

Celebrating our 42<sup>nd</sup> year.

# Corvan Antics

March/April 2014  
Volume 42 Issue 2

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



I only get to write this piece two more times before we all meet in Tacoma in July. Doesn't seem like we've been working on preparation for hosting the 2014 International Convention for the past 17 months, but time has been flying by too fast! Most of the activities are now locked in and the schedule has been published in the Communique. We are working frantically to ensure that all the details involved in putting on each event are ironed out and that we haven't forgotten to do all the things necessary to make the show a great success. One major item that probably won't be settled until July is knowing how many volunteers will actually be present to help run each of the activities. If you will be there and are willing to share some of your time helping make things go well we will gladly put you to work. If you have an hour or a day to devote to this effort let us know. Hospitality and Registration are two activities that will need people present from Monday through Friday, so we can never have too many helpers!

During the week of the Convention we are offering the opportunity to participate in three separate tours. Any one of them will surely make your visit to the Northwest truly memorable.

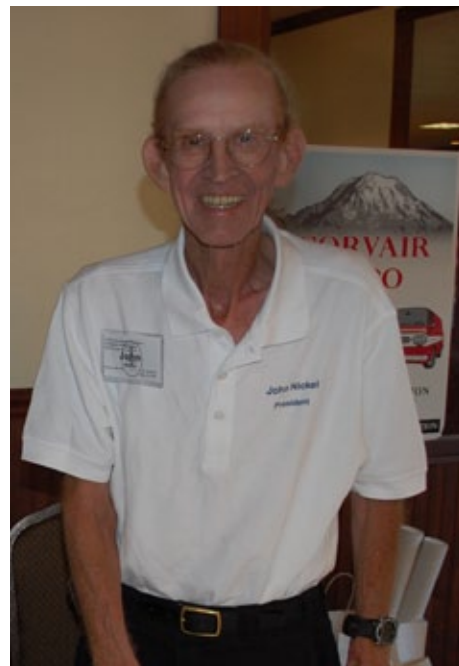
On Tuesday, July 22<sup>nd</sup> there is a bus tour to [Mount Rainier National Park](#). This park is the fifth oldest National park, established March 2, 1899. Elevations range from 1,880 feet at the Carbon River Rain forest to 14,411 feet at the summit of Mt Rainier which is the highest volcano in the Cascade Range. The volcano is surrounded near its peak by several glaciers which give it its iconic frosted cake look as viewed from Tacoma. The tour will depart from the Hotel at 10:30 AM and return at 5:30 PM.

On Wednesday, July 23<sup>rd</sup> is a bus ride and boat cruise to Tillicum Village on Blake Island west of Seattle. The cruise is narrated and upon arrival on the island, there will be a Salmon Buffet featuring Northwest Cuisine. In addition there is a Native American Coast Salish inspired program featuring storytelling and dances. There will also be time for exploration on the island. Return to Seattle by boat and by bus. The Tour will depart from the Hotel at 4:00 PM and return at 10:00 PM.

On Thursday, July 24<sup>th</sup> is a bus tour to the [Museum of Flight at the King County International Airport](#) (Boeing Field) south of Seattle. This museum has over 150 aircraft in its collection and even includes a Space Shuttle Trainer. There is a Personal Courage Wing with 28 World War I and II aircraft from several countries including Germany, Russia and Japan. In addition there is an historic exhibit in the original Boeing manufacturing facility. This exhibit includes photos, film and oral histories and restoration work stations which show how early aircraft were manufactured. This tour departs from the Hotel at 10:00 AM and returns at 2:00 PM.

I am looking forward to seeing you all in July. Unfortunately, I won't have a Corvair with me. Is anyone willing to loan me an FC to Autocross?

John Nickel



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**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: [CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@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. Please remember that this is a every-other month newsletter, it is more suitable for advertising services than for selling items.

**Corvanatics Merchandise**

Item	PDF	Mailed
2014 Convention Poster	N/A	\$25.00
Corvanatics Jacket/Hat Patch	N/A	\$2.50
Corvanatics 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 Canvas Tote	N/A	\$10.00
Corvanatics Hat	N/A	\$18.00
Corvanatics T-shirt	N/A	\$12.00/\$14.00
Men's Corvanatics Polo Shirt	N/A	\$18.00/\$21.00
Women's Corvanatics Polo Shirt	N/A	\$18.00/\$21.00
Corvanatics Roster*	Free	\$2.00
Powerglide Transmissions booklet by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3 booklet set: <input type="checkbox"/> Paint Codes (includes cars thru 64) <input type="checkbox"/> Prices and Options <input type="checkbox"/> Paint and Trim Combinations	Free	\$5.00

Corvanatics  
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Membership and Merchandise pay-  
ments can be made through  
[PayPal](#) [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com)

roster only available to current members send request to [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com).

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

# From the Secretary

by Molly Bacon

Hi all,

I am really disappointed. We have all this really great Corvanatics merchandise now; T-shirts, polo shirts, hats, key fobs, pins, etc., etc. and hardly anyone is ordering anything. Makes me think you're not proud to be in Corvanatics. Tisk-tisk.

I almost didn't have anything new, but I just received a great improvement suggestion for the roster from member, Darrell Woofter. I will be adding a member by state reference in the back of the roster.

This will be very handy when traveling and you need to locate a member in that state.

I do have something new this time personally. My husband Chris went off and rescued an 8 door Corvan out of Louisiana just a couple weeks ago. Looks like lots of work ahead of us with this one.



## WELCOME!! to our new members

Robert Gold	NM	1962 Loadside
Cole Adcock	SC	Looking for a Rampside
Mark Dixon	Great Britain	1964 Greenbrier
Jerry Murray	SC	1963 Rampside
Lucia Humes	MD	1961 Rampside
Robert Babcock	IA	Looking for a Rampside

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. Just email me at [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com) or call me to have printed ones mailed.

## Dues Due!!

Everyone should have a membership card. It has your "Good till" membership dues due date on it, so everyone will be able to keep up with when to send in their dues. That way your name doesn't get published in the newsletter. Send those dues in on time or even early and pay for multiple years, too!

## Last Chance

We still have just 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.

John Gilliland	Oct 2013	John Pinnell	Dec 2013
Karl Haakonsen	Oct 2013	Gerald Fleming	Dec 2013

## Dues Already Owed

### Due January and February. Second notice

Frank Dotson	Feb 2014	John Herkenratt	Feb 2014
Bill Wallace	Feb 2014	Bill McColl	Feb 2014
Rod Murray	Feb 2014	Clair Morgan	Feb 2014

## Coming due in the next two months (early reminder)

### Due March and April

Cap Devitt	Mar 2014	Jess Wright	Mar 2014
Edward Iglar	Mar 2014	Dennis Cain	Mar 2014
Jeff Kent	Mar 2014	Matthew Dixon	Apr 2014
Elvis King	Mar 2014	Dennis Dorogi	Apr 2014
Merv Krull	Mar 2014	Jimmy Harris	Apr 2014
David McChesney	Mar 2014	Fred Palmer	Apr 2014
Donald Richmond	Mar 2014	John Policella	Apr 2014
Dave Todd	Mar 2014	Daniel Vallée	Apr 2014
William Watertor	Mar 2014	Mark Whitman	Apr 2014

**Remember, your dues can be paid for more than one year at a time. When you pay your dues, you will be sent an updated membership card with your new expiration date. Dues can be paid from the website with PayPal or sent "snail" mail with a check or money order.**

Thanks,  
Molly Bacon

CorvairAntics 3/4 2014

# The Rampside Project Continues!

Article and photos by David Palmer

Along with the slow going body prep work, I have been doing some special things that I have wanted to incorporate into my 62 Rampy. One of which is the VW Scirocco trunk hinges. I saw these on Corvair Center site and they really do what I wanted. There is no exposed hinge when the lid is closed.

These also raise the lid straight up before pivoting it back. I had to compensate for the angular body mounting points of the VW and shim for the square FC engine box. I also had to reinforce the lid with metal plates that are 1/4 inch thick by 12 in long and fit right into the lid.

