

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



Sportwagon  
Greenbrier



Pickups  
Rampside - Loadside



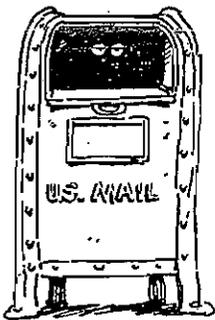
Van  
Corvan



Vol. 25, No. 4

July-August, 1997

A Chartered Chapter of CORSA - Corvair Society of America



## Letter From The President!

I received the call from CORSA President Bill Pierson. He informed me that I had been elected to the Board of Directors to represent the Central Division. Great news for me and I want to thank each and every Corvanatics member for your support.

With your continued support I would like to hear from you about your concerns, ideas and questions dealing with CORSA or Corvanatics.

The International Convention in Lake Placid, New York is almost here as I write this. See me there. The Convention is also the Official Corvanatics Drive-In for '97. So plan to join your fellow Corvanatics members for a great time together.

Tentative plans for our Annual Meeting include a tech session, introduction of new FC parts available, recognition awards, elections and more.

There is also an informal open meeting planned for Corvanatics Officers and Directors prior to our scheduled general meeting. Check with Convention Registration for date and time if you want to be in attendance.

I would like to see more Corvanatics members volunteer

to help with concours. Your expertise with FCs can prove to be very helpful while judging and might even help the less-experienced judges when FCs are scored during Concours. I'll see you on the judging line for Concours.

Finally, as a reminder, you can find me registered at the Golden Arrow or behind the wheel of "Gwen", my '64 Greenbrier. I look forward to seeing and meeting with each of you during the convention. Remember the official vehicle for the Lake Placid Olympics is the Chevy Truck (FC).

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## How to Buy a Rampside

(Continued from May-June issue)

(At the conclusion of last issue Bob Ehrenreich and I had traveled to Richland, Georgia to pick up a '61 Rampside. We had it loaded, with not a few misgivings about the whole project at this point.)

Anita and Wyatt put us up in their guest house. This was a separate apartment, but attached to the main house and next to the swimming pool. It was nicer than any motel I've ever been in. In the evening they showed us a room chock full of old player pianos, juke boxes, phonographs, tavern memorabilia and more. One, a type of "one-man-band" piano, Wyatt had built himself. Another piano was one of only 2 or 3 in the world. Another was from the '20s era and had been so expensive in its time that only "movie-star-types" could afford it. It played with "expression" rather than just the traditional bar room player piano. The whole thing was mind boggling.

After enjoying breakfast with Wyatt and Anita they invited us to go to church with them--the First Baptist Church. It must have been quite a sight--a Baptist, a Lutheran, and a Roman Catholic marching into that Baptist Church. But, I must say, I, a Lutheran, was quite comfortable.

After lunch we left on our long journey north. But first we stopped at Wyatt's warehouse and loaded up an old cement statue. It depicted Jesus before Pilot with Pitot's wife pouring water into a basin for Pilot to wash his hands, and a Roman soldier. It was in bad need of repair and repainting, but I hated to see it destroyed, as was his intent.

In the "warehouse" Wyatt had stored various Corvairs ranging from early 900s and Monzas, to station wagons and late sedans and convertibles. He also had an MG Sprite and an Amphicar--both rare.

After stopping to air up the front truck tires (we were towing it backwards) we were finally on our way with the Benz out front straining at the harness. We hadn't gone far before I realized that we were seriously underpowered; what we were towing outweighed the tow vehicle. This feeling was reinforced when we got into the foothills of the Blue Ridge Mountains north of Atlanta. Going down one steep hill I was suddenly faced with the dilemma of this 6000-pound-plus monster of steel, glass, rubber and cement chasing us down the mountainside careening wildly, fish-tailing side to side trying to throw my car into the ditch (or worse). It was a sweat-inducing, hair-raising ride, but we finally got the situation under control--for this time. (I couldn't help but think that that time out for church had a hand in it.) I had a new respect for the load we were towing, brought on by sheer panic. This was to recur several times before we learned to handle the rig properly to avoid this danger. It took lots of gear shifting and gentle braking to keep it under control.

Nightfall found us in Chatanooga, TN. The next morning in checking our trailer lights we discovered that they weren't all working. After changing bulbs and "fiddling" with the wiring we finally decided that we weren't going to get them working. Bob's light bar to the rescue! We strapped it to the front of the truck (or rear, depending

upon your perspective) and voila, we had lights and turn signals again.

