



Vol. 24, No. 2 March-April, 1996



Pickups

Rampside - Loadside

Sportwagon

Greenbrier

Van

Corvan

THE FORWARD CONTROL FLATBED

The Forward Control Flatbed began life as a 1962, 4-speed Rampside and a 1962 automatic Greenbrier. This was a completely new experience as my other restoration projects were all cars. They were a 1964 Spyder convertible, a 1965 Monza convertible and a 1965 Corsa coupe. These first three were restored to be in "stock" class.

This was a new experience because it was an FC and it would not be stock. I'll start at the front and work back. The cab color inside and exterior is 1987 GM #72 Medium Garnet Metallic basecoat/clearcoat with a 1987 GM #84 Gunmetal Metallic basecoat/clearcoat. The Gun Metal was also used for the bed, sides, rear, bumpers and undercarriage. The front emblem was also painted with the same two colors -- background Gun Metal and the "Bowtie" is Garnet.

Inside the cab, the steering wheel is painted two-tone to match the exterior and the "Bowtie" on the horn button is Garnet. The floor mat, carpeting under the seat and part way up the back of the cab are all the same material. The bench seat was customized from cloth and vinyl to look like bucket seats; door panels are of matching materials. Behind the seat is the spare tire, held in place by a three-bar spinner from a late-model Corvaire hubcap.

The wheels are 14-inch Oldsmobile Sport Wheels painted Garnet. The hubcaps are also Oldsmobile with a customized "Bowtie" insert with "Corvaire" inside which covers the Olds logo. The tires are white raised-lettered with "USA 1".

The flat bed frame is of square tube construction covered with sheet metal and steel diamond plate. The rear of the

FC is also diamond plate with a custom rectangular tube bumper. The six taillights (three on each side) are 1965 Corvaire. The outside two lights on each side are also signal lights.

Under the bed, just behind the cab is a 4' x 4' by 12" high carpeted storage area which is accessed thru a door under the bed on the driver's side. The gas tank under the bed on the passenger side was formerly a gas tank on an "early model" farm combine painted Garnet to match the cab and held in place with two Gun-Metal-painted straps.

The engine lid is part of the deck of the flat bed. It also has a tube frame and is diamond plate to match the rest of the bed. The lid is raised by an electric/hydraulic system from a Corvaire convertible. The switch is under the dash like it was in the convertible. The engine is from a 1966

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Letters to the Editor . . .

Thank you . . .

Just a short note of thanks for taking over the editor's job on the CorvanAntics Newsletter. Your second edition - Jan/Feb was well done and we appreciate the upgrade in graphics and printing. Good Job & Well Done!

Marsh Hesler
Estes Park, CO

Anyone have a Corvan - Drawing?

Like the others in the January-February issue, I enjoy the "new" newsletter. Thank you for taking on the job.

How about upgrading that graphic of the Corvan on the front page? The one shown is not a normal Corvan, of course, but someone's concept of a van with the "stripe" section completely cut away; note the headlights almost resting on the bumper. I think Ward Bourgonien had something to do with it. Anyway, there must be clip-art available of the real thing. I don't have a "line drawing", but am enclosing the one I have.

By the way, is CORSA membership a requirement for Corvanatics membership?

Thanks for the great newsletters!

Frank Dotson
Modesto, CA

Editor's note:

I agree with the comment on the graphic of the Corvan, but I have not been able to find much by way of clip art for FC things. I will use what Frank sent until a "cleaner" drawing can be obtained. It better portrays the lines of the Corvan. Maybe you have one.

Yes, CORSA membership is a requirement for Corvanatics membership. Actually Corvanatics is a Special Interest Chapter of CORSA. (See back of CORSA Communique.)

Congrats . . .

Congratulations to David Hartmann on his second issue of the *CorvanAntics* newsletter. By the way when are we going to get to hear where you found your Rampside? I enjoyed the articles from fellow members and the general organization was excellent. Special thanks to Fran Schmit and his technical tips. They touch base with many of our members I am sure.

I know that not all members of the club think that their writing ability is up to par, and perhaps some members are shy about writing in to the newsletter, but I have a bit of simple arithmetic for all of you. Upon the last printing of the Directory, there were 369 members in the club. Considering that we only get the newsletter 6 times per year, if each member wrote just one article per year, we would average 61.5 articles per issue!!

Wouldn't all those articles be a great way to learn about the trucks we drive and the other members of the club? There are 365 days in a year, so pick one and write in to tell us about yourself and your FC. I mentioned this to another member who said that we would not be able to afford printing 60 articles per issue, but I think it would be nice for the

editor to have some articles to choose from. In my opinion the newsletter we are getting now is worth the annual dues, but more is almost always better, don't you think?

Ben Stiles, York, PA

Editor's Note-

Now I LIKE the way this kid thinks! In reply to his question, "When are we going to get to hear where you found your Rampside?" I did write an article all about it for *CorvanAntics* in 1992 right after I got it. But a word from the members and I'll re-publish it.

Replies from Last Issue

Hello,

Well, if (Bob) Kirkman hasn't already written up some replys/answers to questions in the Jan-Feb issue, here's some of mine.

First, the windowless back doors on Corvans - these were not options at all, in fact they were standard issue on '63 & '64 models. Corvans were really taking a beating from the Econoline price-wise, so for '63 Chevy tried to lower the price of the Corvan by leaving off some items that were previously standard equipment -- the rear grill, the glove box door, and the rear windows. The windows became option no. A 12, available for just \$12.95. Obviously, most buyers thought it a good deal and ordered their vans with the windows, which is why the windowless doors are rare today. (By the way, dealers and customers complained about leaving the glove box door off, so it was re-instated as standard issue shortly into the '63 model year.)

As far as the "bucket" seat option, this also was a Corvan only item. The basic Corvan, in all years, had just the driver's "bucket" seat as standard. This left the entire rest of the truck for cargo. The full width bench seat was an extra-cost option, but as we know, was quite popular and often ordered.

