

The Bi-Monthly Newsletter of Corvanatics  
The Forward Control Corvair People



Sportwagon  
Greenbrier



Pickups  
Rampside - Loadside

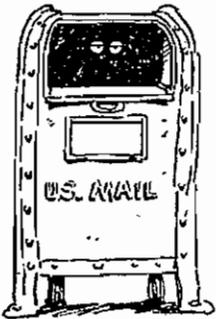


Van  
Corvan

Vol. 28, No. 5

September-October, 2000

A Chartered Chapter of CORSA - Corvair Society of America



## Letter From The President!

Hello everyone. There is a lot to report in this issue. Convention results, leadership changes, our web address change and a few safety notes. Remembering all the subjects I wanted to touch on will be tough.

I would like to start off by saying that I had a fantastic time at Daytona. Seeing old friends and meeting all the new friends made it worthwhile. My trip to Daytona was uneventful. I had not so much as one bump in the road. The Rampside performed great. As close as I can figure I came close to 26 or 27 mpg. Of course there were times in Tennessee where I didn't have to hit the gas pedal for fifteen minutes at a time. We don't have hills like that near Chicago. I knew it was going to be a great trip when on my way thru Georgia driving into a rest stop, I pulled up right next to Jean Allan, a Corvanatic who sold me the truck a few years earlier. She was taking a break with her dad. You never know who you'll meet either towing or driving their FCs or where that might be.

The exact number of FCs that showed up at the convention is hard to tell. At the concours and car display

there were at least nine. There were always some rolling in and out of the hotel. I might have missed a few.

Outside of the hotel I met Ronald Scott. Ron has a unique FC. It was once a Bell Telephone supervisor's truck. He is interested in selling it.

At the car display I met another Rampside owner who worked for and retired from one of the Baby Bells out west. He is interested in the truck. The only problem is, I misplaced his name. We need to get these two in touch. Ron is in San Antonio, TX. We can keep the Bell FC in the family. And you didn't know that your president was also a matchmaker!!

I attended the chapter presidents' meeting. CORSA membership seems to be steady. We did not lose as many members as expected when the CORSA dues were raised. Virtual Vairs continues to be a fantastic source of  
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Classified Classified Classified Classified Classified  
**CLASSIFIED ADS**  
 Classified Classified Classified Classified Classified

**FOR SALE: '63 8-door Greenbrier.** Is a project vehicle, but is definitely restorable. Has '63 110 car eng. with stick. Engine not running. Everything is with van, but most has been removed for restoration. Poor health has prevented completion. Much done, but still some body work to do. All exterior & interior is in primer. Has deluxe '64 seats with it. All glass there and good (new windshield weatherstrip too). Will make someone a rare and serviceable van. Will sacrifice for \$495.00 OBO. Bob "Captain Corvair" Ehrenreich, 1728 Manor Parkway, Sheboygan, WI 53083. 920-458-1170. (WI)

**FOR SALE: 1963 Greenbrier,** 8-door deluxe Perfect interior and windows, with some exterior rust. Also a '62 station wagon, '65 2-door Monza, '62 2-door Monza, and several body shells with windows. All to go for \$300. Herb Fick, Luverne MN 56156 507 283-2905. (MN)

**FOR SALE: 35 cars and FCs,** some complete, some bodies only. 9 EM coupes, 3 wagons, 5 LM coupes, 1 LM 4-door, 4 vans, 5 GB, 4 Rampside, 2 LM conv., 2 EM conv. Parts also. Video available for \$7. Call Herb Martin, 10 am to 10 pm PDT, 541-967-9013, PO Box 148 Crabtree, OR 97335. (OR)

**FOR SALE: 1963 Greenbrier DeLuxe,** newly rebuilt 110 hp, 4 spd. Needs finishing. Body straight, ready for paint and upholstery. New tires & wheels, runs great. Must sell! \$1,800 OBO. Ph (323) 588-2555, pgr. (213)205-0497. (CA)

