back and this article serves that purpose. I ask each and every one of you to ask JC if he has gas in the Rampside the next time you see him or talk to him. I can assure you that I will ask him before I take off in it and I will still stop and put gas in regardless of his answer.

Jeff Sandor

Jeff Sandor's Greenbrier

A little history of this '63 Greenbrier and how it has come to be. I always name my car's after the previous owner and this one is no exception. Meet Don.

The chapters of history of this van started on 5/27/63 with its original owner Richard Gant III in Texas. The van was then sold in 3/68 to B.H. Sparkman in Burkburneet, Texas. And then again in 8/69 to Ted Canada from Wichita Falls, Texas.

Don probably served its owner well for many years but at some point, in time like many Corvair's, Don fell into dis-repair for one reason or the other, was parked and sat neglected for who knows how long. Last registration records indicate that it was on the road in 1970. Hard to say how many years it was off the road, but the odometer showed 60K miles when it made its way to Ohio. I wonder what stories Don would tell if he could speak?

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Photo from 2006 when Don Filkins purchased the van

In 2002 it was purchased by Joe Slagle, and was brought to London, Ohio. Joe, an avid Corvair enthusiast himself and like many other Corvair folks, enjoyed the hunt for cars and of course buying & selling. Joe always had a niche for finding super clean rust-free cars and enjoyed traveling for them. I met Joe and his wife about a dozen or so years ago at a vair show. Great people and I was fortunate to able to have met them and share stories. I always admired his cars as he really had some beauties over the years. Joe past a few years ago but I feel lucky to been able to share our interest in Corvair's. Little did I know at that time that his van would eventually come live with me later in life. I think Joe would have approved.

Joe sold the van to Don Filkins in 2006 and that opened up another new chapter for the van.



(L to R) Cincinnati Corvair Club members Don Berding, Jeff Sandor, Ralph Gubser & Don Filkins

From the factory Don was a standard 80 hp / 3 speed greenbrier & gas heater. Kinda of a no-frills van for sure. Finding his way to Ohio, he received a gently used already tested 80 hp FC engine and a 64 4 speed/transaxle with 3:27 gears out of a parted-out car. Numerous other mechanical items were addressed, and the van soon ran under its own power again. The truck having spent its life in Texas prevented mother nature's thread lock from taking hold allowing bolts and nuts to come out like the day they went in.

When it came time to work on the body, a few small whiskey dents and finessing some metal here and there were addressed. Paint was stripped and the van was ready to receive some color. Don being the frugal type, selected good old Maa-co to perform an "Admiral" spray job. Pastel blue and white was selected and has held up incredibly well over the years.

Don didn't stop with just the mechanics and the exterior. Don had an old crusty rusty deluxe van which he was parting out, he kept the deluxe interior. Painting the van interior with spray cans, he added the deluxe parts along with new seat upholstery and even added full carpet.

A set of new 14" tires and swap meet found hub caps carried the van down the road for the first time in decades.

Some of you might know the name Don Filkins. Some might have met him at one time or another at a car show but most likely, you have seen his Corvair limousine which he built in 1988 & eventually donated and now resides in the Corvair Museum. It was the Communicate cover car in 1989.

Don Filkins, long time active member in the Cincinnati Corvair Club took on the task on bringing the van back to life. Having a solid local club and with help of other long time Cincinnati Corvair club members, the van made its way back to life.

It should not go without mention, that it often times, takes help to get projects completed. Wrenching with members, friendships are formed, bonds are made, kinda like an extended family. Don Burding, Ralph Gubser, Mike Demeter, Spencer Duffy all had a hand in helping get Don on the road in 2006.

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Don drove the van for the next 14 years. Enjoying the van in the summer months, sharing & showing it for others to enjoy and keeping it stored during the winters. Don enjoyed exercising the van several hundred miles a year and was a fixture at car shows in the city for years.