Off we drove heading north again. Nothing of any consequence occurred that day and we got as far as Urbana, Illinois for the night. The following morning while driving through Chicago we were stop and go in traffic. Suddenly an old Cadillac pulled alongside. The driver called out to us, "You want to sell the truck?" "No, I just bought it in Georgia and intend to restore it." "You want to buy an engine for it?" "No, 2 engines came with the truck." "Okay", and he was off up the road.

We continued on and arrived back in Sheboygan in mid-afternoon, about like we had planned. I still had to drive the fifteen miles back to Plymouth, but, tho tired, we were happy and thankful to be back home.

Later it was determined from the serial number that the Rampside was actually a 1963. Within the next few days I bought a '62 Greenbrier van for parts. It had a fine engine and a 4-speed transmission. It also had a gas heater and many extra parts inside.

So I paid for a '61 Rampside with a 3-speed and no running engine and I ended up with a '63 with a strong engine and a 4-speed.

So, see how easy it is to just haul home a southern Corvair 95 Rampside pickup?

David Hartmann  
Plymouth, Wisconsin

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## Greetings from Ben's Bus

As any college senior can tell you, it is a good feeling to finish that LAST college final. Now mind you, I still have a full semester of student teaching ahead of me before I graduate on December 22, but no more classes to take, just a whole bunch of classes to teach. Sounds easy, right? Right!

A lot has happened with Ben's Bus. Before inspection, I decided I needed to put new shocks on the van. It had been riding like a brick for quite some time, and the shocks have improved the ride a lot. I am the kind of person who can learn just about anything if you show me how to do it just once. Jeff Stonesifer did just that, and then got occupied with other business, and I had the pleasure and satisfaction of installing the other three myself. Not to mention that I saved a lot of money in labor charges. There is no feeling quite as good as doing a job yourself and having it turn out well.

The only thing the van needs before too long is new tires. The tread is getting a little thin. Other than that, the van is in top shape. The 'new' 1964 car engine is running well and uses (leaks?) very little oil. It is really very tight.

Most recently, I have made the decision to redesign my cabinets in the bus. I took out all the cabinets and began redesigning the interior in my head. The major problem with the old cabinets is that they were too bulky. Also, when I tried to add my very large subwoofer speakers, I modified the original cabinets. The speakers set high in the back corners where they caused the cabinets to rattle over every bump. My new cabinets will be smaller, and the large speakers will sit directly on the rear wheel wells. The cabinets will be built around them and fit the space better. Also, one cabinet will have a place for hanging clothes, sort of a wardrobe area. I will redesign the bed/back seat area so that the extension from the engine compartment, which makes the bed 72" long, will fold out on hinges so that the seat back is also the legs for the bed extension. The mattress will then be pulled out from over the engine to make the bed 6' long. When it is all finished I will take pictures to show you all how it works. It promises to be a very practical setup.

The Travel Equipment Corporation travel top is ready to install. I'll be putting it on in about two weeks. I never thought when I started the project that it would cost over ten times the original price to restore the top. But it is done now. It turned out to be a blessing that my buddy, Fred, and I warped the original stainless angle iron frame. We drilled all the holes necessary on the new frame before we welded it together. This turned out to be much easier than it would have been drilling the same holes if the frame had been together. Speaking of drilling holes in stainless steel--we used a drill press and carbide steel drill bits. These held their points longer than an average drill bit. These barbide drills can be run until red hot and used for hard metals such as stainless steel. But they will shatter if dropped. They were perfect for the job and would be for you if you have any stainless steel to drill.

I recently put the odd-shaped windows in the top. I bought rubber weathersrip material from Auto Glass

Technologies which would bridge from 1/8" body panel to 1/4" glass. With a tool called a spoon and some liquid soap detergent installation went well and looks fairly professional. I ended up with 1" left over after all four windows were installed. This weatherstrip, with a locking rubber lip, would be absolutely perfect to replace that 30-year-old rubber weatherstrip around the windows in the rear doors of our vans. It is easy to install, and if your weatherstripping is as worn (shrunk) as mine was (a 3/4" gap at the top filled with silicone sealant) you might want to replace the rubber. I also think it would be a good idea to put the joint at the bottom of the window instead of at the top as stock doors come. This would make weatherproofing a lot easier. This weatherstrip sells for two dollars per foot. I would estimate about six feet per window on the back doors of an FC.

Speaking of the happy camper top, I recently struck a deal with an 83-year-old man to buy his 1965 Chevy van. The van sports a top by the same company, but of a newer design. For all of you who have never seen one, the 1965 Chevy van was the 'replacement' for the Corvair Greenbrier. These vans were higher and built less ruggedly than the Corvair vans and had a front-mounted engine which sits between the driver's and passenger's seat. Based on Japanese styling in its lines and symmetry, (*I'm not so sure about this-Editor*) the Chevy van was also a Forward Control vehicle with an even flatter front than the Corvair and an "in your face" flat windshield. The



van I am buying has a strong 60,000 mile engine and a fair body. I want it for a driver/beater (to save the Greenbrier and my Dad's Suburban) and because it is an FC vehicle with a camper top. Because it essentially replaced the Greenbrier in 1964, these vans for '65-66 have an identical dash pad and steering wheel. The glove box doors are also continued from the Corvair trucks. The old man's asking price?--a sweet \$200.

