



Sportwagon
Greenbrier



Pickups
Rampside - Loadside



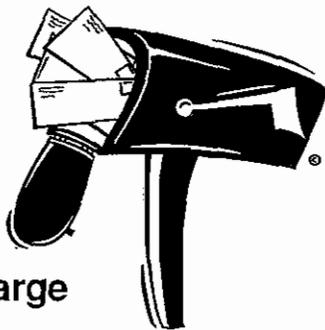
Van
Corvan



Vo l. 29, No. 5 September-October, 2001

A Chartered Chapter of CORSA - Corvair Society of America

**Letter
from
the
Director-At-Large**



A heartfelt thanks goes out to David Hartmann who has served as our editor all these years. I had the pleasure to meet this gentlemen and his wife in St. Charles. His smile is a big as his heart, and he truly enjoys the hobby, though he no longer owns an FC. He was presented with a Premier Rampside reproduction model kit by past-President Jim MacDonald at the annual Corvanatics meeting. A well-deserved gift to a hard-working club member!

Special thanks go out to Garry Parsley, who has accepted the editor position effective for the January-February, 2002 issue. He graciously accepted the position after Corbin Tayloe accepted the Presidency. I am sure that Garry will hold up the high level of our little newsletter in grand fashion. And when he feels it is his time for a break, Lynn and I will take over the editor position. There you have it, written proof that the club will have no problem finding an editor for quite some time.

I found the outdoor atmosphere at our annual meeting to be a lot of fun. Real Chicago Pizza added to

the mood, and having our photos taken and our vehicles there with us made for a fantastic event. I hope those of you in attendance felt the same way. It was certainly a highlight of my vacation.

The display board in St. Charles was certainly fun for Lynn and me to produce and got lots of attention in the hospitality room. We got a few new members out of it, and it was good to have the club exposed to the CORSA population in general. President Tayloe has promised to set up the board in Arizona and have applications available. Hopefully we can see the club grow with many new members, and vehicles as well.

I would like to mention some names that have been instrumental to the survival of our club. I had the pleasure of thanking some of them at the convention, but not all of them were there. Tom and Caroline Silvey led

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FOR SALE: 1962 Corvair 95 Rampside. 1961 80 hp car engine, alternator conversion. Electric in-tank plus mechanical fuel pump, 4-spd., '62 Monza dash trim (FC speedo) chrome bumpers, rear grill, 14" wire wheel covers, painted in 2000. AM/FM cassette, new tires, master cylinder, muffler, tailpipe, gas tank sender, e-brake cable. Includes spare axle and bearing. Drive anywhere - delivery available. As is: \$3000. With '64 FC block, sheet metal, turned crank, new cam and Wall's engine 'B' kit including pistons, rings, bearing, seals, cylinders, etc. \$3500. Call Larry Schmuhl 973-423-5288, LSchmuhl@juno.com. Truck is located near Dallas, TX.

FOR SALE: Greenbriers & Vans (7), Rampside (4), early Coupes (8), '62 8-door Greenbrier with engine (early car), '64 8-door Corvan, no engine, straight body, very restorable, '65 4-door complete, powerglide, 110 engine core. Most are good, rust-free bodies, some complete with drive train, '62 Monza Station Wagon, stick, trans there, but no engine. All inside in two barns. Also many engines and parts. Recent serious back surgery prevents me from continuing restoration work. Am very anxious to sell the above. Herb Martin, P.O. Box 148, Crabtree, OR 97335. Call 541-967-9013, 10:00-10:00. Will accept collect. (OR)

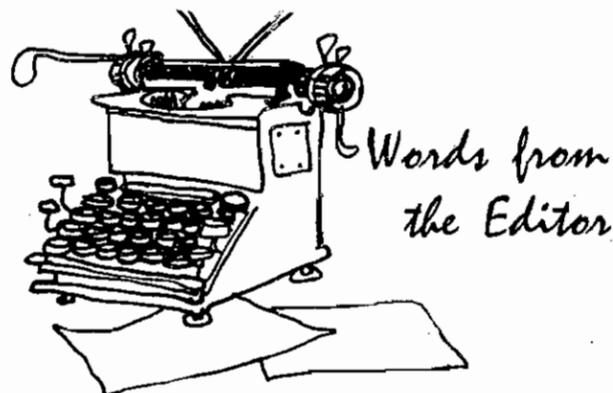
FOR SALE: FC Door Latch Repair. Finally a repair for FC front door latch assemblies. A special-size spring and clip for the tumbler assembly - makes the front door pop open just like new. Tested in my daily driver Greenbrier for a year and still works great. Price \$20 each plus shipping and exchange. Dave Palmer, 1364 Cottonwood Lane, Fillmore, CA 93015, (805) 524-5096.