**SELL, SELL, SELL: CORVAIR PARTS!** '62 80 hp auto, low mile car engine. \$150. '62 auto., car transaxle, low miles, \$100. '64 trans. from FC., '65 car transaxle 3.27 or 3.55 ratio, one '64 car transaxle, '60 80 hp auto. \$75. '64 and '65 blocks, some with crank, '64 95 FC block and parts. '64 & '66 110 hp cylinder heads. Front suspension for '63 & '64 FC. Also FC clutch cables and all glass for Greenbrier and van, '64 FC suspension. '65 and '66 car rear windows, 2- and 4-door models. '65 blue doors for coupe. **ALSO, WANTED:** good FC panel van or GB van, '63 or '64, auto or manual. Must have good body and glass. Need not run. Will you help me bring to Iowa? Craig Wilson, 2105 Fairview Dr., Cedar Falls, IA 50613, (319)266-6343 (V+ttyTDD) (IA)

**FOR SALE: 1961 Rampside** with '64 110 hp engine, new clutch, new tires, good Die-Hard battery. Is white with red stripe. There is a significant mystery oil leak, but has good compression and starts easily & runs fine. Has some rust showing and the bed is all rusty, but not thru. There is some rust thru at the bottom of each side in the middle. The seat is original and in perfect condition; multi-colored striped back and black seat. Neither turn signals nor heater works. Asking \$1,100 obo. Penny Garside, 614 Bridge St., Watsonville, CA 95076. 831-425-8999, Fax 831-425-8853. plgarside@cruzers.com (CA)

**The New Director at Large**

I was honored to be elected the new Corvanatics Direct-at-Large. I am not sure what the job entails yet, however, I would like to undertake a project for the club as a whole. Working with President Jim MacDonald, I would like to create a visual display for the 2001 International Convention in Chicago. Walking the halls and conference rooms in Daytona, I saw no real visual sign of our club except for the flag the Gallis brought. I would like to make CORSA aware of our club by creating a video or bulletin board presentation of our member's vehicles and some information about what we do and how to join. Jim and I would like for this to be an un-manned set up, however it would be great to have people to answer questions at random. Thought this might require more thought, one thing is for sure: I NEED YOUR HELP!!! Please send me a picture of your Greenbrier, Corvan, Rampside, or Loadside. Send two or three if you wish, and do not be concerned in any way about the condition of your truck. This is not a concours competition. I simply want to show CORSA the trucks we work with, work on, own, drive, and love. If you have time, perhaps you could write down some details about your truck such as mileage, how you use it, when you drive it, strange things you have hauled in it, etc. I am starting this early because I would like to see a great deal of participation from you. I will remind you every issue until next convention. Thank you again for electing me, and please send me some pictures.

*Ben Stiles*

**Amblewagon found in Junkyard**

On a recent trip to a fairly local junkyard, my buddy and I found two things of interest. The first was a Ford Travel Wagon with a camper top similar to mine. We were not prepared to bring something that big home that day, though my dad & I returned a week later and got it. While we were still reveling in that excitement, we came across something way cooler! A few trucks down was a Greenbrier! We had never seen a Greenbrier, or other FC, at this yard so this was a great find. As we approached the red van, we saw a good windshield, a rusty body, and some cabinets inside. I thought perhaps it had been converted into a camper. Upon further investigation, I also found some unusual scripts on rear quarter panels. They looked very similar to the Greenbrier emblems on the front of the van, only these said "Amblewagon". I repeated that word over and over until Fred finally asked, "What is an Amblewagon?" I explained that it was a Chevrolet-sanctioned conversion of a Greenbrier into an ambulance. I knew that this was rare, in fact very rare, so I was kind of shocked to have found one.

Fred and I looked this van over very closely. It still had several of its emergency roof lights a wierd sliding sunroof, and emblems which read "ACC", for Automotive Conversion Corporation, the very company that carried out Amblewagon conversions.

