

Celebrating our 40th year.

Corvan Antics

November/December 2012
Volume 40 Issue 6

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

Things have been moving very fast over the past two months, both for myself and for Corvanatics. As for myself, I have been deeply involved in putting on our fourth annual all Corvair show in Maggie Valley, NC Vairs in the Valley 2012. It was a complete success with over 70 Corvairs on the field and an excess of 160 guests attending. We added two events this year that were a lot of fun: a rally and slow drags. The rally was over 60 miles long and highlighted the Blue Ridge Parkway during peak leaf season here in North Carolina and a complete success. Now, as for the Slow Drags (there were 14 participants), I learned the hard way to ensure clearer rules are given and also that I should have separated Automatic and Standard Transmissions. Oh well, next year we will have better rules.

On the 30th of August, Corvanatics was asked by CORSA to consider Hosting the 2014 CORSA International Convention in Tacoma, Washington in 2014. This was a very unusual request for two reasons: First was because a Special Interest Group/Chapter has never hosted a convention, and Second was because there were already two other bids being considered!

2014 is supposed to be in the Western Zone, and both of these existing bids were from the Central Zone. It was the desire to have the 2014 convention in the west if at all possible, but even though there was enthusiasm for it to be in the Tacoma area, there was no Host Club able to support it. I discussed the possibility with your Board of Directors by e-mail on the 30th, and we answered back to CORSA that we would be willing to try to put a bid together by the 1st of October for consideration by the CORSA BoD.

Frantic work ensued over the Internet coordinating with the members of the Washington, Oregon, Idaho and British Columbia area to help put it together. With their help this monumental task was accomplished in just three weeks, and the Bid was submitted on the 21st of September. We waited with baited breath for nearly four weeks wondering if we had done an adequate job.

On this last Saturday afternoon (October 20) we heard that our bid had been accepted! Now the hard work begins. It's going to be a big task that nobody can do alone, but as a team working together we can. I would like to extend the invitation to all of our members to please help us in any way you can to make this a success. We will be keeping you informed in each of the succeeding issues of the *Corvan Antics* right up to the show.

Thank you in advance for all your help!

John Nickel

President



The LeMay Automobile Museum in Tacoma opened its doors in June of 2012. The four story museum with nine acres of outdoor show fields offer a great venue for the 2014 CORSA Convention.

President

John Nickel 828-626-3617
480 Paint Fork Rd.
Barnardsville, NC 28709
fivcent@bellsouth.net

Vice-President

Sam Christ 517-589-5625
4162 N. Main St
Leslie, MI 49251
thevairguy@gmail.com

Secretary/Treasurer

Molly Bacon 706-628-4470
P.O. Box 155
Pine Mountain Valley, GA 31823
Corvanatics@gmail.com

Eastern Director

Ben Stiles 717-687-7558
212 Georgetown Rd.
Strasberg PA 17579
lbstiles@verizon.net

Central Director

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

Western Director

Timothy Shortle 970-385-8596
Durango, CO
Shortle556@earthlink.net

At Large Director

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

Technical Editor

Jim Jimenez 920-793-1982
2826 Memorial Dr.
Two Rivers, WI 54241
Jim.corvairo@gmail.com

Historian

Dave Newell 510-782-4265
1481 Hamrick Lane
Hayward, CA 94544
Chevrobia@yahoo.com

Newsletter Editor

Gary Moore 816-296-7819
17800 Hwy M
Lawson, MO 64062
CorvanAntics@gmail.com

CORVANANTICS 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 any **CORSA member** with an interest in Forward Control Corvairs. Dues are \$10.00 per year and must be sent to the Secretary/ Treasurer accompanied by a membership application. See directory on this page for address. Applications available on website or from 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: **CorvanAntics@gmail.com**. Technical material will be sent to the Technical Editor for review. Authors are also asked to submit a photograph of themselves for the article.

Classified ads are free to Corvanatics members and should be sent to the editor. 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; Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads are \$6.00 each and can be color or black/white. Authorization and payment must be received for each issue. Deadline for publication is the 15th of February, April, June, August, October, or December.