FOR SALE: Automatic Shifter Cable for FC, good condition, \$100; torque converter, early, \$50. Bob "Captain Corvair" Ehrenreich, 1728 Manor Parkway, Sheboygan, WI 53083, 920-458-1170. WI

FOR SALE: Am selling collection of 34 Corvairs, 1960-66, 4 Ramps (1 wrecked) sitting outside for years, 3 driven and parked \$250 to \$750 or offers. If there are any questions, please send to joamsch@juno.com. My mailing address is: Fred L. Johnston, P.O. Box 323, Temple, PA 19560-0323, (610) 939-9593. All these cars are 1000 feet back in the woods near Fleetwood, PA. PA

FOR SALE: Since I have received no offers for my '63 8-door, so I will be parting it out. If you have any needs for parts for an 8-door please contact Bob Ehreneich 1728 Manor Parkway, Sheboygan, WI 53083 or call 920-458-1170 before 8:00 or after 3:30 CDT. (WI)

FOR SALE: My chrome FC bumpers have been sold -- thank you! But I still have Distributor dust covers for '62 - '68, \$7. or two for \$12. (Note new address): J. H. Tulley, 712 Hill St., Kingston, TN 37763-2401. E-mail: cmjhtn@esper.com.



I just finished painting my '61 Lakewood one of the final two coats after having wet sanded the first two coats last night. In about twenty to thirty minutes I'll go out and put the last coat on (hopefully). So, I figure I will have just about time enough to write this article. Later, after the painting I will have to get to work on laying out the first draft of the newsletter. Time is closing in if I want to get it done in time to get it into the mail this weekend.

"Shucks, ain't it grand all the things they is to see and learn about." That's about how I felt when attending the 2001 Convention in St. Charles back in July with Bonnie. It was fun! Seeing so many of you who formerly I had known by name only; no face to go along with it, was just great. I was also able to get some much-needed parts for the Lakewood and order the carpeting for it. And the Corvanatics meeting on Friday night was just great. Of course the Chicago style pizza did no harm.

I also want to take this opportunity to thank Garry Parsley for stepping forward to take over the duties of editor of *CorvanAntics* when I step down at the end of the year. He has already been editor of his local club newsletter for four years, so I'm sure he'll "do us proud". He and I have already had some contact and I've tried to answer the questions Garry initially had. We'll continue to keep in contact as the last two issues are put out and I'm sure there will be a smooth transition of editors. Please just remember he, too, will need lots of help in the form of articles from YOU to make his job easy and fun, as it has for the most part during my time as editor.

And you know Ben Stiles stepping forward to volunteer when Garry has had his chance as editor will help Garry also. He won't have the pressure to find a successor that I must admit I had for a little while. I should have known that with the great membership our club has someone would volunteer.

This issue features some more of the antics of Dave Palmer and Valveeta. And then there are also some lines by Ben Stiles, both as editor-at-large and as the commander of Ben's Bus. There is also another article that was given to me at the convention by someone whom I did not know and we didn't really converse. So thanks to this unknown contributor. It is an article from *Autoweek* of 1993 on the then thinking of Chevrolet regarding the introduction of the Corvair and the FCs in particular. Some interesting reading. Which reminds me of the Corvair/Tucker at the convention. Did you see that? Wow! is about all I can think of to describe it.

Well, I guess it is about time to go out and "hose" the Lakewood for the second coat of Patriot Blue (PT Cruiser color).

... There, I'm back! I guess it turned out pretty well. I had put on some white earlier ... most of the top and a long stripe from the lower rear fenders and up to about the center of the front door about three inches wide. For you old guys, ala '56 Desoto/'56 Chevrolet BelAir. Tomorrow night I'll rip off the masking and really see how it looks. I'm anxious to get it all done. I have promised to have it at the Mall Show in Green Bay on September 15. I've got my work cut out for me.