For lid support, I chose not to use the Hydraulic supports that come on the VW hinges. These supports seem to fail from the engine heat after a while.

Instead I cut down and modified a Corvair engine lid support. Right angle brackets are welded on and finding the right portion of the Vair support took a few tries. It is very short and will not contract or extend correctly if the cut is in the wrong place. As I have it now, it works just like the stock Corvair lid support. I mounted it on the right hand hinge because there is better clearance from the air cleaner on the right side.

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## Road Trip Photo

Article and photo by Ray Davis

Ray Davis' Rampside threw a rod on the way home from the 2007 CORSA/NC Fall Affair. If this delay had not happened, those in the convoy to Virginia would have missed the beautiful sunset.

"The engine threw a rod out on I-85, a friend in our convoy, George Jones, towed it to the next exit. Another friend, Wade Lanning, loaned us a car to get home. Another friend, Russell Davis, had his son return and trailer our Rampside back to Virginia. Yet another friend, Allen Bristow, trailered it to his shop where Allen and Frank DuVal rebuilt the engine."



# *An overview: The 2014 CORSA Convention*

On November 14, 2013, John Nickel and Ken Hand flew out to Tacoma for a preview meeting with many who are involved in preparing for the show.

## **About the Host Hotel:**

We stayed in the host hotel, [the Murano](#), and visited many restaurants, attractions and toured the LeMay Car Museum. The hotel is one of the best I have ever seen for a convention. It is truly a four-star hotel, but not overly expensive due to the special \$109 room rate for those who will attend next year. The entire hotel is a display case for glass art objects, even in the rooms! Each floor has a special display of glass artists' work and there are 25 floors. The hotel has blocked 200 rooms, so there will be plenty of space. We shouldn't run out of reservations early as has happened for the past few years, but I hope that we do! There are many restaurants and museums within walking distance and a free light rail that covers most of downtown [Tacoma](#) and out to near the LeMay Car Museum.

## **About the LeMay, America's Car Museum:**

[The LeMay](#) is a non-profit organization with a very modern building that opened in 2012. It has four floors and is comfortably walkable. The mission of the museum is to teach, not just to display, so even those visitors that aren't car nuts can enjoy their time there. If you want to learn how to race four different Formula-One racetracks, they have professional simulators that will allow you to try your hand (extra charge). The museum has its own three and one half acre show field (Haub Field) which is right outside. The grass field is specially drained and reinforced so that cars moving onto and around it do not damage the surface. Convention attendees registration fee will include admission for all five days of the show, so there's no excuse not to go and explore.

## **Events at the LeMay:**

The Concours will be on the show field on Tuesday; The Econo-Run and Rally will start there on Wednesday; The People's Choice Car Display will also be on the show field on Friday. The Convention Banquet will be inside the Museum on the main floor Friday evening. During the entire month of July 2014 there will be a Corvair display right up front on the main floor. The museum has a snack bar type restaurant and there are benches throughout all the display areas.

## **Autocross:**

On Thursday the autocross will be at the [Bremerton Motorsports Park](#), a former airfield about 25 miles north of the hotel on Thursday. The course layout should allow for fast runs with lots of great challenges. If you will have a Corvair with you, come on out to race. If you only have a rental, come out and watch; it's free to be a spectator. Food will be available as well as portable washroom facilities.

## **Other activities:**

There will be a welcome party Monday evening at the hotel that will include Valve Cover Races. All of the meetings will take place in the hotel meeting rooms. There will be vendors during the week both inside the hotel and outside in the parking lot. Tours will include bus trips to Mt. Rainier National Park, Tillicum Village and Museum of Flight. Other activities are also being planned, specifics of these activities will be published later.

So, plan to come out if you can, it will be one of the most rewarding CORSA Conventions that you will ever attend.