Web Page Address: www.corvair.org/chapters/corvanatics/

Corvanatics Merchandise

Item	emailed pdf	mail
Corvanatics Roster*	free	\$2.00
3 Booklet Set:		
• Paint Codes (Includes cars through 64)		
• Prices and Options		
• Paint and Trim Combinations	free	\$5.00
PowerGlide Transmissions by Bob Ballew	free	\$10.00
Differential Booklet	free	\$5.00
Corvanatics Patches	N/A	\$2.00
Corvanatic Decals	N/A	\$2.00

Corvanatics Corvanatics@gmail.com

PO Box 155,
Pine Mountain Valley, GA 31823

Membership and Merchandise payments can be made through **PayPal**

*roster only available to current members.

Article Submissions:

Have a FC story, an article on a local event or tech tip you would like to share? Please email the articles to CorvanAntics@gmail.com.

Text in Word documents preferred, please send photos separate in .jpg format. Hardcopy stories my mail are accepted, but must be legible, send copies of photos not originals.



From the Secretary

Molly Bacon

This is the first newsletter since I have officially taken over as secretary/treasurer. I'm trying to make sure I have all the records and information organized and up-to-date. I have been sending dues reminder emails and postcards to help with the reminders that have been with the newsletter.

We are still missing a lot of member's CORSA numbers. Your membership number is located on the Communique mailing address label right above your name. It is a numeric value starting with #0. Please email me at Corvanatics@gmail.com, drop me a note at PO Box 155, Pine Mountain Valley, GA 31823, or give me a call, 706-628-4470.

The Corvanatics website features a electronic membership form, if you haven't updated your information for a while please use this form. The form is automatically sent to me when you select the submit button. Thanks.

WELCOME !! We have quite a few new members.

Darren Pralle	MO	61 Rampside
John Mellies	KS	64 Corvan
John Gilliland	VA	N/A
Bill Fenemore	Ont	63 Greenbrier
Bill Prichard	NC	64 Corvan, Rampside 62 Greenbrier
Timothy Werner	OH	N/A
John Sunden	NY	64 Corvan, 61 Rampside
Bill Jabs	OR	65 Greenbreir 63 Rampside
Steve Breines	NY	62 Greenbrier
Tom Berg	OH	62 Rampside
James Cheek	SC	63 Greenbrier
Chris Pickel	NC	64 Greenbrier
Dean Gemberling	GA	62 Rampside
Richard Kovacs	NC	N/A
James Drummond	CA	'64 rampside-14000 mi.
Karl Haakonsen	MA	1966 Monza convertible.

Would like Greenbrier in the future.

Dues Owed Last Chance

We still have a few people on the last chance list. This list is folks who are seriously overdue. If you are on it, this is your last newsletter unless you pay your dues. There is no penalty. Please pay up so this list goes away.

Steve Turner	May, 2011
Roger Moody	Sept, 2011
Doug Bell	May, 2011
Richard Gebhardt	Sept, 2011
Chris Parisi	Nov, 2011
Andrew Luetgens	Nov, 2011
Steve Yeomans	July, 2011
Gary Erskin	Sept, 2011



Overdue

Due from earlier this year.

Patrick Olson	1/1/2012	Forrest Gist	5/1/2012
Eric Kirven	2/1/2012	Alan Clark	6/1/2012
Vincent Rohr	3/1/2012	Alan Bristow	6/1/2012
Jerry Boyles	3/1/2012	Gary Anderson	6/1/2012
Doug Musselman	3/1/2012	Harold Layher	7/1/2012
Ron Hinz	3/1/2012	Jeff Kent	7/1/2012
Mike Kuizin	3/1/2012	Mike Dobie	7/1/2012
Ed Bittman	4/1/2012	Ray Mitchell	7/1/2012
Tom Simmel	4/1/2012	Ed Walsh	7/1/2012
Robert Hickman	5/1/2012	J.R. Protteau renewed	8/1/2012 10/1/2014
Gary Duncan	5/1/2012	Robert Crawford	8/1/2012
Ronald Scott	5/1/2012		

Currently Due

Due through the end of the year

Michael Dawson	9/1/2012	Jim Patterson	11/1/2012
Steven Spilartro	9/1/2012	Richard Cooley	11/1/2012
Paul Leimer	9/1/2012	Ron Bloom	11/1/2012
Kevin Clark	9/1/2012	Keith Martin	11/1/2012
Don Filkins	9/1/2012	John Pinnell	11/1/2012
Bill McCurdy	9/1/2012	Bill Wallace	12/1/2012
Robert Hall	9/1/2012	Dennis Dorogi	12/1/2012
Jon Jantz	10/1/2012	David Sanger	12/1/2012
George Koenig	10/1/2012	Finn Halbo	12/1/2012
Eric Prosis	10/1/2012	Rod Murray	12/1/2012
W. Barden	10/1/2012	Willard Moody	12/1/2012
Jim Jimenez	11/1/2012	Jerry Lentz	12/1/2012
Russ Thuleen	11/1/2012	Ray Freidhoff	12/1/2012

Remember, your dues can be paid for more than one year at a time.