Fast forward to 2019-2020 COVID craze. Although Don was in reasonable health, he did catch the bug and struggled with recovery. Although making it out of the hospital and into rehab, complications arose from some other underlying issues and at the age of 81, Don Filkins had passed.

The van was now orphaned and was to be sold as part of the estate. Not really needing another Corvair but not wanting the van to leave the club/area or even worse, going to an unsuitable caretaker, I waited until the van came up for sale in the estate. To my surprise, I was notified that I was the highest bidder and if I still wanted it, I could become the next caretaker. And that's exactly what I did.

Having been off the road for only a little more than a year, the van easily started and made the trip to his new home. Now parked alongside other Corvair's, Don was welcomed into the family with open arms. Not really needing much, it was the new kid in the bunch, so I drove it frequently in 2021 as my local grocery getter and errand runner.

My dog's Rudy & Mac love rides in the van



In summer of 2022 I decided to drive it to the Detroit Home Coming. A must go for those who have not gone. It's an easy 200-mile drive from me and the van having been nothing but reliable seemed up for the journey.

Cincinnati Corvair Club had multiple members going to the show and we had a small caravan going up. Most driving their Vairs and a few taking their water pumpers. An uneventful drive it was until about 9 miles away from the hotel. I thought I heard the engine sounding and feeling a little rough. Knowing we were close, I proceeded on. But within just a few miles, Don was getting louder but the temp gauge light did not illuminate (found out later it was not operating) and loss of power quickly escalated and let me know it was time to pull over. Not wanting to break down on the interstate, I pulled off the next exit and made to the end of the exit ramp just before the engine was yelling for me to turn him off.

"Hmmm".... I thought, this stinks. And maybe a few other expletive's as well. Geezzzz, it had been running so good....until it wasn't.

Looking in my rear-view mirror I see the small wolf pack of Corvairs behind me and plenty of help to assist. It's 90+ degrees outside....ugggg. Taking a few moments to consider options and provide a chance to let the engine cool down a bit. A quick pow-wow session ensued. Empty out the rear cargo area.....suitcase, cooler, chair, tools, jack, spare parts, etc.....eventually gaining access to the engine compartment. Did I mention it was hot out?

Everything looked completely normal except for the good old hot engine smell. Consensus amongst the group was that I probably threw a valve. But who knows....

What I was sure of, was that it was too hot out, I have several friends I'm holding up and the van was not going forward under its own power any more without some assistance, I knew a tow truck was needed.

Just by chance, I thought I would try a few friends that I had numbers for in the Detroit area. Having been up to the show for the last 6 or 7 years, I know a few fine people up in that area. Within an hour of breaking down, a friend gathered up another friend with a truck and trailer and came to provide the tow. WOW!! Over the top help and so much appreciated. Corvair people are some of the best. AAA eat your heart out.....

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Detroit members Tom Tennant & Bob Wittmann graciously took time out of their day to provide a much-needed tow

Within no time at all, I was at the hotel, van in tow and my pride bruised. I wasn't going to let this get me down though. After looking/ thinking/discussing some possible things that could be wrong. But without really taking anything apart in the parking lot to get a look at. I knew I could not be sure.

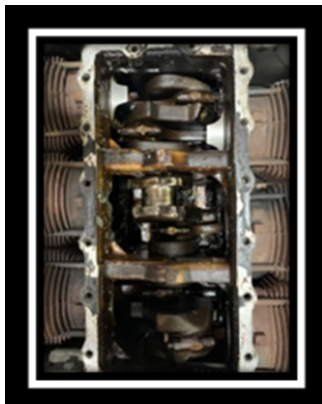
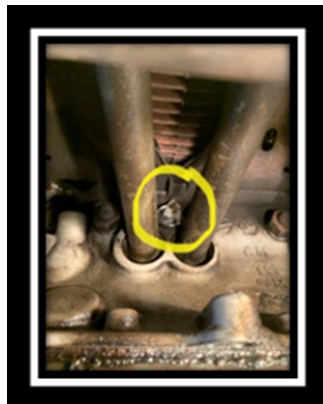
It was not due to lack of offers or enthusiasm to dig into it, find the problem and get it fixed. The amount of help offered, advice suggested, and good luck's were abundant. I really thought about taking some people up on their offers and tackling the problem. Making it back home under its own power would be great. Then I thought better....quickly coming to a conclusion that I'm not going to spend the next few days futzing under the car, greasy, in the heat, without all the necessary tools and on my back. Just get a tow home I decided, so that's what I started planning for.