David A. Hartmann, Editor

Ben's Bus Gets Ready for the Convention

Greetings from Ben's Bus!

It was fantastic to get to meet so many of you at the convention. To finally put faces with the names of the club members was a lot of fun. We really do have a very diverse population here in Corvanatics and so all our personalities and vehicles make for a fun and interesting club, even if we do only meet once a year.

Getting the van ready for the trip and convention was quite hectic. I was taking graduate classes at the beginning of the summer (who says teachers get a three month vacation?) and had just gotten the Rampside running. The Greenbrier was staying in Ron Stearn's garage. He had done the fiberglass dogleg surgery to his Corvair 56 (56" wheelbase Corvair pickup truck) and had offered to help me replace the ones on Ben's Bus. The originals looked like Swiss cheese more than a metal vehicle panel. The trip from Millersville where I was taking classes to New Holland where Ron lives was a long one. For about three weeks, I went over to Ron's house after class and we worked on cutting out the old metal and fitting the doglegs. The process is not easy, but is well worth the effort. While it was there, with Ron's expertise, we also added some strengthening to the front wheel well area in order to support the Corvan bucket seats that were ready to install. Tightening up the early shifter mechanism was also on the agenda while the van was in New Holland.

Once home, I was daunted by the task of putting filler on the new patch panels, sanding and forming them, and spraying on some suitable paint. I also repainted both front wheel wells and sealed them to keep rain water out. Then came the installation of new front door weatherstrips and, for the first time since I have owned the van, the wheel arch aluminum trim to make it look pretty. Add into that process carpet fitting and trimming, installation of the Corvan bucket seat hardware, painting interior patches, making of new false front door panels constructed to cover the speaker holes cut by the previous owner, building of a new interior cabinet for the pots and pans, resealing the driver side of the camper top, and modifying already existing cabinets to match up with the bucket seats, and I had a busy few weeks. I also tried to patch some of the worst body work on the van and spray some green paint to hide some rust. The van actually shaped up to look fairly presentable!

In addition to all of my hard work, Lynn had previously turned green and white checked and gray fabric into new curtains for the windows of the van. Before convention she spent several hours in front of the sewing machine turning many yards of fabric into seat and bed cushion covers for the back portion of the van. She also found time to create new curtains for the pop top windows. All of her work simply looks great and compliments the homemade cabinets and seats in our Greenbrier camper.

Before we left for convention, we checked the oil level, gear oil level, and battery fluids. We also added just a bit of air to the fairly new tires. Ben's Bus was all ready to go.

All of the work paid off because Ben's Bus was one of fifteen FC Corvairs in the People's Choice car show at the convention. What a line up!!! There was everything from a fire department Corvan, to a real honest-to-goodness working Rampside employed by a garage, to DeLuxe Greenbriers and everything in between. I was pleased that



Davis Oil Co. Phillips 66 working Rampside in People's Choice.

so many people were curious about my homemade camping interior and camper top. I had a lot of fun putting the top up and down and enjoyed talking to people very much. We were all set with the awning extended for shade and a few camping chairs and a table with cold water to drink. I learned a lot about other FCs and even signed up some new members. The five FCs in the concours display were great as well.

I hope all of you enjoyed the trip as much as we did, and perhaps if we did not cross paths in Chicago/St. Charles, I will meet some of you when the convention is in Pennsylvania in a few years. I hope to have both my trucks at that one! Flagstaff does not look like a possibility right now, but who knows?

As you can see, getting Ben's Bus ready for the trip of its life was not easy, but I enjoyed it. It ran well throughout our trip which took us as far west as St. Charles and as far north as Sault St. Marie, Ontario. It only used one quart of oil in 2,300 hard miles.

I hope many of you will write in soon about your FC adventures to convention or to the grocery store. I know of several members who have great FCs just waiting to be written about. These neglected-to-be-written-about vehicles include an Ed Cole Award winning 1962 Greenbrier, a very blue concours competitive Rampside from PA, a 1964 Greenbrier with a single back door, a super bright yellow Rampside affectionately named "The Banana Wagon", a 1964 Senior Division Greenbrier camper from Virginia, a shortened 56" wheelbase pickup



The "Banana Wagon" in People's Choice. Continued on page 4

Minutes Corvanatics Annual Meeting

St. Charles, Illinois
July 27, 2001

The meeting was called to order at 7:50 pm by President Jim MacDonald, following a pizza party and a group photo session of those attending the meeting.