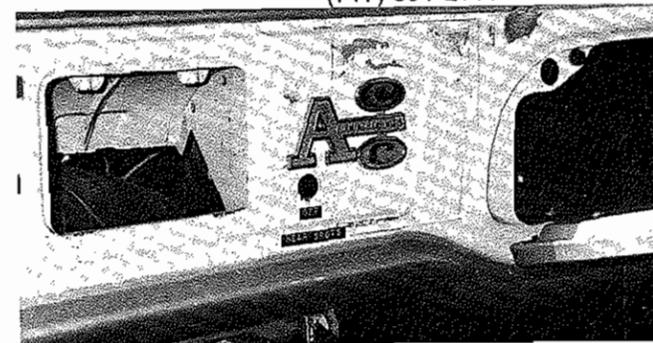
I took both the brake and clutch pedal covers, the very free and smooth clutch cable, all of the special emblems, the emergency lights, and the front door latch mechanisms. All of the parts were in great shape, so we believe that the 28,323 showing on the odometer to be correct.

The yard does not sell vehicles whole, only parts, so I did not ask if the whole van could be removed. It had a VERY rough body and would have cost a fortune to bring it back.

If you have an interest in unusual FC emblems and parts, let me know, because I have not quite figured out what to do with the "Amblewagon" scripts or lights, however the other parts will come in handy as spares for

*Ben Stiles*

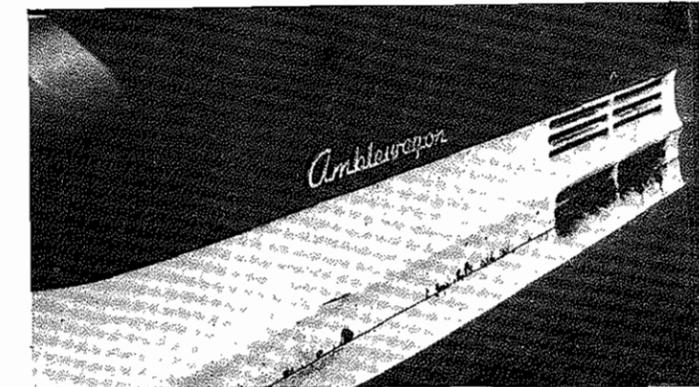
1595 Wabank Road, # 1  
 Lancaster, PA 17603  
 (717) 391-2985



The ACC (Automotive Conversion Corporation) logo on the Amblewagon dash.



Amblewagon in final resting place in junkyard.



Amblewagon badging on side of junked Amblewagon.

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## CORVANATICS

### Minutes of the General Meeting Thursday, July 20, 2000

The meeting was brought to order at 6:40 pm by President Jim MacDonald.

The minutes of the previous meeting were read and approved, the Treasurer's Report was also read and approved as read.

Jim's opening remarks were on the virtues of Corvanatics and being a member.

Ben Stiles spoke about Ben's Bus, as so many of us have read in the newsletter.

Corbin Tayloe announced that Woody Thomas had driven the same car to a convention for the last ten years.

Ten members in attendance also drove FCs to Daytona Beach.

Tim Schwartz recommended flushing the brake system every 3 years.

The following are the new Board as elected at the meeting: President: Jim MacDonald; Vice-President: Corbin Tayloe; Secretary/Treasurer: Diane Galli; Directors: East: Tim Schwartz, Central: Garry Parsley, West: Lon Wall, At-Large: Ben Stiles.

We can look for the following FCs on TV: Dave Palmer's Greenbrier in a TV show titled: "68", and Jim MacDonald told us about his experience in the making of the movie "Honors".

Jim gave out several door prizes to the lucky attendees, and the grand prize of a pair of walkie talkies won by Ray Mitchell. Congratulations to you all.

Soft drinks and chips were served after the meeting.

The meeting was adjourned at 8:00 pm.

