

Celebrating our 45th year

May/June 2017  
Volume 45, Issue 3

# CorvanAntics

Founded in 1972 by Ken Wilhite



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



## Riding with the President

by John Nickel

Barb and I are looking forward to the convention in Independence in just a couple of weeks. We will be attending this year without a Corvair. All the best plans sort of fell apart beginning in April when it became obvious that my 94 year-old Mom would be moving out of her house in Sarasota and going north to Western New York to live with one of my four sisters. The move had been talked about for the past couple of years, but when my sister who lived with her had to move too far away to be with her every day, it was accelerated to occur in mid-May. I became more involved in that effort and working on my vehicles was out of the question. To add to the delay in working on them, my COPD flared up and I couldn't even go outside for almost three weeks in May. My health is much better now and the move has been finalized as well. Mom is doing well in a much colder climate than she had experienced in 30 years. Those of you who are lucky enough to have your Moms and Dads still around can understand that family will always come first.

This newsletter is a month later than scheduled because the editor (Barb) only had two articles by the beginning of May and has been scrounging for



content. Please support her efforts by submitting your reports on your FC projects and pictures of shows that you have attended. We would like to have the July/August CorvanAntics newsletter be our Convention edition, and therefore it too will be a couple of weeks later than normal. Please send her your pictures and maybe some of your stories about your experiences at the convention.

Please plan to attend our annual meeting while you are at the convention. It is on Wednesday

<b>INSIDE:</b>	Annual Meeting Re- minder	Report from Springfest in Helen, GA	Tech Tip: Fuel Filler Relocation	Corvanatics Merchandise	Our Supporters	40+ Year Members!
Page 3	Page 2	Pages 4, 5, 10	Page 6	Page 2	Page 9	Page 10

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*(Riding with the President, continued from page 1)*

evening right after the CORSA Annual Meeting and begins at 9:00 PM. The meeting has always been well attended and I think that it is even a lot of fun. Elections will occur and if you'd like to become more involved, don't be afraid to volunteer! We will be trying a new format and may also be able to include a tech session.

Drive your FC and be your own car show every day. See you in Independence, MO.

## **Corvanatics Annual Meeting, June 28**

The Corvanatics annual meeting at the CORSA Convention is scheduled for 9:00 p.m. on Wed., 6/28, but check on-site for any changes.

It's not too late to decide to attend the convention. For information and registration, go to [www.corvair.org/2017convention](http://www.corvair.org/2017convention).

### **Corvanatics Merchandise**

Details and pictures at <http://www.corvair.org/chapters/corvanatics/merchandise.php>

Item	PDF	Mailed
Corvanatics Jacket/Hat Patch	N/A	\$2.50
Corvanatics Surface or Window Sticker	N/A	\$2.00
Corvanatics Magnet	N/A	\$2.00
Corvanatics Lapel Pin	N/A	\$3.00
Corvanatics Key Fob	N/A	\$8.00
Corvanatics Hat	N/A	\$18.00
Corvanatics Roster	Free	\$2.00
Powerglide Transmission Book by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3-Booklet Set <ul style="list-style-type: none"> <li>• Paint Codes (includes cars thru '64)</li> <li>• Prices and Options</li> <li>• Paint and Trim Combinations</li> </ul>	Free	\$5.00

# From the Secretary

by Molly Bacon

The Winner Is  
**Charlie O'Hare**  
 \$10 Clark's Gift  
 Certificate

Remember, you can only win  
 if your dues are current

## Prepare for an address change

I am retiring (again) next month. Hopefully, this will be the final time. Again, we are working on moving to Michigan, so I should have a new address to post next newsletter. We have a house address, but I haven't decided if I'm going to have a PO Box or not. The Post Office there isn't just 3 or 4 miles down the road like it is here. It's more like 20 miles. I'll have two months to figure it all out.

Since last newsletter:

- 269 members
- 8 new members
- 19 members renewed their dues
- 6 members were dropped



## WELCOME!! to our new members

- |                         |           |                      |
|-------------------------|-----------|----------------------|
| <i>Ardean Ashelman</i>  | <i>MO</i> | <i>1962 Corvan</i>   |
| <i>John Carter</i>      | <i>OK</i> | <i>1963 Rampside</i> |
| <i>Brandon Canfield</i> | <i>MI</i> | <i>1963 Rampside</i> |
| <i>Robert Wyss</i>      | <i>CA</i> |                      |
| <i>Mike Gassman</i>     | <i>GA</i> | <i>1961 Rampside</i> |
| <i>Joe Lillig</i>       | <i>CA</i> |                      |

## WELCOME BACK!!

to our returning members:

- Ted Worley* *GA* *1963 Rampside*  
 rejoined after an 8-year absence
- Gordon Hunter* *GA* *1961 Rampside*  
 & *1963 Corvan (camper conversion)*  
 rejoined after a 7-year absence

Please encourage any FC owner you see or communicate with to join Corvanatics. I can provide you with a PDF of a welcome letter and membership form you can print and pass out or request some of the Corvanatics business cards. Just email me at [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com) or call me to have these mailed.