The minutes of the last meeting were read and approved.

The Treasurer's Report was read and approved.

There was no Old Business.

New Business:

There are 13 new members who signed up at the meeting. Welcome to them all.

David Hartmann, our newsletter editor will be resigning effective the last issue this year, asked for a volunteer to continue. David has been our editor for just over six years. Garry Parsley has volunteered to take over.

Election of officers were as follows:

President: Corbin Tayloe

Vice-President: Jim MacDonald

Secretary-Treasurer: Diane Galli

Directors:

Eastern Division: Tim Schwartz

Central Division: Woody Thomas

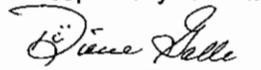
Western Division: Lon Wall

Director-at-Large: Ben Stiles

Ben Stiles thanked everyone who sent pictures for the Corvanatics Display Board that he and his wife, Lynn, put together and was on display in the Hospitality Room.

Meeting adjourned.

Respectfully submitted,


Secretary-Treasurer

Ben's Bus Gets Ready Continued from page 3

from PA, a bright orange with white stripe new member deluxe Greenbrier, and another deluxe Greenbrier that used to be white with a red stripe wearing ALASKA tags, but is now red with a white stripe, must name a few. There are many interesting vehicles out there that we all want to read about. So, send in a picture with a brief description of your FC adventures or a modification you have made, and let us all read about it.

Until we meet again, have safe and happy journeys, in your Corvair FC, of course!!

Ben Stiles

Seat Belts in 1954 . . .

How Little We Knew

"I find it difficult to believe that the seat belt can afford the driver any great amount of protection over and above that which is available to him through the medium of the safety-type steering wheel if he has his hands on the wheel and grips the rim sufficiently tight to take advantage of its energy absorption properties and also takes advantage of the shock-absorbing action which can be achieved by correct positioning of the feet and legs."

-Vehicle safety engineer
for General Motors, 1954

Valveeta Goes To Vista

This was to be the third year for the Coyote Corvair Club's Pre-Spring Fling. Last year Bob Mastrangelo and I drove down for the day on Saturday. I enjoyed this event and this year I planned to camp over night Friday and Saturday if I got off from work in time.

By removing the middle and rear seats from the Greenbrier, I can install two box cabinets and a plywood platform large enough to support a double mattress. Next in goes the Coleman stove and stand, a second battery for lights and accessories while parked. Curtains for the inside of the cab and finally provisions. I also have a free-standing camper tent from a VW Westfalia that attaches to the side of the van--expanding the living quarters.

This trip I left the tent home but threw in three sleeping bags because I knew it would be cold at night. Various Corvair parts and my Corvair tools went in next. Finally clothes and stuff. Off to Vista. First stop will be at Larry's Corvair Parts to drop off some of my rebuilt flywheels. Fighting the 405 traffic on a Friday afternoon is always a thrill. Leaving Larry's I was finally on the 5 past south LA and through Capistrano. The directions were to take the 76 off of the 5 and I had forgotten how far to go down the 76 and about the time I started to think I was lost--I wasn't. As I pulled into the park at about 4:00 it looked like I was the only Corvair there. Southwest Corvair Parts had their tables out, but other than that it was a big

Continued on page 5

Valveeta goes to Vista continued from page 4

empty area. I chose a spot to park and got out to walk around. Lots of neat old equipment and tractors. Later when the sun went down, I set up camp. The curtains went up in the van and the folding tables on my bed were moved to the roof rack. Time for some dinner so out came the old family 1958 two-burner Coleman stove. I even have the matching fold-out stand. A hefty can of Dinty Moor Stew got dumped into a pot. Some fresh fruit, dinner rolls, hot chocolate and Chips Ahoy for desert. Now that's camping! After dinner I switched over to battery #2 for some reading. By 8:30 or 9:00 it was off to bed.