Respectfully submitted,

Diane Galli, Secretary-Treasurer

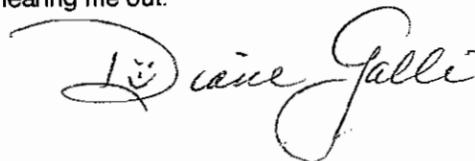
### From the Desk of the Treasurer

For those of you not in attendance at the convention in Daytona, sorry you weren't there.

I want to bring something to your attention. It pertains to want ads. If you send them to me they may not always make it into the next newsletter, as I may not be here to get it in time. But if you send it to David Hartmann, our very nice newsletter editor, it will surely get in the newsletter.

Also, on the matter of my not always being here, I am about to leave again for an extended period of time. It is time for our Ultra Van National Rally. It will be held in the Amana Colonies RV Park in The Amana Colonies, Iowa. If you are in the neighborhood we would love to have you stop in and visit with the UV folks, and Bob and me, of course. So, if it takes a while to get your dues posted, don't worry, your newsletters will continue.

Thanks for hearing me out.



### President's Message continued from page 1

new members. CORSA seems to be in good financial shape due to changes made. Everyone left the room happy and there were no punches thrown!

CORSA is also in the market for computer equipment. If you have a good usable computer give Harry Jensen at the CORSA office a call.

Now on to our gathering. The meeting was called to order. Old Business and New Business was taken care of. The minutes of last year's meeting were read. From the floor it was brought up that we all owe a debt of gratitude to David Hartmann for his work with the chapter. Nobody agrees more than me. Over the last year he sure helped me out with this job. Next year if we have to we will kidnap him and bring him to St. Charles, IL. I want to meet him in person and thank him. Thanks are also in order to Mike Kellstrand. Putting together and maintaining Corvanatics' website is no simple job. Corvanatics has used Mike's space for a while and we thank him for the hospitality. CORSA has offered to all chapters space on CORSA's website. So we are making the move. Our new web site is located at: <http://www.corvair.org/chapters/corvanatics/>. If you go to the old site you will be directed to our new site. Wow, new digs for Corvanatics! Thanks again Mike.

Safety issues were brought up. When drilling into the beds of our vehicles we should be careful. Water has a strange way of getting into our gas tanks when it's not done properly. Discussion of silicon brake fluid and its pros and cons. Bumper bolts. Front bumper bolts and dual master cylinders on an FC. Check the length of the bolts and make sure they don't prevent you from moving your pedal as far as it should be moving. I found out when mine was installed.

Leadership changes. The leadership of Corvanatics stays the same except for Direct-at-Large. Our new director-at-large is Ben Stiles. He takes over from our friend Bob Marlow. Ben has already come up with ideas. Get your camera out and start taking pictures. Ben wants to put together the pictures for 2001 and put it out in the open. Something to show the rest of CORSA who we are. I would love to put a video version of the same. Taking video of your pictures. We will bring this subject up again. What else am I missing. Let's see, we gave out some great door prizes. A set of spark plug cables from Corvair Underground were donated along with T-shirts from Southwest Corvair. Five cans of Corrosion Black Spray donated by Midwest Corrosion Products and a set of FRS walkie talkies were donated by a good friend of the chapter. A few cases of Duracell batteries were also given away. See, it pays to show up at the meeting.

I know I have probably missed a few things in this article, so for those who were there fill us in. All items of interest should be sent to the editor.

Until our next meeting Happy Motoring.

Jim MacDonald, President

The government can only be for you to the extent that it can do to you. -Thomas Jefferson

### Greetings from Ben's Bus

It has been a busy summer. Lynn and I have done some camping, traveling, relaxing and rejoicing. This is the first summer we have not had to worry about my employment. It made the summer much more enjoyable knowing that I have been hired permanently to teach at her alma mater. Finally, a guaranteed salary to make those bus repairs and parts more easily affordable!