1963 Rampside

It's Not a Family Heirloom, It's a 'Vairloom'

by Terry Dumerauf, IA.

This truck was passed on to me from my father in-law Stanley Straight a WWII Navy Veteran on March 01, 2005. I decided to restore it for future generations of our family. Three generations have ridden and driven in the Rampside. I helped load and haul many things in this truck over the years when my father in-law owned it. When I first got the truck it did not run and had set for about six years.

The day after I picked the truck up my ten year old granddaughter was visiting and standing in the garage watching me perform the backyard Mechanic thing. I pulled the Carbs and cleaned them, not rebuilt; I just disassembled them and cleaned. When finished I looked up and said to my granddaughter "Lets take a ride" I drove around the house and yard about a dozen times and could see the smiling expression on her face. I knew then I was very much hooked. How could I let the old truck die, now that I had seen the joy on my granddaughter's face. This was when it came to me, that the truck was an heirloom, or as I coined the term later "Vairloom" to my wife, when I tried to explain why I was going to restore her dad's old truck. Two generations have ridden in this Rampside and "If I do it right" maybe three or four.

The young lady standing next to the truck in this photo is Brianna Batey, the third generation; she is the great granddaughter of Stan Straight. She is also the 10 year old granddaughter of mine I mention in the above paragraph. The photo was taken August 03 2011, right after she had learned to drive the truck, her very first stick shift. (Do you know, they do not teach our children today to drive a stick shift in Drivers Education?) I believe it will be a life long memory for her. If we are lucky, she may teach the next generation to drive in it. So, what do you think; did I do it right?



Top row: Stan Straight, Wife Elizabeth Straight, Stan's Daughter Mary Straight
Bottom: Granddaughter Eryn Smith, Stan's Daughter Sue Straight and Granddaughter Megan Smith. The two children are Mary's. In the background Stan's 1963 Rampside.



KC VairBrush Takes Down its Shingle

After 18 years of crafting his T-shirt art Kevin Clark, owner of KC VairBrush, has decided his printer is worn out and it is time to let the business go.

Kevin assures that he is still a Corvair enthusiast and will always be. Currently he is in the process of replacing the fuel sender in the van. While the tank is out he plans to paint the under side of the van with RustSeal, replace the fuel line and throttle cable.

You will still see him at Corvair events, Kevin says, "I'll be the spectator instead of a vendor for the time being. It feels different."

Visit KCVairBrush.com to read Kevin's announcement and view his art.



Corvanatics to Host 2014 CORSA National Convention Tacoma, WA

Corvanatics will be the Host for the 2014 CORSA International Convention in Tacoma, Washington, tentatively scheduled for August 4 through August 8, 2014, featuring the new LeMay Car Museum. This will be the first time a Special Interest Group has ever hosted a Convention! Your help is needed to ensure a successful show. Please become a Volunteer to work at this show if you can be there. Contact President John Nickel for more information email fivcent@tds.net Phone 828-626-3617. By John Nickel

(Right) Mt. Rainer and (below) Puget Sound offer great opportunities for sightseeing around the Tacoma Area.



Dan Davis

Just in case you are wondering how the Corvanatics became involved with hosting the 2014 CORSA Convention here is the story.

In early August Dan Davis started a thread on Corvair Center's online forum lamenting the fact that no western division chapter had bid for the 2014 national convention. Instead of sitting on his hands Dan contacted convention chairman Larry Claypool to see if something could be done. Larry advised Dan that the CORSA Board of Directors (BoD) had extended deadline until September 1. If Dan could come up with a viable bid he would have until then to submit it.

Dan contacted the recently opened LeMay Automobile Museum in Tacoma, WA and was told they would be happy to be part of the convention. Dan visited the LaMay and several hotels suitable for the convention. He presented a proposal to his local chapter Corvairs Northwest, but the club did not believe they had the manpower needed to take on a national convention. Nearby chapter North Cascades Corvairs could help, but would not host.