(Continued on page 4)

(From the Secretary, continued from page 3)

**Dues Due!!**

**Dues Already Owed and you will be dropped 5/31**

- Addison Cook
- Brian Tucker

**Coming due June and July**

**Be proactive and pay now. You will never be penalized for paying early.**

- |                    |           |
|--------------------|-----------|
| Bill McColl        | June 2017 |
| Thomas Pedigo      | June 2017 |
| Bill Rudolph       | June 2017 |
| Jean Allen         | July 2017 |
| Steve Braverman    | July 2017 |
| Richard Cooley     | July 2017 |
| Alison Cronin      | July 2017 |
| Gary Duncan        | July 2017 |
| Philip Hack        | July 2017 |
| Mike Hall          | July 2017 |
| Matt Hummell       | July 2017 |
| Christopher Nickel | July 2017 |
| Raymond Paul       | July 2017 |
| Edward Shannon     | July 2017 |
| Mike Tidwell       | July 2017 |
| Darrell Woofter    | July 2017 |

**Don't Forget**

**Corvanatics Business Cards**

Email, call, write me or order online at the Corvanatics website in the merchandise section for a "stack" of Corvanatics business cards to give out whenever you see an FC.

Thanks,  
Molly Bacon

**Corvairs Gather at Springfest at Helen, Georgia**  
*from Molly Bacon*

Springfest in Helen, Georgia started out wet on Thursday, April 27, but the weather was kind to everyone the other two days.

No FCs participated in the Autocross, but Corvanatics member, Gary Greenwood, took 1st place in the Early Class with a 64 Coupe and Eddie Meadows took 1st place in the Specialty class with a 60 Dixie T. Also, competing in the Autocross was Raymond Paul in a 65 Monza convertible, Bill Prichard in his 64 Amanti kit car, and Billy Bruce in a 65 Corsa.

A non-member had a Greenbrier in the Concours, but Corvanatics member, Phil Domser, has his 64 Red Spyder Coupe entered and scored a 90.3 for a silver award.

Seventeen FCs entered in the People's Choice., including eight members:

- Bill Rudolph, 61 Rampside
- Billy Cannon, 62 Rampside
- Dean Gemberling, 63 V8 Rampside -who won 3d place!
- Jim Cheek, 63 Greenbrier Camper
- Nolan Grant, 62 Rampside
- Russ Thuleen, 63 Rampside
- Stan Gee, 64 Corvan.

Jerry Murray was also there with his 63 Rampside.



Bill Rudolph

# Corvairs Gather at Springfest in Helen, Georgia *continued*

Other members that were in the People's Choice were

- Paula Hildebrand with a 64 coupe
- Gary Greenwood also with a 64 coupe

- Jeff Murrell with a 68 convertible
- Chris Brown with our 68 Ultra Van.



Billy Cannon



Jerry Murray



Dean Gemberling



Jim Cheek



Dean's V8 engine



Nolan Grant

(More photos on page 10)

# Tech Tip: Rampside Fuel Filler Relocation

by Gary Baxter



The stock fuel filler has long annoyed me. It is nearly level with the top of the tank. This causes two problems. When you fill it, it almost always splashes back at you as the nozzle shuts off. If you are quick, you let go at the first gurgle noise. Then there is the fuel running down the side of the truck as the fuel expands from it being warmer outside than the temperature of the tank in the ground. Over time, this ruins the paint on the truck. As part of my repainting my Rampside, I wanted to address this problem. I chose to use a pop up filler, mounted in the top of the bed flange. Since the filler is not vented, I chose to extend the vent hose up next to it, with the end near the underside of the bed flange. If any fuel does expand and come out the vent, it will drain inside the fender, instead of messing up the outside.

I found a polished stainless steel pop up filler cap on eBay that is designed to use 1 1/2" hose. I mounted it just behind the cab on the bed rail. It requires a 1.82" hole, and the outside diameter is 2.88". This is just slightly wider than the flat area on the top of the bed rail. On my truck, it will overhang the bed slightly, but I have added panels to the inside of the bed like are at the back por-

tions, so it will not be noticeable. Since it is stainless, and not plated, the edges could be ground flat and re-polished. Other parts you need are 3" of 1 3/8" gas hose, more if you are replacing the old hose at the tank end, 2' of 1 1/2" gas hose, 2' of 1/2" gas hose, hose clamps, two 2" I.D. grommets, and a 1 1/4" copper street elbow. Tools required are 7/8", 1 3/4", and 2 3/8" metal cutting hole saws, files, drill and bits, and a small cutting tool like a Dremel with cut off and grinding wheels.



The filler cap was positioned behind the cab and the center of the hole marked. Make sure to leave enough room between the cap and the stake pocket for any tie down retainers you want to use. The larger ones require 1 1/2" from the center of the pocket. A 1 3/4" diameter hole was cut in the top flange. It was ground slightly to enlarge it enough for the filler neck to fit through. After putting the filler in place, the holes for the mounting screws were then marked and drilled. The filler was then removed to provide more room for cutting the oval slot area and installing the hoses.

The stock filler was removed and a 2 3/8" hole cut at about the 2:30 o'clock position for the hose to

(Continued on page 7)

Tech Tip: Rampside Fuel Filler Relocation, from page 6)



come through. That is the diameter for the groove in the rubber grommet I found. The grommet I.D. is 2" to fit the O.D. of the 1 1/2" hose. There are two panels that you cut through, one that you see from inside the wheel well, and another behind it at the back of the cab. After I cut the holes, I found there is a bolt sticking through from the cab that I trimmed off so it would not wear into the hose. Another 7/8" hole was made for the vent hose so it can go up into the area behind the cab.

The oval slot in the top of the bed side panel just

behind the cab was cut to allow a grommet to be used there where the hoses will come up through it. This was done with the small cutoff wheels and grinding wheels, as the hole saw cannot be used to do it. On the second one I did, I positioned the hole slightly more toward the inside of the bed so I only had to cut on that side of the oval.

The old filler tube was cut at the cone and the vent tube was cut at the start of the radius by the cone. The picture shows the vent to still have the radius part on it, but in final installation, it was determined to be easier to totally remove the radius section.

A 3 1/2" diameter flat plastic piece was glued at the bottom of the stock filler hole. The backside of the opening was sealed with foil tape and the area sprayed with rubberized undercoating. On the outside of the body, a drain hole was drilled in case



*Tech Tip: Rampside Fuel Filler Relocation, from page 7)*

any moisture got into that area before a 4 5/16" diameter plate was welded over the old filler location.

Installing the hoses was started by installing the vent hose through the holes in the wheel well and up through the rear of the slot area of the side panel. Next the grommet was installed in the wheel well outer hole and the 1 1/2" hose slid through and up into the slot area. You have to hold the vent hose against the outside of the body to allow the filler hose to go past it. The filler hose is stiff and requires some working from both ends to get it through the slot area hole and up to where the filler goes. Coating the outside with hand cleaner made it slide in much easier. The large end of the



street elbow is inserted into the bottom of the filler hose and hose clamp installed. Note, the clamp must be right at the end of the filler hose and positioned with the screw either pointing down or at the bottom. The hose is then pushed further in until the elbow can be rotated to go through the opening in the body to line up with where the original filler tube mounts. When pushed up in the final position, the clamp will be tight against the grommet.

Now slip a 3" long piece of 1 3/8 fuel hose over the

cut off end of the filler tube. Install the filler tube and slide the hose over the small end of the street elbow and clamp. Slide the vent hose over the end of the vent tube and clamp. You will have to slide the hoses further into the body during these steps. The excess hose can then be cut as needed when the filler is installed. Install the upper grommet in the oval area. The grommet is cut to provide a notch for the vent hose. This again takes some effort to get into position with the notch at the vent hose. Now install the filler cap assembly, cutting the filler hose to length. My final hose length was about 20". Not shown in the pictures is the end of an old tank strainer I put over the vent hose end to keep debris and bugs out of it.

Reinstall the side panel covers you added from a previous tech article to finish off the appearance.

It was strange the first time I filled up, to be able to put the nozzle in and just hold it until it clicked off with no gurgle or splash back. And no draining down the side of the body later.



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

Corvanitics is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed newsletter and \$12 for a mailed newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanitics website at [www.corvair.org/chapters/corvanitics/membership.php](http://www.corvair.org/chapters/corvanitics/membership.php) or by mail. If mailed, please 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. All of these can also be sent by email to [CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com).

Technical material will be sent to the Technical Editor for review. Authors are asked to submit a photograph of themselves for the article.

For advertising in the newsletter, please contact the Secretary/Treasurer. Members can have a free small ad in the newsletter. Display advertising is also available at the following rates:

- Full page \$25
- Half page: \$15
- Quarter page: \$10
- Business card (2" x 3.5"): \$5
- Photos for ads are \$6 each and can be color or black/white

Please submit print-ready or typed copy and pre-payment to the Secretary/Treasurer. Authorization and payment must be received prior to each issue. Deadline for publication is the 15th of February, April, June, August, October or December. All ads must be Corvair-related.

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# More Springfest Congratulations

by Chris Brown, Club Historian

The following individuals have reached a major milestone. They have all been part of the Corvanatics family for over 40 years.

Joined in 1972:

- Dave Newell
- Keith Martin

Joined in 1974:

- John Howell

Joined in 1975:

- Thomas Silvey
- Michael Simmons

Hats off to these folks who have helped make the club what it is today.



Russ Thuienen



Stan Gee



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