Summer brought us some time apart as well. I attended a week-long Boy Scout camp prior to our trip to Daytona. The first night I slept horribly in the ancient, sagging Army Surplus cot provided in my tent. The following day, after mentioning it to a counselor, one of the scouts asked why I didn't just sleep in my van. The counselor said I should because they were not concerned where the leaders slept so long as the boys were accounted for. That afternoon I folded out the bed, put up the camper top, and made my home for the week. I had the undisputed best bed in the whole camp. I lived out of the van all week and felt like I never even left home.

I recently modified a roof rack for the bus. The rack is a 1970s JC Whitney Volkswagen Bus rack which was given to me. It could actually be adjusted to any vehicle because the supports are fully adjustable. I cut the rack into two pieces, a one-third length and a two-thirds length. The students of the welding class at the high school welded in pieces of 3/4" galvanized conduit to make essentially two different racks. When this was finished, I ground down the rough spots, did some other finish work, and had the racks and all of their components sandblasted and powder coated green. After some modifications to the camper top, I now have brackets to hold the roof racks and they work nicely. The longer rack goes in front of the camper top, the shorter one behind it. They do not interfere with the raising of the top, and can be used together or individually. I feel that it will be a useful addition for bulky cargo.



The bus served as well on a camping trip early this summer. We were using the side tent for the second time, and the van actually became the hangout among our two connected sites. Lynn's cousin and her family were

staying in the site next to ours, and her parents were tenting on our site. On Friday night the van became a game room for the four younger children because all of the adults were sitting around the campfire. They were quite cute sitting around the table playing Traffic Jam and giggling. The tent was great for a living/dining room and allowed us to leave the bed unfolded for the whole weekend.

Although the van was great in camp, we had some near heart attacks getting there. We decided to take a route recommended by Mapquest, and were sorry we did. Because of the four bikes on the bike rack, two tents, and equipment for four people, the van was loaded pretty heavy. We were doing fine for the majority of the trip, but then came upon a very steep hill coming out of a ninety-degree turn. Needless to say, I had no momentum. I chugged up the hill in first gear. The engine churned loudly as we were about to crest the hill, so I went to shift into second. Before I had the clutch engaged, the transmission popped out of first all by itself. That was heart attack number one. Then as we descended the hill, it popped out of second gear. I could not get into a gear, but finally got into third. The brakes were hot from trying to stop the van all by themselves, and we were close to heart attack number two. We finally got onto somewhat level ground and took a few deep breaths. We took the valley home, all the way along the river, and decided that a few extra miles were OK so long as they saved the truck and our health.

Furthering our summer traveling was our long-awaited trip to Daytona. We drove the Jetta, not because we did not trust the van, but because the Volkswagen had air conditioning. We had a real understanding of Florida in July, and did not want to be unbearably hot while on vacation. Many friends and family made fun of our backwards behavior. This was because we camp with a Volkswagen group in the van, but when it came to attend a Corvair convention, we took the Volkswagen.

The trip down was long, but our excitement mounted as we were about twenty miles from Daytona. I saw the first Corvair of the trip in a gas station. From then on, we saw several Corvairs on I-95. Then a few more. Lynn came to realize that the economy run was being conducted. I was shocked to see that our beloved FCs look like low, fat blobs while driving in the distance. All the Corvairs sure were pretty!

In Daytona we enjoyed seeing the cars on the strip and parked outside of the Speedway awaiting the Concourse. While at the hotel we swam a lot and checked out the vendors and Corvairs parked in the parking garage. I was a bit disappointed in the amount of vendors. I just thought there would be more. FC axles bearing were plentiful, as were refurbished Rampsde ramp handles. A trip to the Ponce de Leon lighthouse was delightful on Thursday, although Lynn did not like the heights. After that, we grabbed lunch and checked out the Concourse. What a wonderful collection of beautiful Corvairs! I was quite impressed with the show cars, and show cars are not really my thing. That wonderful day ended with the Corvanatics meeting, which was a great time and very

Continued on page 6.