Fortunately, Joe VonDerHaar, one of our most respected and distinguished club officers drove his water pumper Jeep Grand Cherokee up. I was able to line up a U-Haul car hauler and Joe graciously towed my van back home. I can't thank him enough. Super generous and much appreciated. Did I mention Corvair people are some of the best?

I must say for that as much ribbing we were giving Joe for driving his Grand Cherokee up, I was ten-fold glad he did. Thank again Joe. □

After a few weeks back at home, it was decided to get into the van and see what's wrong. Within moments of getting the van up on the lift and taking off the valve cover on the passenger side, the ugly culprit showed its face. Additional opening of the engine reveals the new boat anchor.



With a small hole in the block, we knew the engine was coming out. Two hours later, the drive train was out and another hour later the engine top cover was off, and the inside of the engine showed the most catastrophic damage to a Corvair engine I had ever seen or done. If you're going to break it, break it right!



And so, the engine search was on. Without too much trouble, I was able to locate a good used 102 FC engine from a club member. After a reasonable visual inspection and compression test, good cleaning, new engine seals, transfer of accessories, we had an engine ready to go back into the van.

It took a few weekends worth of work to get the van back on the road again. I am happy to report that the

(Continued on page 11)

(Continued from page 10)



van is driving better than ever. The upgrade to the 102 is has been nice. I added Ken Hands springs & shock package and a new radio speaker while things were going in.

Many thanks go out to club members Ralph, Don, Mike & Spencer for their time, assistance, effort & generosity for repeating history some 16 years to help keep this van on the road.

Michael Hill (ed. - thanks for the contribution from our new member)

I have always loved anything to do with mechanical transport. Cars, trains, planes-you name it. I have always had a need to see what makes them tick. I have also liked the "unusual" in that same category. What most people find unappealing, I absolutely love. My favorite car era for design is '58-'68; all artwork to me.

In high school a shop teacher did a presentation of the ugliest cars made. One of the slides was a '59 Chevrolet El Camino (which I later owned), and another ugly duckling on his list was the '61 Corvaire 95 Rampside. This was grouped into the "Nadar" narrative for the next 20 minutes of class.

So, I like the weird. I have owned a lot of cars over my 60+ years on earth, and I truly enjoy driving a "3 on the tree" no power anything vehicle. It is a reminder to me of better times and a better society.

My first Corvaire was a '66 Monza, manual, 2 door coupe I picked up in Las Vegas around 1985 for \$1500. I was stationed at Nellis Air Force Base at the time and used this as my daily driver. In Corvaire fashion, it leaked a little oil, but it did not bother me. Into my second year of ownership, I was late going to the base one day. I had a 20-mile commute from my apartment and had a qualifications test on an aircraft that I HAD to attend. This was the day I fell in love with my Corvaire.

Early into the journey, over 100 degrees outside and doing 70 on the freeway, the fan belt broke. I thought to myself "oh well, let's see if I can get there anyway" and kept driving. I had 15 miles to go.

The lights on the dash lit up along the way, smoke billowed out the back like a mosquito truck as I pulled up to the base gate. The gate guard asked if my car was on fire. I told him I had no idea but had to get to the flightline. Any pressure on the gas pedal sounded like someone beating on a garbage can. I knew she would die that day.