I slept snug as a bug in the 'Brier. Even with one window quarter open to keep the moisture from building up on the inside of the windows, I was very comfortable. It was an extremely quiet night, but for a occasional Coyote. It wasn't until about 8:00 in the morning when I heard Corvairs and people outside. I saw Lon Wall pull in and decided it was about time to get up, make some breakfast and set out my stuff to sell. As the morning wore on, more and more people began to arrive. I did not take an actual count, but I believe there were at least twenty Corvairs parked in the show area and at least as many vendors. A larger turn-out than last year--so the event is growing. I would like to take advantage of this event next year to include a Corvanatics Drive-In such as there used to be years ago around the country. The more 95s the better.

Raffle tickets were sold and the day-long raffle

was conducted reminiscent of the Great Western Fan Belt Toss and Swap Meet. Top prizes were a DVD player and a Mountain Bike. "I didn't win anything" boo hoo! Saturday evening the People's Choice awards were given out. All cars were entered, even my Valveeta. By this time I had met my good friends Paul and Lydia Majchrzak who recently purchased a small 4500 square foot custom cottage on the hills of Escondido. Paul had his '65 Turbo Corsa at the show. I missed the event dinner banquet to join Paul and Lydia for dinner and stay in their guest room that night. In the morning we all went out to breakfast and I got to drive Paul's 180 Turbo . . . fun, fun, fun! By the time I got back to the event about 10:30 that Sunday morning, everything was wrapped up for the day. About 11:30 I said my good byes and headed back up the 5 for home - uneventful.

Next year it would be fun to have a group from VCC down there. It is a fun weekend and the vintage equipment is great to see. Coyote Corvair Club did a super job. I promoted both the up-coming Poppy Run and our Train Ride Show that will be September 8th. There was good interest in both events.

So next year let's all go to Vista with Valveeta!

Dave Palmer



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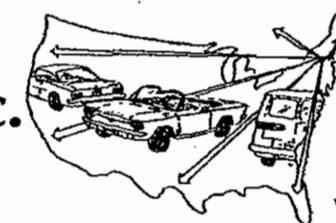
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Letter from Editor-at-Large continued from page 1
 the Corvanatics through the 1980s and 1990s with the help of the Gridleys. Had they not been dedicated, we as a club might not exist today. Bob Kirkman wrote several accounts and history lessons throughout the newsletter's history. His wisdom and knowledge of our FC vehicles has been instrumental in the club's growth and survival. From the past I have also seen such names as Ken Wilhite (Corvanatics founder), Nico Dejong, Ken Krol, and many others who wrote for, led, and supported the club in years gone by. Thanks to all of you who have brought us to where we are today. I promise, with the help of the current membership, to keep it going . . . one article at a time.

Ben Stiles
 Director-at-Large



Ben's Bus all set up in People'sChoice.



1962 Ambulance for sale in Vender Area.

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"President" Jim's last gasps

The convention is over and I'm still putting things away. It was great seeing all of the members that attended. I counted 12 FCs at our meeting. As soon as I get the info from the photographer I will pass it on. Let's hear it for Corbin! Wow! Two Ed Cole awards! It makes me happy as an FC owner to see him win. I think Corbin is the only one who can tell us how much work went into the award. All I can say Corbin is go for three!

Jim MacDonald,



Corbin Tayloe up on three wheels during the autocross at the CORSA Convention in St. Charles.

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1961 Corvair 95 Rampside

It was nearly 35 years ago when Detroit starting thinking small in a big way. To combat the pint-sized British import invasion and Volkswagen's scaled-down blitzkrieg, Chevrolet's Corvair and Ford's Falcon debuted in the fall of 1959 to the delight of 685,000 budget-minded buyers. Yes, compact American cars bloomed, of all times, at the close of the fabulous '50s, when bigger meant better and ostentatiousness was standard equipment.

Perhaps even more surprising was the appearance of small American trucks in 1961. Like U.S.-built compacts, downsized utility vehicles were not exactly new in this country. Powel Crosley's cargo-carrying roller skates, first offered in 1940, quickly come to mind. But seeing more socially-acceptable mini-pickups in the mainstream became big news once Detroit's major players finally decided it was their turn to make a small splash in the traditional tough truck waters.