## Coleman Picnic Stoves and Corvaair Campers

Eastern Division Director Tim Schwartz and I were conversing about a common interest while swimming in the pool in Daytona: Corvaair camping vans. He made mention that he would like to get one of the small Coleman camping stoves advertised with the EARLY dealer-installed camper kits. These were the ones with a long couch the length of the van behind the driver's seat. Anyway, the conversation lingered with me the length of our vacation, and prompted me to take out my early camper literature as soon as we got home.

To make a potentially long story short, the pamphlet lists a Coleman single burner LP gas stove, model number 5402-731 or equivalent.

Two years earlier I had bought a single burner Coleman stove at a yard sale for two dollars. It is a model 5402-911. Later, I bought a similar stove, in Coleman Patio Pink from e-Bay for fifteen dollars. I bought both of these stoves before I knew that they were used by Chevrolet in their conversions. I was excited to know the irony of my ignorance.

If you want to have a fabulous, nostalgic, and correct single burner stove for your Greenbrier camper, type in "coleman picnic stove" on e-Bay and see what comes up. So long as it is a model 5402, it will be correct. Prices usually range between \$8 and \$20, and they are consistently available. LP fuel cylinders are available from Ace Hardware Stores. If you want more information on these useful little stoves, don't hesitate to contact me.

*Ben Stiles*  
1595 Wabank Road, # 1  
Lancaster, PA 17603  
(717) 391-2985

### **Ben's Bus** continued from page 5

beneficial, and finally a CPA meeting. Since we had planned our entire trip around the Corvanatics meeting, this was my big day. I had a great time!

As I begin to end this writing, I would like to mention that the interior you have all heard me obsess about for so many years is FINISHED! I must say that I am very happy with the form and function of all the homemade cabinets, and after completing and modifying three cabinets before our summer camping trips, I really feel good about them. It is nice to have a place for everything and everything in its place. I am also enjoying the ability to concentrate on details and small projects instead of the big picture. I hope all of you have similar feelings about your FC projects.

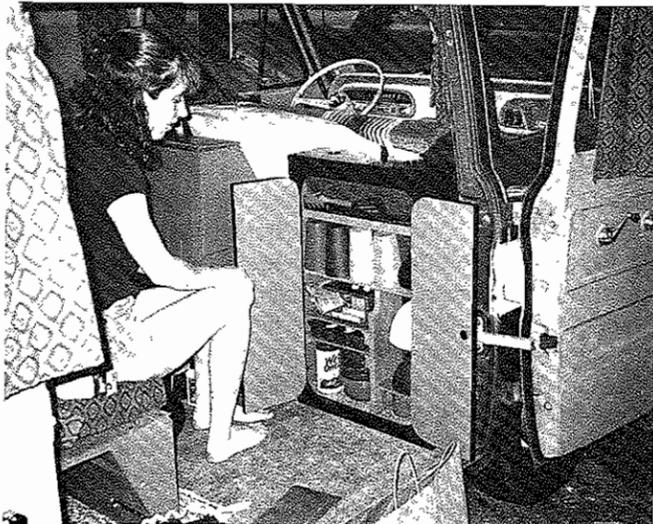
Please don't forget to send me a picture of your hard-working, easy driving or family toting FC. I would like to make the Corvanatics club known in Chicago!

Until next time, happy travels . . . in your Corvaair truck, of course.

*Ben Stiles*



Some of the FCs at the National Convention in Daytona.



Lynn packs the newest cabinet in Ben's Bus.

### **From the Treasurer's Desk**

As Bob and I took a month off to fly to Nashville, rent a car and drive slowly to Daytona Beach and the International Convention, some of you are probably wondering why your checks for dues and anything else you ordered at the same time haven't arrived. That is why, I haven't been home since July 4th, got home about that time in August and will get everything posted and in the bank as soon as I can.