After my appointment, I went out to see the damage after the smoke cleared. I was surprised I could rotate the engine by hand. I hitched a ride to the parts store and put a new belt on and prayed for a miracle as I turned the key. To my surprise it sprung to life. In fact, it ran and sounded great. I drove the 20 miles home relieved this was not the end for this Corvaire. The overheat also seemed to reseal my engine, as it never leaked from that day forward.

Two years later, I was pulled over by a Las Vegas police officer. Not knowing what I did, he quickly explained he just wanted to ask if I was willing to sell the car. I had military orders to go to Iceland, so I said sure for \$4000. And she was gone.

I have always loved Corvaire. One day I was looking at eBay and this Rampside caught my eye. The truck was owned by an auto body shop in Hollywood, CA, and all I know is the owner used this as his daily driver prior to restoring it and selling it to me.



My plan is that this will be a daily driver and a weekend cruise participant. I have very little history on it, and it's got a punch list of items I am taking care of to personalize it to me prior to spring. I have put about 40 miles on it so far, and it is just a joy to drive. I miss the standard shift, but at this age a Powerglide is nice!



Thanks to you all. To be part of this Corvaire crew is truly special to me. I look forward to seeing your adventures and perhaps seeing you in person one day. Till then, Happy Motoring! Vairily we go along!.

Corvan Antics—thru the years

Steve Spilatro—Historian

50 years ago - Corvan - Antics Volume 1-6, Feb-Mar 1973

This was the first newsletter to include a club roster. The roster included 51 members, among whom only Dave Newell and Keith Martin are still members today. Lee Hart provided a tech article on modifying the FC handle additional electrical accessories without overloading the system. The classified ads included a NOS FC muffler for \$5.

40 years ago - Corvan - Antics Volume 11-2, Feb-Mar 1983

This issue saw the publishing of a rare FC window sticker, which was from a 1965 Greenbrier. There is no record showing that this van #351 still exists, but FC number #353, two ahead if it on the line does.

30 years ago, Corvan - Antics Volume 21-2, Feb-Mar 1992

Carolyn Silvey's Treasurer's Report

June 30, 1991 to June 30, 1992	
Balance as of June 30, 1991	\$2299.80
Receipts:	
Dues, decals, patches, stationary, newsletters, paint index, tech index, and misc.	\$1669.50
Disbursements:	
Newsletters	\$335.19
PIP	279.83
Postage	317.12
Supplies	22.02
	954.16
Balance as of June 30, 1992	\$3015.14

CHEVROLET		CHEVROLET MOTOR DIVISION		GENERAL MOTORS CORPORATION	
DEALER TO WHOM DELIVERED	LEARY CHEVROLET INC	511891			
DELIVERED TO	9 8 BY PASS				
DEALER AT	02303 CORNWALL N Y				
MAKE	CHEVROLET				
VEHICLE IDENTIFICATION NUMBER	R126551G0351	FINAL ASSEMBLY POINT	ST. LOUIS, MISSOURI		
MANUFACTURER'S SUGGESTED RETAIL PRICE (Includes reimbursement for Federal Excise Tax & Suggested Dealer Delivery & Handling Charge) MODEL:					
R1206	GREENBRIER SPT WGN	2665	00		
Manufacturer's Suggested Retail Delivered Prices on Options and Accessories installed on this Vehicle by the Manufacturer					
5422AA	GRAY		00		
5431CA	POSITRACTION AXLE		37	70	
5162AA	110 HP TURBOAIR ENG		26	90	
5260LA	CUSTOM EQ-INCLUDES		215	20	
	BRIGHT METAL W/S MLDG				
	REAR DOOR REFLECTORS				
	NYLON & VINYL SEATS				
	2 TONE DOOR & STRG WHL				
	RIGHT HAND SUNSHADE				
	LIF & RT F DR ARM RESTS				
	CIGARETTE LIGHTER				
	DISPATCH BOX TRIM PLATE				
	CHROME BUMPER - HUB CAPS				
	RS DR ARMREST W/3 SEAT				
	AUTO R DOME COMP LAMP				
	SPARE WHEEL COVER				
	VINYL COATED FLR MATS				
	CHLDR KEYS INTERIOR				
	R COMP ASH TRAYS				
5440CC	DIRECT AIR HEATER		74	25	
5K205A	4 SPD TRANSMISSION		91	50	
5C14AA	2 SPD WIPER WASHER		16	15	
5D29BA	R V JR MIRRORS LER		11	85	
DESTINATION CHARGE					
			60	75	
TOTAL MOUNT (Does not include dealer installed options or accessories, state or local taxes or license fees)				\$	3199.50