A second choice, instead of the full-width bench seat, was a passenger side "auxiliary seat". It matched the driver's-side "bucket" seat in appearance, but had a few differences. There was no provision for forward-aft movement of the base, so you just sat down and hoped the leg room suited you. The front of the seat was hinged so the entire seat could be flipped forward toward the dash. This allowed the driver access into the rear of the van without getting out, and also increased the cargo area length for those long items. The auxiliary seat was available either factory or dealer-installed, but I suspect most were dealer-installed when a potential buyer looked at a bare Corvan with just one seat, but really wanted one with a bench. The dealer could then install the extra seat, make the customer happy and make a sale. These seats, by the way, are in no way sporty buckets, just smaller versions of the bench.

Gas tank floats- I get a lot of bad floats in at my shop, mostly from sitting in old gas. Its easy to damage a replacement float as you "roll" it into the float arm -- be careful not to puncture it. New, replacement floats are available separately. I carry them, so do a few other vendors. These floats are brass.

Larry Claypool

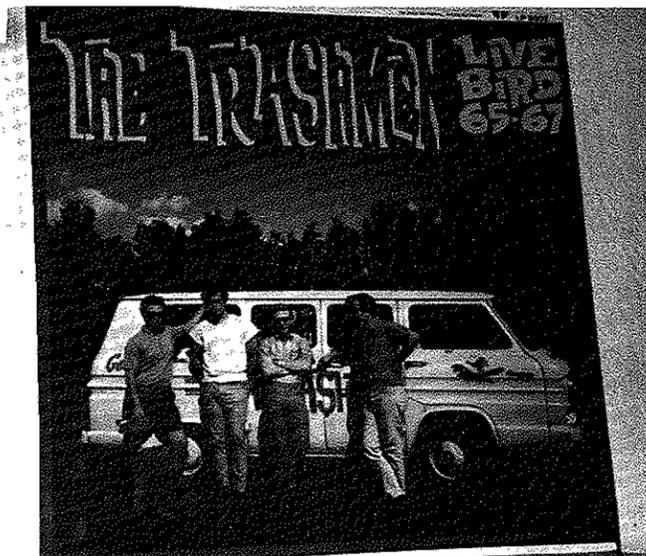
GREENBRIER ON RECORD

Sounds like a survey or a police file doesn't it? Actually, a white Greenbrier appears on the cover of a record album, 33 1/3 RPM none-the-less. From the days of 45 RPM records and albums, collectible and rare items compared to the modern music counterparts of cassette tapes and CDs. The album is from a group called, "The Trashmen", and it is entitled *Live Bird '65-'67*. The songs were actually recorded in 1965 to 1967 and re-recorded on this album in 1990 by Sundazed Music, Inc. It shows the four-member group standing beside the white Greenbrier; also with them is a dog (I hope that wasn't a sign of things to come!)

Probably the most noted tune from the album is the *Surfin' Bird* song. The other popular song that got them started was *Papa-Oom-Mow-Mow*, which they copied from the original Rivingtons recording. The record is molded in clear blue plastic. My album cellophane cover even has a white sticker that says, "Yikes! It's on Colored Vinyl!". It carries the number LP 5002, and has a good history of the group on the back cover.

Also available is the same picture and tunes that are on the album on a CD. The CD is number SC 11006, and released from Sundazed Music, Inc. There is a nice 4-page booklet inside that has the same history of the group as the album has. But it also has 8 photos of them from clubs in Wisconsin and Minnesota. The CD is blue and silver and shows a bird surfing on a large wave. This CD is also copyrighted in 1990, like the album. No "Corvair" music on either, but with the Greenbrier on the front of each - it definitely is a Corvair collectible item for any Forward Control fans!!

Joe Darinsig, York, PA



TECH TOPICS



SUBSTITUTE FC ANTENNA FOUND!

If you need a serviceable replacement antenna for your Forward Control, try a HARADA FM-90G. This antenna is intended for 1973-86 Chevrolet and GMC pickup trucks. I bought mine from Crutchfield (1 Crutchfield Park, Charlottesville, VA 22906, phone 800-955-3000, their part no. 095FM90G) for \$7.95 plus \$4.00 shipping. It is likely that this antenna is available from other suppliers. It is also possible that other antennas made to fit these pickups will also work, but the Harada is the only one I have tried.

The advantage of this antenna is that it mounts directly into the original FC antenna hole with NO modifications. The antenna is an AM/FM segmented type so you can partially lower it to get your FC indoors. PLEASE NOTE that the angle of this antenna is NOT exactly correct for an FC, and that the antenna leans a bit when installed. I doubt that this antenna would be a good choice for a concours FC. It might be possible to modify the base so that it stands up vertically, but I have not tried this.

Another difference with the Harada antenna is that the cable is longer than you need it to be for a radio mounted in the stock location. I just coiled the extra wire behind the glovebox. (NOTE: ALWAYS try to avoid sharp bend in any coaxial cable as this disturbs the impedance of the wire and can degrade the signal. NEVER fold a coax cable.)

Tim Schwartz, Eastern Director

FORWARD CONTROL CORVAIRS ON A SMALLER SCALE

I have gotten a lot of questions in the many years of collecting Corvair models and toys. One is: "Were there any plastic model kits ever made of the Corvair Rampside, Greenbrier, or Corvan"? Only one company ever marketed the one and only kit of the 1961 Rampside truck, Premier Products Company. They were in Brooklyn, NY in that era. There were no other buildable model kits of any other Forward Control Corvairs ever produced.

The very rare and now high-priced Premier #1261 Corvair 95 Rampside Truck comes in a box that measures 6x11x2".



THE GREENBRIER . . . DORM?

I not only drive my Greenbrier; it is also my dorm room. The interior includes a fold-out double bed, a couch, a table and curtains. My van is perhaps better equipped than the average dorm. My van also serves as a place to change out of my band uniform after the football games and a place to catch a nap between classes. Besides the practical livability of the Greenbrier, it has also enabled me to do things outside of the college curriculum, like taking twenty-three friends to the movies in one trip.