Recently I took the starter/transmission access panel off the van in order to seal it from leakage. The foam rubber seal originally installed was dried and cracked allowing water to come in during and after a rain storm. Getting the old clutchhead screws out was no picnic. After trying to locate a large clutchhead screwdriver for the screwheads and failing, and after trying to build a tool for their removal and failing there also, I tried a different approach. Cleaning the screwheads of paint, my buddy welded a 1/2" nut to each one. With each nut thus welded, it was

Continued on page 5.

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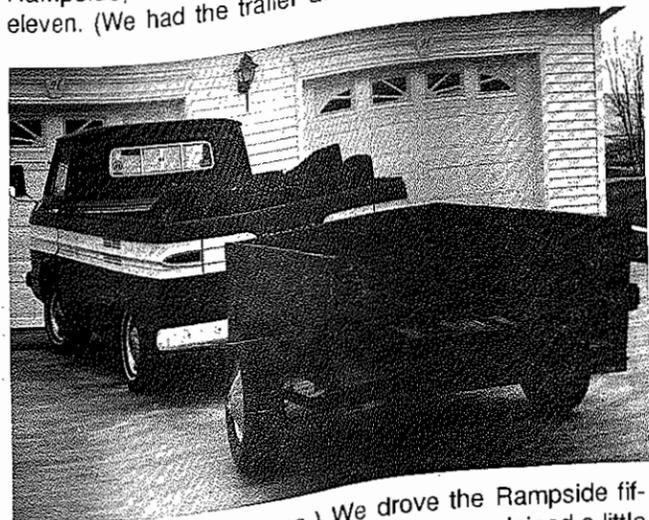


*Words from  
the Editor*

As you can see this month is rather sparse on news. If it weren't for the articles sent in by our regular "correspondent" from Pennsylvania, Ben Stiles, there would be almost nothing at all to print. Thanks to Ben.

I have just begun the repaint of my Rampside (the paint is now five years old and has taken a beating the last two years with our moving, twice, into the new house). But the truck has seen some heavy duty service this spring. Since the topsoil in our yard is very thin, I decided to prepare an above-ground garden. I bought 14 old railroad ties with which to "build" the garden. But how to get them home. I finally hauled eleven of them in the back of the Ramp and towed a trailed with 3 more in it. The guy at the store where I bought them said, "There was a guy in a pickup here earlier and he had six in his and it was dragging the ground."

I had no idea how many we could get in the the Rampside, but we just kept loading. We stopped at eleven. (We had the trailer along and had to put some-



thing in it for the trip home.) We drove the Rampside fifteen miles home and the only thing that complained a little was the clutch. But it hauled it like a trouper. There's no telling just how tough those Corvair 95s are.

Bob Ehrenreich and I also rewired the boat trailer lights for the Ramp and have taken it fishing a couple time already, with many more to go thru the summer.

It is good to see that Bob Galli is re-publishing the Paint Codes and Paint and Trim Combinations. That will be a help to many who are trying to keep their vehicles stock.

*David A. Hartmann, Editor*

Classified Classified Classified Classified Classified  
**CLASSIFIED ADS**  
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**WANTED:** Information on where to purchase the "brick-shaped" bumpers for van side doors. Know of any vendors? Ben Stiles, 21 Kershaw St., York, PA 17402.

**1963 GREENBRIER:** (not an 8-door) Fair condition, is complete, clear Missouri title. Stored at Jonesburg, Mo. \$300. Call Bill 314/456-3738.

**NEW PRODUCT:** Dual Brake Master Cylinder Conversion Kits. Steel brake lines meet or exceed specs. All adapters, fittings & grommets included, \$85. ea. The Source, Inc., 13975 Mira Montana, Del Mar, CA 92014. Telephone (619) 259-1520.

**PARTS WANTED:** For '64 Greenbrier (DeLuxe) all upholstered interior panels (green w/white) and 2 green sun visors, all complete and in good condition or better. Also need an auxiliary right hand front folding seat plus mounting hardware. Jim Pennell, 6951 Hogan Dr., Sacramento, CA 95822 (916) 392-1722.