20 years ago - Corvan - Antics Volume 31-2, Feb-Mar 2003

This issue featured "F.C.s on a Slightly Smaller Scale" with Gary Swiatowy's pair of Eldon toy Rampsides on the cover.



10 years ago - Corvan - Antics Volume 41-3, Feb-Mar 2013

Newsletter Editor Gary Moore's clever CorvanAntics Corvan.



From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,
 I can't stop thanking all those (almost 40) members who contributed material for this and the last newsletter. BUT, please don't think that's it. I always can use material for the newsletter. It's great to see all of the involvement by members, so along with all of the officers of the club, we'd really like to have some of you consider becoming involved. We are looking at completing changing the management of the club, so please consider helping the club out.



Since the last newsletter :

- 333 members
- 3 new members
- 6 member renewed their dues
- 0 members dropped



WELCOME !! to our new members

- Michael Hill* CT 1962 Rampside
- Tara Barr* NC 1964 8-door Corvan
- David Woods* TN 1962 8-door Corvan

Dues Expiring

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

Robert Badcock	Don Hudock
----------------	------------

Due in April

Jon Buck	Jean Dougherty
James Ianson	Ron Tumolo

Due in May

Michael Baimonte	Sam Baxter
Alex Becker	John Cleveland
Matt DelVecchio	Rob Ernst
Stan Gee	Richard Kempp
Curt Podd	Billy Price
Bill Stevenson	Jim Worthington

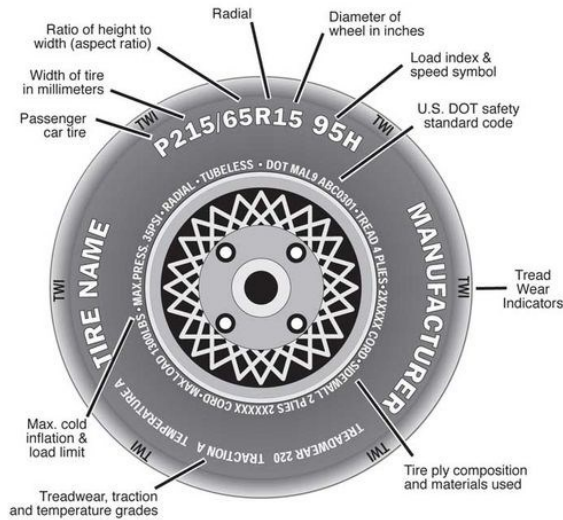
Due in June

Mark Aksmait	Raymond Coker
Jim Craig	Ray DeForge
Diodato Grisi	Christopher Guthrie
Matthew Hardesty	Christopher Heckel
Gordon Hunter	Gerald Johnson
Greg Kosmatka	Ted Moon
Edward Murphy	Rod Murray

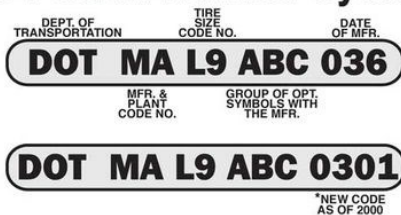
The Winner Is
Christopher Pickel
\$10 Clark's Gift Certificate
 Remember, you can only win if your dues are current

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

How to Read a Tire Sidewall (P-Metric)



DOT Serial Number System



These are examples of DOT Safety Standard Codes. "DOT" means the tires meet or exceed the Department of Transportation's safety standards. "MA" is the code number assigned by the DOT to the manufacturing plant. "L9" is the tire size (in this case, P215/65R15). "ABC" is a group of symbols, optional with the manufacturer, to identify the brand or other significant characteristics of the tire. The "0301" means the tire was made during the 3rd week of 2001 (the first two numbers designate the week it was manufactured and the last two numbers indicate the year).