John Nickel  
President, Corvanatics

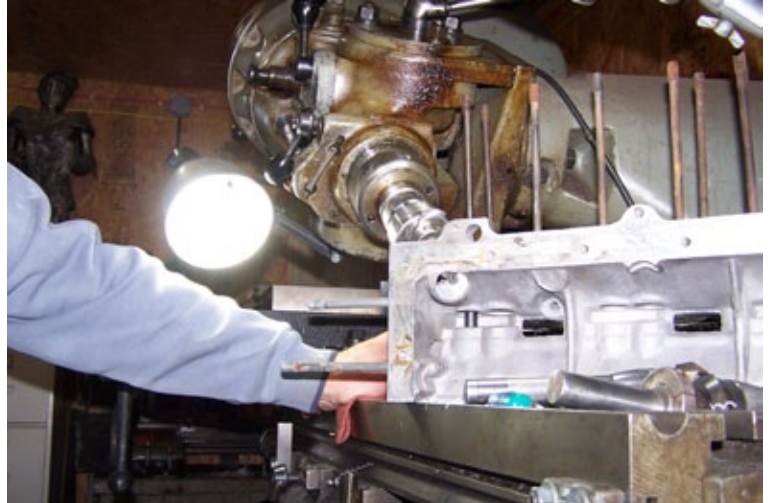
# Good Neighbor!

Article and photos by Norbert "Bud" Laubach

When you have a talented neighbor and need help with something you need done and he offers to do it. WOW job well done.

I wanted a CORVAIR 164 CU.IN engine block for a 61 station wagon. I was talking to a Corvair friend and he said he had an engine block he had purchased at the Denver Corvair convention just like what I was looking for. The block was not machined out for the rear oil dip stick tube. I purchased it and then begin to wonder HOW am I going to machine the block for the tube? I thought I would try to align a guide and attempt to hand drill a guide hole. How would I machine out the larger hole for the tube? What if I messed up?

I thought to myself, "Maybe I should ask for advise and/or pursue other avenues." I talked to machine shops. The messages I received were "can't do it", "not interested in doing it" and "not worth the effort". This is where my GOOD neighbor entered the picture and where I should have started, as he has a machine shop at home. He said he would do some thinking about it and see if he could do the job on his large vertical mill. He called me saying he was ready to machine and to come over to see the operation. Here are the pictures of the operation, but you can't see the smile on my face.



# Solving a Common Socket Problem

Article and photos by Gary Baxter

FC front and rear share a common problem of the bulb being hard to push in and not springing back out when released. This is usually caused by the boot on the back of the socket having shrunk and not allowing the wires to move freely.

To correct this, the FC headlamp housing must be taken loose from the body by taking out the five retaining screws around the top and sides and carefully prying it loose from the gasket. The wires can be guided through the slot in the body for better access to the socket back.

The FC rear housing is held on by two sheet metal screws.

The two tubes around the wires on the end of the boot will need to be cut open so the wires can move freely. After doing so, pull gently on the wires to check the spring action. Freely moving wires with no spring action indicates the contact springs have failed and the socket may need to be replaced. Note the tail light socket pictured has had an external ground wire soldered to the socket. A bad ground between the steel socket and the aluminum housing is a common problem on the FC and Early car rear lights.

The front bulb can be hard to grasp and remove after pushing it in and turning counter-clockwise. I found a piece of masking tape across the bulb works well to give you something to pull it out with.



Gary Baxter from Ossaso, OK at the Gilmore Museum during the 2013 CORSA Convention in Kalamazoo.



Figure 1, Before wire relief



Figure 2, After wire relief



Figure 3, External ground wire added



*Corvanatics*

*Dedicated to the preservation of  
Corvair 95 light trucks and vans*

## Corvanatics Members

Do you Have a website featuring your FC or FC Info?

Would you like to share it?

Send the link to our Webmaster Steve Spilatro using the contact page on the website.

<http://www.corvair.org/chapters/corvanatics/officers.php>

Name: Ralph Gubser

Email: [rgubser@zoomtown.com](mailto:rgubser@zoomtown.com)

Topic: classified ad

msg: Wanted: tinted FC windshield in very good to excellent condition, within reasonable driving distance from Cincinnati, OH area. Ralph Gubser (513) 741-8247 or [rgubser@zoomtown.com](mailto:rgubser@zoomtown.com).