Inspired by Wolfsburg's successful penetration into the United States with its VW Microbus, Ford and Chevrolet rolled out practical copies utilizing their year-old compact car platforms. Like Ford's Falcon-based Econoline series, Chevrolet's Corvair 95 models came in both van and pickup form and were of "forward control" design, meaning that all steering gear was located ahead of the front wheels.

Featuring rigid unitized body construction on a shortened Corvair chassis measuring 95 inches hub to hub, the aptly named Corvair 95 line was powered by the same air-cooled, rear-mounted 145-cid "Turbo-Air" pancake six found behind the back seats of '61 Monzas.

Thanks to its aft engine location, Corvair 95 cab comfort and seating capacity were superior to Ford's forward control counterparts, as an Econoline driver and passenger had to share precious space up front with an inline six-cylinder powerplant perched between the seats. Four-wheel independent Corvair suspension was also used, although more suitable 14-inch wheels replaced the car line's 13-inch rims.

Four different 1961 Corvair 95 models were introduced. At the top was the up-scale, six-passenger Greenbrier window van. Adorned with "Greenbrier" script in place of the "Corvair 95" badge found on the three lower-priced machines, the Greenbrier was actually marketed not as a truck, but as a station wagon, even though it was a dressed-up version of the windowless "Corvan", a purely utilitarian vehicle clearly listed among Chevrolet truck ranks. By stripping off the Corvan's rear roof and upper cargo compartment walls, Chevy designers created an unmistakable Corvair 95 truck, a true half-ton pickup made available in "Loadside" and "Rampside" forms.

As the name implied, the Corvair 95 Rampside pickup featured a unique cargo-loading ramp located behind the cab on the passenger side, a practical idea made even more practical by the Rampside's low main bed floor. Remember, there was no driveshaft running

beneath Chevrolet's forward control truck. Loading Beer kegs into a Rampside was as easy as dropping the side gate to the ground and rolling the brew up the slight incline into the bed. To prevent paint damage to the area where the gate made contact with with grass or gravel, designers wrapped a ribbed rubber mat over of gate's upper edge.

On paper, the Rampside looked like a winner, especially considering Chevrolet's Corvair 95 trucks topped Ford's forward-control rivals where it counted. A Rampside's cargo box measured 105 inches stem to stern, nearly two feet longer than an Econoline's, and the Corvair 95's 1900-pound payload rated at 250 pounds more than the snub-nose Ford. Lightweight (2730 pounds) and the relatively low-priced (\$2,080), a Rampside was, by most accounts, even better looking than Ford's gangly



Slow selling, rare Rampside now a Corvair collector's dream truck.

Econoline thanks to the Corvair 95's lower overall height: 68.5 inches, compared with 78.5.

Nonetheless, Chevrolet's Rampside never really caught on. Following a decent response in 1961 (10,787 sold), production dropped dramatically, down to 4,102 in '62 and 2046 in '63, and a mere 851 in '64 before the idea was mercifully discontinued, leaving only the aloof Greenbrier van to continue the Corvair 95 legacy for one more model run in 1965.

What happened? Undoubtedly, the American market wasn't exactly ready for downsized pickups. In the early '60s, a half-ton truck was still a real man's machine with most examples surpassing the Rampside's 4600-pound maximum gross vehicle weight rating by nearly 1,000 pounds. But more to the point was the Corvair 95's unique rear-engine design, as arrangement that had both it's advantages and disadvantages. Most prominent on the down side was the multi-level cargo floor required to house the Corvair's opposed six-cylinder beneath the bed's rear section. Much of the benefits gained by the loading ramp were basically lost due to the floor's large step-up located toward the rear of the ramp's opening. Sure, you could roll your beer kegs up into the bed with relative ease, but driving away with a weekend's supply still required some dreaded lifting.

Although a three-piece plywood and angle-iron "Level Floor Option" was offered, it not only was difficult to place and remove, it also, of course, negated the whole Rampside idea. In the end, a typical plank down the tailgate of a typical half-ton pickup with more cargo space and load capacity, still proved effective, just as had before the Rampside came along, perhaps indicating that Chevrolet's unique side-loading pickup represented a solution to a problem that really didn't need solving.

Autoweek, May 17, 1993

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CORVANATICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSAs). 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/>

CORVANATICS

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