Powerglide Transmission

From the Idle Mind Workshop
THE WRITINGS OF BOB BAUER

Corvanatics Merchandise

See more items, details, pictures and how to purchase::

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

Corvanatics also has two online merchandise stores:

<https://www.cafepress.com/corvanatics> (US & intl shipping)

<https://www.zazzle.com/store/>

Don't forget about Corvanatics gift memberships. The perfect item for anytime gift giving.

2023 INTERNATIONAL CONVENTION
JUNE 19 - 24

2023 CORSA International Convention
June 19 -24
Chula Vista Resort
1000 Chula Vista Pkwy
Wisconsin Dells, WI 53965



Reminder:

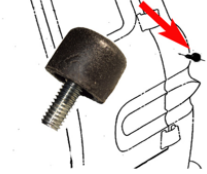
With the newsletter only being published bi-monthly, it is not practical to publish advertisements of vehicles or parts for sale. Too often they sell before publication date, frustrating potential buyers. With so much online, the best bet for selling is either eBay, Facebook, or the ever-popular Corvair forums, Corvair Center and Corvair Forum.

Thanks for your understanding.

Steve's FC Parts Mart

(740) 374-8778
 spilatrs@marietta.edu

Rear Door Outer Bumpers (2) \$20



Side Door Bumpers (2) \$14



Carburetor Swivel \$23 Linkages



Early Style Shifter Boot \$60



Heater Fresh Air Intake Boot \$65



Front door Check-arm grommets \$14



Gas Filler Grommet \$29

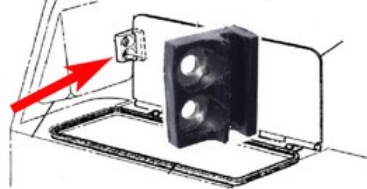


Master Cyl. Floor Plug '63 - \$39 '64-'65 - \$69

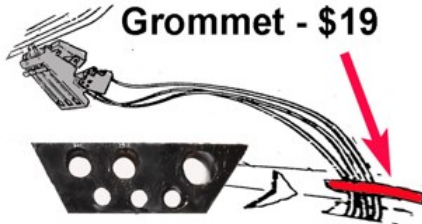


\$20 core refund for '64-65

Battery Compartment Lid Retainer - \$24



Cab Floor Cable Grommet - \$19



Hinge Grommets (4) Side doors - \$25 Rear doors - \$23

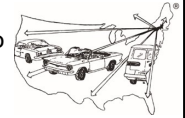


Colored - \$119 for 6-door van



CLARKS 50TH ANNIVERSARY

Thanks to the support of 1,000's of Corvaire owners over the last 50 years. We continue to grow and reproduce more parts every year. Have a great year and enjoy our monthly sales and specials all year - Joan & Cal Clark



SPECIAL SALES EVERY MONTH - we'll send a list by email (if you have signed up) or check our website sale section

FREE 50th MEMENTO GIFTS with your first order in 2023
LIST YOUR CORVAIRE OR SPARES FOR SALE
 For all of 2023 we will list it on our website at **NO CHARGE**- check website (Corvairs For Sale)

CLARKS CAR SHOW & PARTS SALES - See our 2023 supplement or website for more details. Tours including the Upholstery Dept and a slide show by Cal. Parts on sale!
SEPT 16, 2023 - rain or shine

2023 SUPPLEMENT- On our website or as a hard copy - many new repros & updates.

INTERNATIONAL CORSA CONVENTION
 Wisconsin- June 19 - June 24
 We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello.

CATALOG-over 450 pages, \$8 postpaid USA, free with an order

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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