The fact that I drive my van an average of sixty miles a day prompted me to install a powerful sound system in the van. When I bought the van, it had what was probably the first production cassette tape deck that the Unic Company ever put out, and a pair of half-burned-out 6 x 9 speakers in the two front doors. My system now includes a 120-watt per channel Optimus tape deck with 36 FM and 18 AM pre-set stations, a 100-watt Optimus amplifier, four 1" piezo dome tweeters, two 1 1/2" Realistic tweeters, four 2" poly-cone midrange speakers, four 4" polypropylene woofers, two 8" Realistic subwoofers. That is a total of sixteen speakers, and I have not recently had a passenger in the back, or the front for that matter, complain that they could not hear the music!

A 1963 accessory manual lists a manual radio and antenna which was the top of the line. It featured 6 transistors, circuit boards and 3 diodes which powered a 6 x 90 high fidelity speaker. We sure have come a long way since then. There are not many college commuters who are able to have a home away from home built into the back of their cars; just another reason why, from the sixties and right up through present times, the Corvair Greenbrier Sportswagon has been heralded as the most versatile vehicle on the road. The Chrysler company thought they had something when they introduced passenger-side entrance doors on their 1996 mini-vans. Corvair Greenbriers had eight-door options as early as 1961 . . . everything old is new again.

Ben Stiles, York, PA



Ben Stiles' pop-top camper, see page 6

MINUTES OF ANNUAL MEETING

July 29, 1995

Treasurer's Report 1994 Balance \$3286.94
 1995 Balance \$4161.79

CorvanAntics Editor: David Hartmann

By-Laws: Motion by Barney Eaton to accept, (also seconded) as published. PASSED by hand count vote.

ELECTION:

President: Bob Marlow nominated Ward Bourgondien, uncontested.

V.P. Nominated: Ken Hand and Charlie West. Ken Hand elected by hand count.

Sec/Treasurer: Caroline Silvey, uncontested

Eastern Director: Tim Schwartz, uncontested.

Central Director: Fran Schmit, Burt Neuner, Marla Sweeney, nominated. Fran Schmit elected by hand count.

Western Director: Lon Wall, uncontested.

Director-at-Large: Nominated Bob Marlow and Ray Mitchell. Bob Marlow elected by hand count.

Discussion Time:

Front air dam for FC: try Chevy S-10 (late 80s) part number 14056772 (\$33), but must be modified, as it is too narrow.

Discussion of front springs.

KYB KG-5433 recommended as front shocks.

Mike McGowan inquired about an "All FC" issue of the Corsa Communique. Tim Schwartz to coordinate articles.

Suggestion to print CorvanAntics application in the news letter. Recorded by Tim Schwartz.

1996 CORSA Central Region Convention

July 31, August 1, 2, 3

Sponsored by: The Mid-Ohio Vair Force
The Cincinnati Corvair Club
The Dayton Corvair Club

Columbus, Ohio
The Columbus Marriott North

Concours People's Choice Fun
Tech Sessions Tours

Autocross Rally

Prizes Shopping

Fun Vendors Fun

Model Cars

The Mid Ohio Vair Force
presents
CORVAIR HEARTBEAT
JULY 31 - AUG 1, 2, 3, 1996
Columbus, Ohio

The 'Beat goes on!

Plan now to join us! For more details, watch future issues of the CORSA Communique.

GREENBRIERS . . . A Part of My Life

I bought my first Greenbrier in July of 1971; a '64 automatic with two seats and a rack on top. I used it in my work as a carpenter for my tools. I liked the low floor for easy loading and ease of entry. I could get a 12-foot ladder and lumber inside over the seats. Longer things I could haul on top.

After driving it for three years it was hit when a man ran a red light in a big '69 Ford and hit me right behind the driver's side door. The right front side ended up against a utility pole. It still ran, but there was too much body damage to repair it, altho I saved what was good.

I knew of a '65 Greenbrier that was for sale and in very good condition, also with an automatic. I bought it in August of 1978. I picked up a '64 and a '65 for parts later that same year. The '65 was a deluxe model with three seats and a good interior. For three years I used the '65 for work, when again I was hit at a stop light; this time in the



Bob driving his "chopped" Rampside around his "ranch" rear. The impact pushed me into the car in front of me. There was no front end damage but the two back doors and engine door were damaged beyond repair and were replaced.

Since I drove this 'Brier year around the Wisconsin salt made it rust badly and I quit driving it in December of 1987. I saved the engine and running-gear, windshield, all the glass and the seats.

In April of 1988 I found a '64 Deluxe Greenbrier that was in good shape, but needed brakes. This was my first 4-speed. It was a joy to drive and again met all my work requirements -- until in December of 1994 when a girl in a small Ford (my old nemesis) pulled out in front of me from a rural road. She never saw my red Greenbrier and I hit the right side of her car. We hit at about 40 miles per hour. The left front of my 'Brier took the hit this time. It buckled the driver's door and the door opening was shortened by two inches, the windshield cracked.

I had braced myself with the clutch and brake to the floor and was on the steering wheel when I hit. Both my knees took the jolt. After eight months I had arthroscopic surgery on my left knee and four months later on my right knee.

In the meantime I put the engine in a '61 Rampside, as it was still good, but I junked the rest. I bought a '61

Greenbrier, in very good shape, from a fellow member of the North East Wisconsin Corvair Club. I'll be on the road again soon. The '61 is a Deluxe Model with automatic, six doors and three seats.

I've been retired for several years now. Since I got my first Corvair in 1970 I've owned over 100, all years and models. I've sold a lot of parts, junked a lot of 'Vairs and still have about 25 of various models and years. One Rampside, a '61, has a Traville camper on it. At 72, I've slowed down some, but I still enjoy working on my Corvairs. All four of my children learned to drive in Corvairs and all enjoyed driving them until they left home. I've been to any number of national CORSA conventions including Detroit in 1979 when I drove my '65 Greenbrier and it was the only one there that year.

On the road my CB handle is Captain Corvair. I love driving my FCs and I will be until I'm unable to drive anymore.

Bob Ehrenreich, Sheboygan WI
(Captain Corvair)

I would like to thank all the members who took the time out of their busy schedules to answer my questions and show their interest with their letters and phone calls. I am fairly new at this Corvair thing, and it is nice to know that there are people out there who still welcome the "new kid on the block". I am happy to be a member of such a wonderful organization.