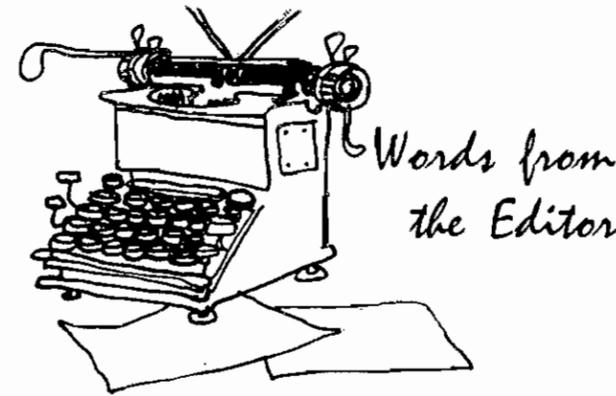
Normally I only go to the bank once a month, the last banking day in the month, so if you will be patient it will all get done.

Now I have to warn you all, that Bob and I are leaving again for the Ultra Van National Rally in Iowa, September 19 to 24th, hoping to be home in October in time to take care of business for Corvanatics, and head to Palm Springs for the Fan Belt Toss the first weekend in October. Look for Bob and me, we will be around the Ultra Vans and/or visiting with a myriad of friends somewhere on the grounds.

We gained about 14 new or returning members. Congratulations and welcome aboard one of the best danged clubs around.

Hope to see a whole lot of you in Palm Springs, and driving your FCs. I will be there with ours.

Diane Galli, Treasurer



If this newsletter arrives a bit late this issue I must apologize. It seems that there is always so much going on at this time of year. This year I am especially pre-occupied. We just bought a 24-foot travel trailer and a 1986 Dodge 1-ton pickup to pull it. This happened quickly and about a year in advance of the time we were planning for it. We have been planning to buy the above equipment in anticipation of our retirement, when we can travel at our leisure. But this came up when my aunt and uncle offered them for sale. We got them at a price we could not refuse. So that has been taking a lot of our time.

Then to add to that we will soon have another addition--no not that kind. Last February we ordered a new 2001 PT Cruiser. It was built on Friday, August 25

and will be here about the second week in September, if the Mexican mules don't drag it off a cliff or something in shipment. I know it is not an FC, but our dealer was completely sold out of those--you know how popular they are. Anyway, we are really looking forward to getting our "Cruiser", as are so many people across the country. Of course we plan to spiff it up some, so maybe we'll include a picture next issue, if you don't mind and if I have the space for such frivolity.

This should be a pleasant issue for your reading. There are some nice articles on a variety of things. It is good to see that we have a new, young board member. Ben Stiles has always exhibited a sincere interest in our vehicles and will no doubt be a fresh and welcome addition. Please give him your support in his endeavor to publicize our club and activities. It all helps!

Oh, yes, President Jim won't have to kidnap me for the 2001 Convention. I really do expect to be in Chicago for next year's convention. It's just that when they are so far from the midwest, I just can't justify the cost of getting to them. They are fun--for me--but somehow I can't convince Frau Bonnie of it's overall family value. I hope to see many of you then. 'Til then.....!

Well, I guess I had better get this thing on the road so it is not even later.

*David A. Hartmann, Editor*

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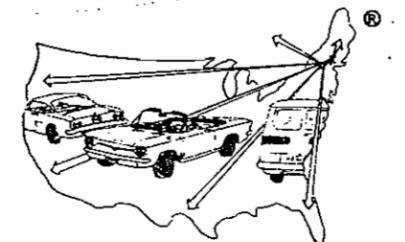
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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small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

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. Membership applications are available from the Secretary/Treasurer, Diane Galli, 5000 Cascabel Road, Atascadero, CA 93422-2302.

Dues are \$6.00 per year and must be sent to Diane Galli. 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, rosters are \$2.00. These are available from Diane Galli only, as are Membership Applications.

**Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor: David A. Hartmann, 1111 Evergreen Road, Plymouth, WI 53073-4110. Technical material should be sent to the Technical Editor.**

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 (2x3.5) \$5. Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads (black & white, if possible) are \$6 each. 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: <http://www.corvair.org/chapters/corvanatics/>

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# CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE