

2022

The Vair Fax



The 1960 Corvair dash baby cradle. A safe, comfortable way to carry your baby before infant car seats were a major requirement. Warmest place in the car as it has a rear engine and the vibrations from the engine would lull the baby to sleep.



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From the Editor

Hello everyone,

Well I hope everyone is enjoying the warmer weather (on some days). I personally am hoping Spring is here soon! We had a productive meeting for Helen planning last month. Be sure to make your reservations soon! Hope to see you in Byron Saturday

Clay

February Meeting
February 11th
Noon
At 478 Country Buffet in Byron, GA

Upcoming events

February Meeting, February 11th Noon , 478 Country Buffet in Byron

Springfest 2023 April 21-22, Helen GA

Our 45th Year!

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From the Prez- Chuck Smith

Hello, and welcome to the February edition of the "Vair Fax". Hopefully, the weather outside is beginning to not be so frightful. It's that crazy time of year where the temps fluctuate from one extreme to the other. Have no fear, spring will be here soon.

The get together for Springfest committee chair people was held in January, and it looks like everything is pretty much ready to go. I believe the hotels in Helen are now taking reservations. If you have never been to Springfest, please make plans to attend this wonderful event. Lots of Corvairs, parts, great food, and best of all, seeing old friends and making new ones.

Let's hope the weather cooperates with us!

Please be aware that our February meeting will be back at the 478 Country Buffet in Byron GA, at 12 noon on Feb.11th. The restaurant is located in the Peach Shops shopping center.

Hope to see everyone at the meeting!

Take care,

and do something nice for someone.

Chuck

Trivia

AMERICAN COMPANIES AND BRANDS ESTABLISHED DURING 1963

Advantage Rent-a-Car; car rental company

Comcast; largest cable TV company and largest home internet service in the US

Country Wide Insurance; an auto insurance company

Crocker National Bank; San Francisco based bank that later merged with Wells Fargo

CVS Pharmacy; Drugstore chain that operates nearly 10,000 stores

Foxmoor Casuals; Chain of women's mall-based clothing stores that operated from 1963-1990

The General (Insurance). A licensed insurance agency that focuses on auto insurance

Heck's; A West Virginia based discount department store chain

Leslie's; The largest American retailer of swimming pool supplies and related products

Liberty Studios; A New York City based production house that produces video, films, and e-commerce productions.

MCI Communications; A telecommunications company that once was the second largest long distance provider in the US

The Odyssey Bookshop; The exclusive provider of textbooks for Mount Holyoke College

How I got into Corvairs – Dean Gemberling

1976, I was bitten by the Corvair “bug” at the impressionable age of 15, when my brother and I helped Dad restore a 1965 Monza coupe in Hamburg, New York. Six years later, as a junior cadet at The United States Military Academy at West Point, I was elected to be the Car Committee Chairman for my class. At that time, since only First-Class cadets (seniors) were allowed to own and keep privately owned vehicles on West Point grounds, it was my job to coordinate all the new car dealers and various lending institutions for a special weekend event that ensured our classmates could purchase and finance the cars of our dreams. “Hey Gembo, what kind of car are YOU going to buy? A Celica GT, a Trans Am or a Corvette??” “Nah, I’m buying a fully restored 1964 Corvair Monza convertible!” “Wait a minute...a Corvair? What’s a Corvair??”

Over the next 3 decades, I bought, sold and restored numerous Corvairs and had a lot of fun doing it.

Then in 2012, I met Ken Arnold at the annual Corvair-only event known as “Springfest” in Helen, Georgia. Ken is a retired tool designer, amateur racer and legendary Corvair mechanic. He was driving a

gorgeous 1963 Corvair Rampside pickup truck that had a SB Chevy 305 V8 in the bed, TH350 automatic transmission, C4 Corvette rear end and 4-wheel disc brakes. Painted Goldwood Yellow with a white body stripe and shiny diamond plate surrounding the engine, the truck was unique, popular and fast! Although I really liked the V8 Rampside, I was focused on finishing the resto-mod of my 1969 Corvair Monza convertible and regretfully failed to take Ken up on his offer of a test ride.

Several years later, while I was working on a recently acquired 1962 Rampside, I began thinking about Ken and his V8 Rampside: “Gee, I wonder if Ken would ever consider selling it?”

As they say, “Be careful what you wish for because you just might get it!” My West Point classmate, Bill Merrill, and I were showing our cars at the “Cruisin’ to The Oldies Show” in Senoia, Georgia when Ken stopped by to see me. Since I was “indisposed”, he told Bill to have me call him when I got home. That night on the phone, Ken told me that he was downsizing and needed to sell a bunch of Corvair parts and asked if I was interested in driving up for visit. I replied “Yes, but on the condition that you take me for that ride in the V8 Rampside”. Ken said “Sure, we’ll drive the truck to lunch!”.

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

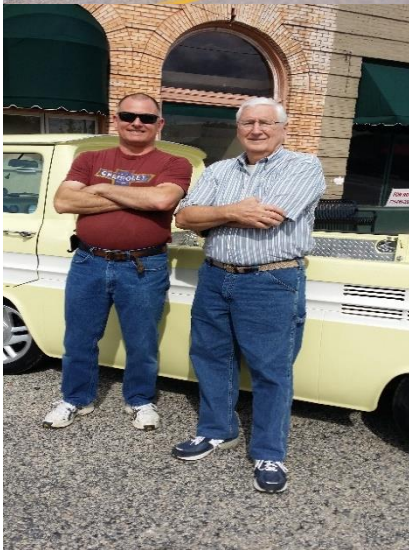
As I was preparing to head back home, Ken said, “You know, I’m thinking about selling the Rampside”. Holy cow, Batman! I couldn’t believe my ears. “Stop right there! I want first right-of-refusal.” Two weeks later, we completed the deal, and I became the next caretaker of the awesome V8 Rampside!

Over the course of the intervening 5 years, I have taken especially good care of “our truck” as Ken and I like to say. I replaced the windshield, repainted the dash from glossy yellow to flat black, personally designed and installed a Restomod Air heat and AC unit with custom made hoses, hinged the heavy rear deck lid to make it easier to show off the Corvette rear end, refinished the Camaro wheels, installed a larger LED third brake light and had the windows tinted.

The truck is a huge hit with the public and always attracts crowds as well as trophies at just about every show we attend. It is so much fun

showing off the attention to detail and the impressive engineering it took to create such a tastefully done vehicle. My favorite question is “How does the engine get air with the radiator mounted up against the cab?”. Amazement abounds when I tell them that the original fuel tank, which was mounted below the cabin, was removed and then show them the scoop under the front bumper and the discrete doghouse that sits between the seats which all create a straight path for the air to the radiator.

After 46 years of being a Corvaire fanatic, I have finally figured out that the best part of owning a Corvaire is making friends and building relationships with like-minded folks. Yes, getting the V8 Rampside was a dream come true, but the best part is that Ken has become like a father to me. Thanks Ken!





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