Ben Stiles, York PA



Oh, the weather outside is frightful . . . if you live in south central Pennsylvania, you can certainly attest to this. The first storm of the season dumped 24"-36" of snow all along the northeast coast. Pennsylvania was closed down for two whole days. This is a picture of my buried 1962 Greenbrier, along with me, my father, Emory, and my borther, Jonathan. We dug it out eventually. I drove home from work that morning in no less than 10" of the white stuff with no trouble at all. Rear engine, rear traction really performs in all kinds of weather, but you already knew that! Let it snow, let it snow, let it snow!

Ben Stiles, York, PA

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CLASSIFIED ADS
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Wanted: Articles about FCs for an "All FC" issue of the Communique, possibly next July or September. Any type or article about FCs will be considered.

I'd like to see an article about a family trip you took in the family Greenbrier (camper?) when you were a kid. Technical articles are fine too, but if you suggest a specific part, be sure to name the source (or Mfg.) and detail any modifications needed to make it fit exactly.

Submissions should be limited to about 6 typewritten pages, or shorter. Good photographs and drawings are fine too.

Please mail any submissions to:

Tim Schwartz
 5 Riverview Lane
 Ho-Ho-Kus, NJ 07423
 Fax 201-447-0091.

Please note that we CANNOT use copywritten material unless the copyright holder has given consent.

'63 Greenbrier, teal green with white stripe, 6 cyl., auto-matic trans. Stored many years. Body has minor rust. Runs good. Driven daily in good weather. Photo available upon request. Asking \$2,500 or best offer. Barry, 815 - 875-2111, 210 W. Marion St., Princeton, IL 61356

For Sale: Main brg. sets (full flange, spec # 4); 1-Fed Mog 4063M-.010, \$68; 1- Clevite MS-584P - .001, \$56. 1- '61-3 Grant std Rings \$29. 4- pinion shaft (PG) Seal Fed Mog, \$6. Above include shipping. Following are plus shipping: FC Muffler & correct repro Crossover, \$98 per set. FC Gas Heater repro Exh Pipe, \$30. 6- '64 cyl. +.020, \$110 outright. Bob Kirkman, 1820 Moffat Rd., Leonard, MI 48367.

Wanted: One Coleman ice-box from the original factory camper unit. Good to very good condition. Ben Stiles, 21 N. Kershaw St., York, PA 17402

Wanted: Any and all Corvair FC camper literature or brochures. What have you come across? Ben Stiles.

For Sale: N.O.S. NDH Rear Axle Shaft Bearing Cartridges. All correct bearing & seals, but in GM experimental mounting. Can be placed in your or my mounting stamped plates. \$145 each. Ship free. Driver's Bucket Seat & Back Frame, Spring, Adjusters. Trim material all shot. \$20 plus shipping. Accelerator Cable (to carb cross shaft). Clean & smooth, \$30 including shipping. Heater Outlet w/door (3rd seat). Cleaned, blasted, painted, \$9 plus shipping. Bob Kirkman, 1820 Moffat Rd., Leonard MI 48367.

Convention Invitation . . .

As convention chairman and Corvanatics member, I want to extend a special invitation to the members of Corvanatics to attend this year's Corsa Central Regional Convention. This year's convention will be held on July 31 - August 3 in Columbus, Ohio at the Marriott Inn North. We have reserved a conference room and scheduled a meeting time of 1.5 hours for Corvanatics. Room rates are \$68 plus tax, for up to four persons. Corvanatics members can call the hotel directly at 614/885-1885 or 800/228-3429. Mention Corsa to get the discount.

For registration information, call Craig Scott at 614/881-5283 or write to him at 6244 Duffy Road, Delaware, OH 43015.

Vairingly yours,
 Ray Mitchell, Chairman
 '96 Corsa Central Region Convention

A "POPTOP" CAMPER FOR MY GREENBRIER

Among the numerous and unusual vans at Jeff Stonesifer's Corvair Ranch is a rusted out blue Greenbrier with a collapsible pop-top roof. Last year I purchased the top in order to restore it and install it on my van. A small and worn tag indicated that the roof was manufactured by the Travel Equipment Corporation of New York. The patent number is 2,926,042. With a little research I found the address of the U.S. Department of Commerce, Patents and Trademark Office, and wrote to them requesting a copy of the original patent. I received the six pages of drawing, diagrams and descriptions today and was happy to find out some interesting things about the strange accessory. The patent was filed March 28, 1957 by Maurice Calthorp of London, England. The design was approved February 28, 1960. The original patent was given the name "Extensible Roof Motor Road Vehicles".

The top has two solid sides in the shape of a half circle, and a flexible main roof which is about ten feet long when it is not raised. The roof is raised by pushing the hinged sides up, thereby pushing the flexible top up with them and creating a sort of dome. Windows are included in both sides.

The roof provides about 6'3" of standing room in the Greenbrier. I intend to restore the pop-top using plastic wood lumber and stainless steel screws. This particular top was put together with actual wood and regular screws and hinges which rusted away almost completely.

The patent has been very helpful in piecing together some of the mysteries of the pop-top roof, but I was wondering if any of you have one of these roofs, knows someone who does, or knows anything about them? Any information on the Travel Equipment Corporation? I understand that the roof was not the only camper option they had, but they produced a whole line of camping accessories which were compatible with the Greenbrier.

Ben Stiles
 21 N. Kershaw St.
 York, PA 17402

CORSA Central Region Convention Corvair Heartbeat '96 Schedule and Location of Events

Hosted by: Mid Ohio Vair Force
 Sponsored by: Cincinnati Corvair Club
 Dayton Corvair Club
 Friends of Corvair
 Tri-State Corvairs
 Vacationland Corvairs

Bold type items are either registration or registered events.

Event	Time	Location
Tuesday, July 30, 1996		
CORSA Officers and Directors Meeting	9:00 am	Salons B & C
CPF Museum Display Setup	Noon	Foyer 2
Indoor Vendor Setup	Noon	Ballrooms 3&4
Corvair Racers Display Setup	Noon	Foyer 1
Registration	2:00 pm	Coat Room
Ohio Corvair Clubs Officers Meeting	4:00 pm	Buckeye Room
Convention Workers Orientation Meeting	5:00 pm	Buckeye Room
Get Acquainted Social/Early Bird Vendor Sales	7:00 pm	Ballrooms 1, 2, 3 & 4
Wednesday, July 31, 1996		
ACE Competition (Participants Meeting)	7:00 am	Buckeye Room
Registration	7:00 am	Coat Room
Hospitality (Mid Ohio Vair Force)	8:00 am	Ballrooms 1&2 (Hospitality Room)
Vendor Sales	8:00 am	Ballrooms 3&4 & South Parking Lot
Econo-Run Participants Meeting	8:00 am	Buckeye Room
Econo-Run Competition	8:30 am	
Tour - Columbus Zoo or Wyandotte Lake Amusement Park (motorcoach)	9:30 am	
Concours Judges Classification Meeting	11:30 am	
Model Car Setup & Classification	Noon	Salons B & C
Concours Classification	Noon	Ballrooms 1&2
Virtual Vairs Meeting	Noon	North Parking Lot
Concours Participants Meeting	2:00 pm	Salons B & C
Dick Clark's American Bandstand Grill- Dinner, Entertainment & Car Show	4:00 pm	Buckeye Room
V-8 Registry Group Meeting	5:30 pm	Off Site
Group UltraVan Meeting	8:30 pm	Buckeye Room
	8:30 pm	Salons B & C
Thursday, Aug 1, 1996		
Concours Classification	7:00 am	North Parking Lot
Concours & Peoples Choice Preparation	7:00 am	West Parking Lot
Registration	8:00 am	Coat Room
Vendor Sales	8:00 am	Ballrooms 3&4 & South Parking Lot
Hospitality (Dayton Corvair Club)	8:00 am	Ballrooms 1&2 (Hospitality Room)
Concours Judges Meeting	9:00 am	Salons B & C
Concours d'Elegance	10:00 am	North Parking Lot
Peoples Choice Car Display	10:00 am	North Parking Lot
Tour - Ohio Historical Society & Ohio Village (motorcoach)	10:00 am	
Model Car Concours	1:00 pm	Ballrooms 1&2 (Hospitality Room)
Tech Session	2:30 pm	Buckeye Room
Lakewood-Monza Group Meeting	4:00 pm	Buckeye Room
60's Pool Party & Cookout Buffet	6:00 pm	Courtyard
Team Anhydrous Meeting	8:30 pm	Buckeye Room
Friday, Aug 2, 1996		
Registration	8:00 am	Coat Room
Vendor Sales	8:00 am	Ballrooms 3&4 & South Parking Lot
Hospitality (Cincinnati Corvair Club)	8:00 am	Ballrooms 1&2
Rally Participants Meeting	8:00 am	Buckeye Room
Rally	9:00 am	
Tour - City Center Mall - shopping (motorcoach)	10:00 am	In Downtown Columbus
Banquet Table Assignments-Chapters	10:00 am	Coat Room
Tour - Anheuser Busch Brewery (self-guided)	1:00 pm	about 1 mile from hotel
Monza JR. Race Participants Meeting	1:30 pm	Buckeye Room
Monza JR. Races	2:00 pm	North Parking Lot
Air Vair Group Meeting	4:00 pm	Buckeye Room
CPF Meeting	6:00 pm	Buckeye Room
"Racer's Reunion" (socialize with Corvair Racing Participants)	8:00 pm	Buckeye Room
Saturday, Aug 3, 1996		
Vendor Sales	7:00 am	Ballrooms 3&4 & South Parking Lot
Hospitality (Friends of Corvair, Vacationland Corvairs, Tri-state Corvairs)	7:00 am	Ballrooms 1&2 (Hospitality Room)
Autocross Participants Meeting	7:00 am	Buckeye Room
Autocross Tech Inspection	7:30 am	North Parking Lot
Registration	8:00 am	Coat Room
Banquet Table Assignments-Individual	8:00 am	Coat Room
Club Banner Drop Off	8:00 am	Coat Room
Autocross (on site)	9:00 am	North Parking Lot
Tour-Continent/French Market Shopping (near by - hotel shuttle)	10:00 am	
Corvanatics Group Meeting	3:30 pm	Buckeye Room
"No Host" Cocktail Hour (cash bar)	6:00 pm	Ballrooms
Banquet & Awards	7:00 pm	Ballrooms 1, 2, 3, 4
Sunday, Aug 4, 1996		
Good-bye Breakfast	7:00 am	Panache Restaurant (hotel)

ACE COMPETITION

We will repeat the All-around Corvair Enthusiast (ACE) Award originated at the CORSA Regional Convention in St. Louis, by Show Me Corvairs. Points are awarded for participation in the Concours, Econo-run, Rally, Autocross and the Awards Banquet. This award will be won by the Corvair and participant demonstrating the best all around performance.

ECONO-RUN

The host club for the Econo-run will be the Corvair Club of Cincinnati. The Econo-run is intended to be more than just a mileage test of your Corvair. There will be a good mix of driving conditions such as city, freeway and country roads. It will make an enjoyable and scenic tour of central Ohio. If you are competing for the ACE award, an earlier start is recommended. At the conclusion, gas tanks will be topped off at no cost to the participants. (a free ride)

CONCOURS d' ELEGANCE

Mid-Ohio Vair Force and CORSA Concours Committee Chairman Mike Harrison will host the Concours event. We will use the latest style of Concours judging, *drive thru*, used by the North Texas Corvair Association. The process speeds the judging and is more convenient for participants. Since this is a CORSA sanctioned regional convention, Seniors Division elevation for your Corvair is possible.

RALLY

The Dayton Corvair Club will host the Rally. Their rally committee has put together a great run for both the driver and navigator. It's a straight forward, no intentional tricks rally. Solo drivers are discouraged but may participate. Volunteer Navigators are encouraged to contact the rally committee for a possible pairing with solo drivers.