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Shows we are attending:

April 18-19 Springfest Helen GA

June 6-8 Recall 2014 Syracuse, NY

July 21-25 CORSA International Convention  
Tacoma WA

Sept.30-Oct. 4 Great Plains Corvair Round Up  
Branson, MO

Oct. 24-25 Great Western Fan Belt Toss  
Palm Springs, CA

***Notice: A change will be made in the email address of the newsletter to help differentiate between the addresses of the Secretary/Treasurer and the newsletter. From now on please use the email address [CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com) for the newsletter.***

***The Secretary/Treasurer's email address will remain [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com).***

***I will continue to monitor the old address, [CorvanAntics@gmail.com](mailto:CorvanAntics@gmail.com), but will discontinue its use.***

***Thank you***

***Gary Moore***

***Corvan Antics Newsletter Editor***

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# 2014 Corvair Lover's Holiday

*Story and Photos  
by Molly Bacon*

The 2014 Corvair Lover's Holiday at Pensacola Beach, Florida has come and gone. It was absolutely flawless weather for the events Saturday. Sunday morning, trying to leave, was a little more flawed with thunderstorm after thunderstorm, but the previous day's memories helped smooth over mother nature.

Back to the event. There was a People's Choice display and awards, valve cover races, great hospitality and food, and even a steering box tech session led by Corvanatics own, Russ Thuleen. Your truly set up the Convention poster and brochures, and also put out Corvanatics merchandise for sale.

As for vehicles, both cars and FCs were a bit on the skimpy side. Only three FCs. A '63 Rampside owned by Karl Stelzer, a '64 Rampside owned by Jerry Moyer, and a shortened '61 Loadside owned by Russ Thuleen. On the back page is Karl's '63 with a Corvair-powered VW camper in the background. Karl's beautiful two tone blue and white Rampside does need a Corvanatics sticker.

You could not have asked for better weather, nicer people, and better looking cars.



*Karl Stelzer's 1963 Rampside*



*Jerry Moyer's 1964 Rampside*



*Russ Thuleen leads an impromptu steering box Tech Session*



*Russ Thuleen's shortened '61 Loadside*

# LEDs for FCs

Article and Photos by Gary Baxter

Retrolumen has been busy since the Kalamazoo convention, where they displayed their lights for the rear of Late models, developing Led lighting kits for Early car front and rear and FCs. The end result is dramatic!

On the rear, the main section lights up with 37 LEDs for the "tail" light. In "brake/turn" mode, not only do those 37 bulbs go brighter, but 10 more light up the reflector. Yes, an arrow head lights up!

As you can see from the pictures below, this makes both functions more visible than the stock lighting. The effects are even more noticeable in the dark.



That is even more noticeable on the front, where the park light is close to the head light, especially on the ones with a clear lens, as seen below. I think that the amber lens just enhances the effect on '63-'65 models. There are 45 amber LEDs on each board.

Yes, I know I snuck in a car shot, but the front kit fits both the Early cars and the FCs. Also it was easier to wire both together to show the "turn" brightness. I change my Corvairs so the park lights are on with the head lights to keep from being mistaken for a motorcycle if one of the head lights should fail. As you can see, the LEDs show up well even with the head lights on.



The kits are available with or without flashers. If you only change one end and keep the 1157 bulbs on the other, the stock flasher usually works, but not a heavy duty one. It is recommended to use an electronic flasher, and one MUST be used when you change both ends.

Lens gaskets must be in excellent shape and soft to prevent damage to the boards. Front gaskets are Clark's C2566 and C2567; rear C4372. This might be a good time to replace those old cracked and fogged front lenses too. The clear ones are available as repos or NOS, but the NOS will have box scuffs that can be buffed out by hand.

The front kit consists of right and left LED boards, flasher, if that option is chosen, and complete instructions. As of Feb. 2014 it was \$125 plus \$10 S&H

Installation is as easy as changing the bulb. The board fits into the lens and is held between the lens and the gasket. Notice that the boards are white so they don't show behind the clear lens.