Larry Claypool stepped in contacting other chapters in the region. He came up with the idea to ask a Special Interest Group (SIG) to host a convention. A SIG hosted convention had never been done before, maybe it was time. Larry turned to the oldest and largest of the SIGs, Corvanatics. He presented the idea to John Nickel, John passed the information onto the Corvanatics Board of Directors. The Board voted to accept the challenge. CORSA allowed a second bid extension. With Dan Davis doing most of the legwork a bid was in place by the September 21st deadline. By Gary Moore



Vairs at the Fair

By Molly Bacon Photos submitted by Molly Bacon

Oct. 5-6. Georgia National Fair, Perry, Georgia. This annual event allows Corvairs to be showcased as the leaders of the Georgia National Fair's opening parade, some of the Corvair convertibles carried the parade dignitaries. The Vairs were also allowed into the fair itself and displayed around the lake, which is at the center of the fairgrounds. This provided a lot of exposure of our favorite vehicles to the general public. There were around 15 or so vairs with 5 FCs; 2 Ramp sides and 3 Greenbriers.

Corvanatics Vets

Army Corvan by Gary Baxter, OK

My (now) wife Mary and I were on a double date with some friends in 1970, we found this '62 Corvan in a parking lot for sale. I went back later that week to ask about it. It had been set up and used as a trailer by a band calling themselves "Fusion". It had no engine, but the PG transaxle was still there. My friend and I came up with the \$50 to buy it and towed it to his folk's house in the country. It was painted 13 different colors, had the band's name and peace signs on it. But not long after that our Uncle had a job for me wearing army green.



A year later I was assigned to Aberdeen Proving Grounds in Maryland. A few months after that Mary and I were going to get married and needed to move furnishings for the house we were renting off base. I bought out my friend's half of the van, plus an early car engine he had found. I spent the week before the wedding converting the van to a four-speed, fixing brakes and putting the engine in. The plan was to use the van as an enclosed trailer and tow it with my '69 Ranchero. We loaded it full from the windshield to the back doors and up to the roof the whole length. We even managed to get a refrigerator in. The night before we were to leave we went to a parking lot so Mary could learn how to work the clutch on Ranchero.

It was an interesting trip; a couple of sets of rear tires, a storm that tore the fiberglass tonneau cover off the Ranchero, never to be seen again and a unplanned stay in Columbus, Ohio. Mary was driving while I was napping. She woke me saying something did not feel right. We pulled over and found the right rear tire rubbing against the fender. The wheel bearing had separated and the fender was all that kept the axle from escaping. This was about 4 pm on a Saturday. We unhooked the van and went to a Firestone store at the next exit and explained our predicament. They called around and found a parts store near downtown that had the bearing. We managed to get there about five minutes before they closed and bought two rear bearings. Back to the van and remove the axle on the shoulder of the interstate! I managed to break the inner race, which was all that was left of the bearing, and got it off. I could not convince the new bearing to go on. Luckily we found a machine shop

open at 10 pm that could press it on for us. Back to van about 11 and on our way about midnight. We found a motel close by and quit for the day. The rest of the trip was less exciting.

After we got settled in, I started working on the van. The engine would not turn over. Corvair parts were plentiful and, thankfully, cheap. I managed to get a couple of parts engines and everything we wanted off a '64 Spyder, including the four-speed posi transaxle for \$25. I knew nothing about the differences back then and was using the center of the van as my workshop. It was a 110 and about all we could afford were some gaskets, so the best of the used bearings, rings and cylinders were used. It ran great! I bought a dual exhaust kit with glasspac mufflers from Sears mail order, my normal easy going shift point was 4500 rpm. You could hear it leave the stop sign two blocks away inside the house with everything closed up. Just the thing to drive to work on the base! Mary drove the Ranchero to her job.

By the time my enlistment was up, we had acquired a '66 Corsa turbo convertible, three cars, two drivers and no money. The Army advanced me about \$15 that was supposed to move us back to Oklahoma, the rest of the money would be mailed later. This meant one vehicle had to go. We were hoping to sell the Ranchero, but put it and the van in the post paper. We received no calls on the Ford, but long distance calls on the van. Sadly we parted with it. A Captain, who taught at the school on the base, bought it, so at least it got to say on base.

Since then we have had many Corvairs, and other things, and currently have his & hers '61 Ramp sides – hers is the green one, a '64 Southwestern Bell telephone truck.



Gary stationed at Fort Greely Alaska

Corvanatics Vets

Mike Dawson
Staff Sergeant, Army Infantry
5th Division Mechanized
1968-1969
Missouri Army National Guard
110th Combat Engineers
1986-1989

When I was stationed at Ft. Carson, CO. I assisted with work on all six Corvairs that were owned by others in the company, as well as one from another unit.



Fran Schmit served with the US Army, during the Korean Conflict. Remember MORSE code?...dit-dah dit-dah-dit was the story in those days....NO internet!! Fran was a Radio operator and later a Radio Repairman - - before we had Transistors!!! Fran served in Germany, for over a year, as "WWII Occupation Troops", and as such received the GI Bill to complete his college degree in Physics (with a minor in German). Fran says he still appreciates the taste of "GOOD BEER".



Ken Hand SP4 Army
Basic Training 1969
Ft. Eustis, 1969-70
MOS 67U20 helicopter repairman
Can Tho RVN 1971
Became flight crew member when transferred to
Pleiku RVN 1971
ETS FT. Lewis, WA. 1972
<http://s186.photobucket.com/albums/x118/vairmech/Viet%20Nam%20Pictures%201971/>



Thomas Stingl
NATO Central Army Group
12th Panzer Division / Bundeswehr
Obergefreiter
Served near Wurzburg Germany 1982-83

Are you a veteran?
Send in your then and now photo
with name, rank along with when
and where you served.
CorvanAntics@gmail.com



2012 Great Plains Corvair Round Up

by Gary Moore, MO

This year Edmond, Oklahoma was the site of the Round Up hosted by the Indian Nation Corvair Association of Oklahoma City. Saturday morning's car display had 57 Corvairs including five Rampside, two Greenbriers and one Corvan Camper. The event featured a cruise down old route 66 to Arcadia OK for a banquet at the famous Round Barn and a stop at Pop's Diner and Gas Station that stocks more than 600 choices of bottled soda from around the world. The Round Up will be hosted by Mid Continent Corvair Association in Wichita, KS in 2013



Above: Corvanatics Western Division Director Tim Shortle with his 1964 Corvan Camper. Tim keeps all his long distance awards in the van, that is why it sits so low.



Left to right: Tim Shortle's Corvan Camper, Durango CO. John Mellies Scoobie Doo Mystery Machine, Kansas City, KS (Winner of Best of show at the car display). Gary and Helen Moore's 1961 Rampside, Lawson MO. J.C. and Marylin Ash' 1964 Rampside, Sand Springs OK, Steve Kirkton 1965 Greenbrier, Copper Canyon, TX.



Bill Wells drove his 1961 Rampside up from Lewisville, TX



David Castiaux Director of the Round Up had his yellow and white 1962 Rampside along with his remote control Rampies, a favorite with the kids.



Jerry and Donna Pentzer of Ozark AR. worked together restoring this custom 1961 Rampside (with air). Jerry found some local garage sales before the Round Up and purchased a player piano and a telephone switchboard.

Vairs in the Valley

by Molly Bacon, GA Photos by Barbara Sammons

They weather was beautiful, there were 51 Vairs, seven were FCs (two belonging to our illustrious president), and the attendance was about 25% more than was expected. The FCs were represented by each model with 4 Rampside. 2 Greenbriers and a Corvan. Unfortunately, your sectreary/treasurer didn't have any of our five Corvairs drivable, let alone an FC, but it was a great time even without a Vair. Due to the success of our president at Sturbridge in the Slow Drags, John held a version here. The Vairs with the high-stall torque converters took all the awards (taught John a lesson in setting some rules). A Greenbrier owned by Donnie Bird was a comical entry Everyone looking forward to next year's event. They just get better each year.



Jake Devore 1961 Rampside



Brian and Nikki Tucker 1964 Greenbrier

Go to: <http://sammons.smugmug.com/>
to check out the rest of the Vairs in the Valley



Deab Gemberling 1962 Rampside



Ronnie Byrd 1963 Corvan



John Nickel 1964 Greenbrier 8-door



Barbara Mee 1962 Rampside



*Above right: Vairs at the Fair
Above: Pop's Drive In Arcadia, Oklahoma
Right: Great Plains Corvair Round Up Edmond Oklahoma.*

CorvanAntics

newsletter

Gary Moore

17800 Hwy M

Lawson, MO 64062

CorvanAntics@gmail.com