AUTOCROSS

The autocross will take place on the grounds of the hotel. Participants and spectators will enjoy the "On-Site" autocross in the hotel parking lot. Equipment & Timing will be provided by Ohio Valley Region/SCCA. A special race is planned for Yenko Stingers attending the convention.

MONZA JR. RACES

The Monza Jr. races will be repeated from the Milwaukee Corvair Club's '93 CORSA Central Regional Convention. Affectionately referred to as the Mini-Monza Kart Cross (refer to Aug. 93 CORSA Communique). Participation will be limited to owners of Monza Jr.'s or drivers with permission to operate another's Monza Jr. This is a "mini" autocross to be held on the hotel parking lot.

SOCIAL EVENTS

GET ACQUAINTED SOCIAL

This is an evening for CORSA members to renew old friendships and begin new ones. The social will be held in the Ballrooms, with a cash bar available. During the social, an indoor vendors' early bird sale will take place.

HOSPITALITY

Ohio hospitality is the theme for Corvair Heartbeat '96. Each day in the hospitality room will present a different look and feel than the previous day. On Wednesday, the Mid-Ohio Vair Force will present "Discover Columbus, Ohio". Thursday, the Dayton Corvair Club will provide a Dayton theme. Friday, the Cincinnati Corvair Club focuses on the Cincinnati area. Saturday, Friends of Corvair (Akron/Canton), Tri-State Corvairs -Bryan, OH) and Vacationland Corvairs (Sandusky, OH) will welcome you with their own brand of hometown hospitality.

DICK CLARK'S AMERICAN BANDSTAND BAR & GRILL

We will caravan our Corvairs from convention hotel for the 10 minute drive to the American Bandstand Grill. An area has been designated for a Corvair Cruise-in with a Peoples Choice contest. Three top vote-getters will be presented an award later in the evening. Inside the American Bandstand, participants will have their own reserved room. A choice of meal will be available from a pre-selected menu. Seating surrounds the disc jockey and dance floor for your enjoyment. There is a cash bar available within our private room and a connecting outside patio.

60's PARTY & BUFFET COOKOUT

This is an outdoor, Ohio, barbecue buffet by the pool. The open courtyard with connecting salons, will be used for the meal and 60's party. Plan to wear your '60's clothing for a fashion contest. A disc jockey will be on hand to spin the music of the 60's for a dance contest. Trivia questions and prizes will be included in the evening.

CORVAIR RACERS REUNION

The reunion begins the weekend before the convention at Mid-Ohio Race Track in Lexington, Ohio, July 26-28. Yenko Stinger Corvairs and their drivers will celebrate the 30th anniversary of Stinger racing. Then the action moves 50 miles south to Columbus for the '96 CORSA Central Region Convention socials and displays.

AWARDS BANQUET

We start with a cash bar. To please your palettes, we've scheduled a buffet of quality Marriott foods, featuring Beef, Ham and Chicken (make your choice on site). We'll try to keep the action lively and fun-filled. The awards for all competitions including ACE (All Around Corvair Enthusiast) will be presented.

GOOD-BYE BREAKFAST

We've borrowed this idea from the Music City Corvairs, Nashville, Tennessee. You are invited to share your thoughts and memories over breakfast in the Panache restaurant. We encourage you to join us for food and camaraderie before you leave.

DISPLAYS

CORVAIR MUSEUM DISPLAY

The Corvair Preservation Museum will be providing the Super Monza and other static displays thanks to the efforts of CPF Staff, Cecil Miller, Dave Newell and Wade Lanning. It's through the support of CORSA members that the preservation of our Corvair history is possible. Don Schneider and the Friends of Corvair, have promised to restore and display the 1964 GM Monza Spyder show car Don owns.

CORVAIR RACERS DISPLAY

The display has been made possible through the efforts of Gary Funkhouser, Jim Schardt and other Corvair racers, you will be able to view an actual race car and discuss Corvair racing with drivers. A special invitation has been extended to the participants of the 30th Anniversary Yenko Stinger Races, at the Mid Ohio Race Course, to attend and participate in the convention.

TOURS

COLUMBUS ZOO or WYANDOTTE LAKE AMUSEMENT PARK

The Columbus Zoo presents a magnificent collection of wildlife for your viewing pleasure. Under the direction of Jack Hanna, it vaulted into the national spotlight. The tour includes a motorcoach to and from the Zoo/Wyandotte Lake. The zoo tour includes a Dinosaur event, decorated picnic area, outdoor meal, one free ride or the Dinosaur tour. Plan to visit the Zoo that Jack Hanna made famous. *An alternate destination*, from the same motorcoach, is Wyandotte Lake, an amusement park with a water theme. Swimsuits are optional but should be taken if you plan to take a dip in the wave pool. This tour includes admittance to the park, reserved pavilion, outdoor meal, amusement and water park activities.

OHIO HISTORICAL SOCIETY & OHIO VILLAGE

The historical society provides a museum of Ohio artifacts, Indian relics and an abundance of information about the inhabitants before the white man as well as history of Ohio's development. The Ohio Village next door, provides a look at a small Ohio town in the mid 1800's. It is a working village with blacksmith, printer, inn, country store, etc.

COLUMBUS CITY CENTER MALL

A crown jewel of shopping malls is located in the heart of downtown Columbus. Three levels of shopping await the die hard shopper. A place for bargain hunters and upscale buyers alike, it's a mall with something for everyone. Don't cuss or fuss, ride our bus. It's cheaper than a taxi or downtown parking fees. You may visit other downtown sites on foot as time permits.

ANHEUSER BUSCH BREWERY TOUR

The brewery is within walking distance of the convention hotel. This self-guided tour can be at your leisure, but check your brewery pamphlet for guided tour times. Brewery history is displayed and the operations explained on the tour. A hospitality area is provided at the conclusion of the plant tour. Free samples of Anheuser Busch beer and Eagle snacks are available. Walking back to the hotel might be a good idea considering the free beer samples.

CONTINENT/FRENCH MARKET SHOPPING

A shuttle service will be provided for shopping at the Continent and French Market. Check the Hospitality Room for scheduled departure times. The Continent offers theatres, entertainment, dining and unusual shops. The French Market is filled with quaint shops and varied eateries.