The rear require a little more work. The hex head screws holding the housing to the body MUST be replaced with pan head, license plate style, screws, which are covered with foam tape. The board is attached to the lens with foam tape. An additional lens gasket is used to space the board out from the screws.



The rear kit comes with the LED boards, flasher, if that option is chosen, foam tape, screws, a pair of lens gaskets, and complete instructions. It is \$135, plus \$10 S&H.

The kits normally come with 1157 style plugs. The rear has the option, shown in the picture, of 27" long wires instead of the plug for installations where the original socket does not work well. That allows you to bypass the socket and install Packard 57 terminals so you can plug directly into the body wiring like the stock lights, or splice into the stock wires.

As well as the individual front and rear kits, Retrolumen offers a Superkit that has both front and rear kits with one flasher at a discount to the separate prices at \$240 plus \$10 S&H. There is also a \$10 discount if you order more than one of the individual kits.

For more information contact Hank 403-278-4403 MST or <mailto:retrolumin@gmail.com>

Event Calendar: Regional and National Events to show off your FC.



## Heart of Texas 18<sup>th</sup> Annual Corvair Reunion

Hosted by: Alamo City Corvair Association

When: April 25-27, 2014

Location: Johnson City, TX

Host Hotel: Best Western Johnson City Inn

Information: [Alamocitycorvair.org](http://Alamocitycorvair.org)

Contact:

Tom Robinson

210 860 4731

[tominseguin@gmail.com](mailto:tominseguin@gmail.com)

Rich Ribble

830 446 2880

[rjrorde@gmail.com](mailto:rjrorde@gmail.com)



30<sup>th</sup> Tri-State 2014

Hosted by: Corvairs of New Mexico

When: May 30-June 1

Location: Chama, NM

Host Hotel: Branding Iron Motel

Information: <http://www.corsaturbo180usa.com>

Contact: <http://www.corsaturbo180usa.com>



## 2014 CORSA International Convention

Hosted by: Corvanatics Special Interest Group

When July 21-25

Location: Tacoma WA

Host Hotel: The Murano

Information: <http://www.corvair.org/chapters/corvanatics/>

Contact:

Corvanatics Secretary

706-628-4470

[Corvanatics@gmail.com](mailto:Corvanatics@gmail.com)



## 2014 Great Plains Corvair Round Up

Hosted by: Heart of America Corvairs Owners Association

When: September 30-October 4

Location: Branson, MO

Host Hotel: Branson Radisson Hotel

Information: <http://www.hacoa.org>

Contact:

Scott Allison

816-506-6892

[beaminscott@yahoo.com](mailto:beaminscott@yahoo.com)

Wes Mellies

913-406-2918

[CorsaWes@gmail.com](mailto:CorsaWes@gmail.com)

Want to put your CORSA sanctioned event on the Corvanatics Calendar send information to:  
[CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com) (Logo optional)



*Karl Stelzer's 1963 Rampside, with a Corvair powered VW camper bus in the background.*

## ***New Member Intro*** by Jerry Murray

I am a new Rampside owner from Moncks Corner, SC. Pictures show it in the "Chicken House" where it has been for many years. This is near Raleigh, NC. I picked it up Feb. 1st. with 5 inches of snow on the ground. I have 4 other Corvairs but this is my first FC.

It now yard drives and the body work starts soon. At present it has a 3 speed but I will change to a 4 speed when the drive train is pulled. Although it is a 63, the engine has been changed to a 64 FC 110. It had a bent push rod and tube and when replacing these I found someone had left the cylinder baffles off. This will be corrected when I reseat the engine. I am looking forward to getting it on the road!



## ***Road Trip Photo***

Larry Sherwood of Olathe KS didn't trust his Rampside to make it the 200 mile trip to the 2013 Great Plains Corvair Round Up in Wichita KS . So he and his wife Suzi towed the truck down. But he was encouraged by others to have faith his Corvair. So Suzi drove the trailer and tow vehicle back to Olathe, while Larry proudly drove the Rumpy home. Suzi captured this photo, while driving. ( Editors note: I'm driving the red truck.)