**SPRING CLEANING:** 30 misc. Corvair engines, \$50.00 & up. Misc. car & FC parts, all years. Call (216) 243-4115. (OH)

**FOR SALE:** Camper Top from '61 Rampside - includes top, side door, & filler panel and sink, toilet, stove assembly. \$200 or B.O. Gary Swiatowy, 7838 Chestnut Ridge Rd., Gasport, NY 14067-9503. 716 - 439-5194.

### Full-set Newsletters Update

By the time you read this, all the full sets of newsletters will be gone. Nearly 40 issues have been reduced to "masters only". We have plenty of Tech Indexes. Get one and see what is available in the way of tech articles; there are many. There are ten pages of small print in this publication. Choose what you need and order them from me. If we don't have it, I'll be glad to print it for you.

The next project I am working on is to reprint our Paint Code paper, Paint and Trim Combinations, and Prices and Options. These papers are several pages long each, and cover FCs only from '61-'65 except Paint Codes; they cover cars and 95s '61-'65.

Prices for these items are: \$2.00 each; all three, \$5.00 postpaid.

- Other club items:
- Window Stickers ..... \$1.00 ea.
  - Jacket Patches ..... \$2.15
  - Club Stationery ..... .05 per sheet
  - Rosters ..... \$2.00 ea.
  - Tech Indexes ..... \$2.00 ea.
  - Back Issues ..... \$2.00, 6 for \$10

Write for larger quantity prices-you might be surprised at the prices.

Bob Galli  
Asst. to Sec/Treas. (self-appt.)

## TECH TOPICS



### TECH EDITOR REPLY

Following is the Tech. Editor's comment about an AC diesel fuel filter (TP863) as replacement for Corvair oil filter. (See Tech Question from Ron Yaskovic in May-June, 1997 *CorvanAntics*.)

A recent check of AC Delco filter listing has no record of this filter. Similar types used on early 6.2 liter GM diesel engines are equally expensive (and not the same) so why bother to try to use it on a Corvair engine. Corvair filters should be available "forever", but if you insist on a "cheap" filter for your daily driver FC, this tech editor suggests the adaptor available from our major parts suppliers.

## Greenbrier Sighted in Chevy Venture Commercial

Has anyone seen this commercial? It starts out with a flower-covered hippy Greenbrier driven by a set of hippies. As the family grows, the van loses its flowers and swirled paint and becomes a shiny red Greenbrier. From there, as the family continues to grow in both size and number, the Greenbrier's brakes are applied and it stretches into the new Chevy Venture mini-van.

The commercial includes interesting shots from the front passenger floor up at the driver (steering column detail--really a very strange angle) as well as interior shots glorifying the bnech seat of the van.

Does anyone know where the vans came from? GM's personal collection? Either way, keep your eyes peeled as the shots of the van are excellent and it is indeed good exposure for the Corvair van.

Ben Stiles



## Music Video features Corvair Rampside

The new Spice Girls video for "Will You be There" contains footage of a Corvair 95 Rampside driving through a desert. The truck looks lightly customized, but is very recognizable as a Rampside. Great far away shots as well as close-ups portray the truck as a speedy vehicle and show some good detail of the cab portion of the truck.

Ben Stiles

## Ben's Bus Continued from Page 3

easy to put a socket on each and turn it out. Once I put duct sealer under the cover and sealed with butyl rubber caulking, I replaced the cover and attached it using 5/16" x 1" stainless steel hex bolts. This will make removal and servicing of this panel easier in the future.

Countdown to pop-up installation is now down to four days. Hopefully next issue we'll have a feature article with pictures of this seemingly endless project. Until then, Best Wishes and Happy Travels--in your FC of course!

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

## From the Secretary

I want to start an e-mail column. Here are a few to start with:

Bob and Diane Galli, rdgalli@tcsn.net  
Ray Hatchell, rhatchel@ibw.com.ni  
Suzi Perry, bat21@ibm.net  
Steve Goodman, reareninesteve@wordnet.att.net

Ray Hatchell is in Nicaragua with the US Embassy and would like to hear from anyone who would care to e-mail him.

There are a lot of Corvanatics members who have computers, and are on the internet. These are the ones who gave me permission to print their addresses.

Diane Galli, Sec/Treas.

## Warning to Corvanatics!

Recently I received the left side exit door cargo doors I was looking for. While they are completely rust-free and in fine working condition, the shippers were less than carefull. Every corner on both doors, top and bottom, left and right were either bent in or out. When shipping such doors, be sure to sufficiently protect these critical points from the shipper's abuse. What was a perfect, straight set of doors will now require a bit of work to become straight again.

Ben Stiles

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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, 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. 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. Please inquire of the editor. Deadline for publication is the 15th of February, April, June, August, October or December.

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