SCARIEST MOMENTS -

Driving on today's highways is scary enough without the added worry of car trouble. I have had two very scary moments while driving my Forward Control Corvair, and ironically, they occurred within one month and one mile of each other. The first occurred while travelling west on US 30. Doing about sixty miles per hour, my right front tire blew, probably due to over-inflation. The blown tire pulled me hard to the right and onto the shoulder. When replacing the tire, I found that the rim on the spare was too small for the hub. Apparently the previous owner had never checked this and did not have any flat tires, because this is something that I never thought I would have to worry about on the side of the highway with tractor trailers whizzing by at 85 mph.

Due to the hard braking and pulling the steering wheel so hard to the left to avoid a crash, the brakes pulled very badly to the left for some time after the blown tire incident and was only corrected with a replacement of the brake shoes on both sides. By the way, if any of you has a mixture of bonded and riveted brake shoes on either side of your FC, have them replaced to all bonded or all riveted shoes. This will save a lot of headaches for you and a lot of brake maintenance problems in the future.

The second event happened just west of the first incident on the Wright's Ferry bridge along route 30. Suddenly in the middle of the bridge, I felt my transmission lock up. Luckily I drive a stick, so I pushed my clutch to disengage the gears. Upon coming to a shakey stop in the middle of the bridge, I pulled the stick to "neutral" position. Strangely, even in neutral position, my transmission was in second gear. Somehow the second gear had "welded" itself to the mainshaft and that was that. Luckily, I was stuck in second, and not in fourth or reverse, and I was able to drive to the nearest exit and convenience store (about three miles) to call home.

Always remember, safety first. Never over-inflate your tires and pay attention to little noises that come from the rear of your Corvair. Little noises often become big problems. Prevention is the best cure.

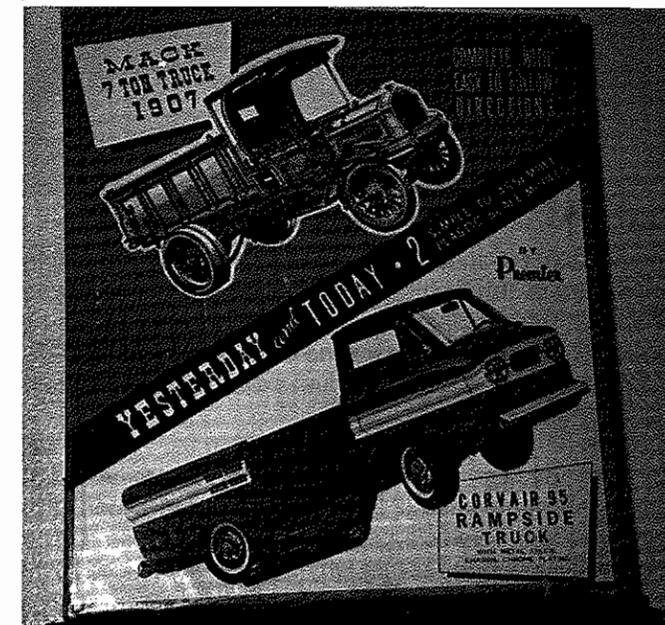
Ben Stiles, York, PA

FCs on Smaller Scale . . . Continued from p. 3

The plastic color in my one unbuilt kit is salmon pink with grey and white swirls (marble cake effect). My built Rampside is molded in a medium red color plastic. Because of the Premier habit of mixing color plastics in their model pouring mold process, there are numerous shades of red and pink with grey/white/black swirl colors in many of these kits. I have heard of a blue plastic version, but have not seen one yet. The truck itself measures 61/2 x 21/2 x 21/2h, close to 1/24 scale, although a little smaller. It has chrome front/rear bumpers, head/tail light bezels, grille and hubcaps. It also has metal axles with black tires. The body and roof sections come in many separate pieces., not like the one-piece bodies in the usual AMT/Revell/Monogram, etc. plastic kits.

I wrote an article in the May, 1990 issue of *CORSA Communique* on the Premier Rampside. It contained a list

of names I gathered for two years of kit owners. Sort of a Premier kit owners registry, which included only 14 people as of December 1, 1989. Most of the colors reported were of the red, red/orange, pink/salmon with grey and white swirls in the plastic. But, only one unusual color, that was a dark brown molded plastic from George Coelho of Massachusetts. Some of these owners have two or three of these Rampside kits. Most were built and painted various colors. Only a limited few were still unbuilt.



The only other kit is the Premier #190 "Yesterday and Today" double kit. It has the Premier #1263 1907 Mack Dump Truck, where mine has the plastic molded in light brown or tan color with grey swirls in it and the Premier #1261 1961 Corvair 95 Rampside Truck; both kits in one large box. The plastic color in mine is a pink/salmon color with grey and white swirls mixed in. This double kit box measures 111/2x13x21/8". Around 1990 I knew of about three of these double kits in existence.

There were many Japanese tin Corvairs, Rampside/Trucks; and a few Greenbriers made - but that's another story. Why no other plastic kits of Forward Control vehicles were manufactured is a hard question to answer. It was the 1960s era of compact cars and limited annual kits of each auto corporation's car line. And later, in the 1965 to 1970s, there were the same line of vehicles of each new model year introduction. Then the new era of muscle car kits became big sellers. There were regular pickup trucks offered in between those years. If you really would like to have a Premier #1261 kit, built or unbuilt, and don't want to spend somewhere in the \$250-\$300 range - good luck. There was an article in *Scale Auto Enthusiast* magazine # 35, January/February, 1985 issue that a Dean Milano built a Rampside out of a Revell VW Vanagon model kit. It was a long process with many loose parts from other kits, putty, and sheets of extra plastic. So, you may be content to see a real kit at a CORSA Convention model concours, or from someone that does already own one. But keep hunting; you never know what still lurks out there in the model kit land and plastic part "trees". You have to find the tree before you see the woods. Joe Darinsig, York, PA



Flatbed . . . Continued from page 1.

Corvair with a 4-speed transmission. Air enters the engine compartment thru expanded metal on each side of the partment. The air cleaner assembly is from an FC and is painted Garnet to give the engine a little color contrast.

Last of all there is a custom dual exhaust system of stainless and "Mopar" mufflers.

At the 1995 Dallas CORSA Convention the Flatbed was classified "Radical, Forward Control". This has to be a classifiers dream because it took only about ten seconds as compared to the vehicle before me that took quite a bit of time explaining to the owner why the car was placed in the modified class.

Was this a good Winter project? NO! The project began a few years ago when a friend started it and became tired of working on it. I worked on it off and on for 4 years with a lot of help from other craftsmen.

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Was it worth it? YES! In June of 1995 the Flatbed took 1st Place in the Truck Class of 30 entrants at the General Motors Car Clubs Association Car Show at the Minnesota State Fair Grounds. Voting was by all participants (400). Then in July, at the CORSA Convention Concours, it scored 93+ points for Senior Division and a 1st Place. Of course the great reward is the positive comments by fellow Corvair enthusiasts and observing them taking photos of the Corvair Flatbed.

Gerald Berge, Isle MN



Ed. Note- Jerry Berge has been a member of Corvair Minnesota for nearly 20 years. He is a Club Director as well as a former editor of their newsletter, The Leaky Seal. Jerry is an active participant in the Concours d'Elegance and has many trophies to show that he knows how to do it. Jerry's wife, Lois, is also an avid "car preparer". Lois can always be found down on her knees with toothbrush and polish going over the vehicle . . . just one more time.

The photos show this unique flatbed to be a truly fine work of art. The Flatbed will be a feature exhibit at next Spring's Auto Restoration Car Show in Minneapolis at the Minneapolis Convention Center.

CORVAIR HEARTBEAT CORVANATICS DRIVE-IN

The Corvair Clubs of Ohio present the '96 CORSA Central Regional convention in Columbus July 31 - August 3. Events include a CPF Museum display, ACE (All-around Corvair Enthusiast) competition, concours, peoples' choice, rally, economy run, autocross on site, Monza Jr. races, CORSA Special Interest Group meetings, Corvair racers reunion, and the best of Ohio hospitality.

At the Columbus Marriott North, rooms are \$68 plus tax for up to four persons. Call the hotel at 614 - 885-1885 or 800 - 228-3429. Mention CORSA to get the discount. For registration info contact: **Craig Scott, 6244 Duffy Rd., Delaware, OH 43015, 614 - 881-5283.**

According to consensus of the Corvanatics Board of Directors, the regional convention is an official Corvanatics Drive-in.

1996 CORSA Central Region Convention

hosted by Mid Ohio Vair Force

July 30, 31, August 1-3 • Columbus Marriott North • 614-885-1885 or 800-228-3429

CORSA Room Rate \$68.00 /night + tax

REGISTRATION FORM Convention Badge Information (please print) Additional Name Badges:

Name _____ Spouse _____
 Address _____ Child _____
 City/State/Zip _____ Child _____
 CORSA Membership # _____ Phone # _____ Child _____

REGISTRATION FEES	Registrant's Name	Registrant's Name	Number	Pre-Reg.*	On Site	Amount
CORSA Non-Member U.S. Funds (membership in CORSA is mandatory for registration)				\$27	\$27	
Individual Registration				10	15	
Family Registration				15	20	
ACE Competition				63	83	
(All-around Corvair Enthusiast) Includes Autocross, Concours, Rally, Econo-Run & Banquet						
Autocross (per competitor)				13	18	
Monza JR. Races (per competitor)				8	13	
Concours d'Elegance (per car)				15	20	
Peoples Choice Display (per car)				10	15	
Rally (per car)				8	13	
Economy Run (per car)				10	15	
Model Car Concours (per car)				7	10	
Awards Buffet Banquet (per pers.)				28	33	
Indoor NOS Vendors (per 6 ft. table)				25	30	
Outdoor Swap Meet (per parking space)				10	15	
T-Shirts, adult: <u> </u> S <u> </u> M <u> </u> L <u> </u> XL <u> </u> XXL (S & XXL pre-reg. only)				10	12	
Tours & Activities (Prices are per person. We reserve the right to cancel any tour if insufficient interest is shown.)						
Columbus Zoo or Wyandotte Lake				25	N/A	
Ohio Historical Society & Ohio Village				15	N/A	
Dick Clark's American Bandstand				15	N/A	
60's Party & Buffet Cookout				20	N/A	
Shop French Market & The Continent (No Charge/Free Shuttle)						

TOTAL

*Pre-Registration must be postmarked no later than **July 1, 1996**. Postal postmark is official date stamp for pre-registration.

If you entered a competitive event (A.C.E., Autocross, Concours, Car Display, Econorun, Rally), please fill out the table below:

Vehicle No.	Year	Model	Body Style	Exterior Color	Interior Color	Serial Number	License Plate	
							Number	State
1								
2								
3								

Circle the vehicle number of any car in the A.C.E. Competition.

Please make check payable to Mid Ohio Vair Force and mail with this form to:

Mid Ohio Vair Force, Craig Scott, 6244 Duffy Rd., Delaware, OH 43015

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for 1995 - 1996**

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

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvaire. Membership applications are available from the Secretary/Treasurer, Caroline Silvey, P.O. Box 68, McCordsville, IN 46055.

Dues are \$6.00 per year and must be sent to Caroline Silvey. Sending them to another address will only slow your renewal and possibly cause you to miss an issue. Club Window Stickers are \$1.00 each and Jacket Patches are \$2.15. Club Stationery is 5¢ each sheet. These are available from Caroline Silvey only, as are Membership Applications.

Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor: David A. Hartmann, 111 E. Riverbend Drive, Plymouth, WI 53073-2219. Technical material should be sent to the Technical Editor, Bob Kirkman at 1820 Moffat, Leonard, MI 48038.

Classified ads are free to Corvanatics members and should be sent to the Editor. Display advertising is also available. Please inquire of the editor. Deadline for publication is the 15th of February, April, June, August, October or December.

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FIRST CLASS

7-98



CORVANATICS

THE FORWARD CONTROL CORVAIRE PEOPLE