



RAMPSIDE



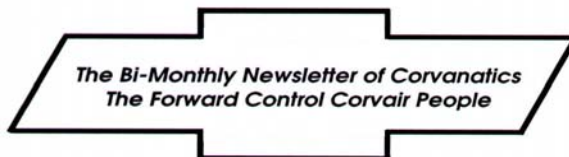
CORVAN



LOADSIDE



GREENBRIER



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BUFFALO CONVENTION 2006



CORVAN ANTICS

#A CHARTERED CHAPTER OF COSA, CORVAIR SOCIETY OF AMERICA

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FOR 2005-2006

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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 \$10.00 per year and must be sent to the Secretary/Treasurer. Sending them to any other address will only slow your renewal and possibly cause you to miss an issue.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor: Mike Moyer 2736 Sherwood Dr Navarre, FL 32566. All of these can also be sent by e-mail to: Vairvert67@yahoo.com. Technical material should be sent to the Technical Editor for review.

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 (2 x 3.5): \$5; Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads are \$6.00 each and can be color or black/white. 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: www.corvair.org/chapters/corvanatics/



FROM THE EDITOR

Well I survived Buffalo!

I had a great time meeting new people. Seeing old friends and making new ones.

Its always fun to look through the vendors parts and wander through the rows of Corvairs in the garage and at Concourse.

It was great finally meet Diane and Bob Gali who I have been emailing back and forth with since I took this assignment. Just as good to check out their Corvair powered Motor home that they drove all the way from California.

I equally enjoyed meeting and talking to Ben & Lynn Stiles and Tim Schwartz and checking out their Briers.

Mike Moyer Editor

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RIDING WITH THE PRESIDENT



Ken Hand

Hi Everyone, I must apologize for not being at the convention but family comes first with me.

I understand that Sam did an excellent job with the meeting, Thank You Sam. I don't have any issues to report or talk about with this issue, not even any pressing news. Although, I would like to thank everyone for their confidence in me for electing me Prez again.

I'll not ramble on and leave room for some important stuff, Thanks again to our editor Mike Moyer.

From the Secretary's Desk

Corvanatics Minutes July 27, 2006

The meeting was opened at 5:15 by Vice president, Sam Christ, As president Ken Hand was unable to attend due to a family member's health.

The minutes of our last meeting were approved as printed in the newsletter of the last meeting in Portland, Or in July, 2005

The treasurer Report was read and approved.

Sam Introduced our new newsletter Editor Mike Moyer to the members present, He asked for input from the members, and discussed what he would like to accomplish with the newsletter.

The next order of business was the election of Officers which follows

President: Ken Hand
Vice President: Sam Christ
Secretary / Treasurer: Larry Schmul

Eastern Director: Ben Stiles
Central Director: Mike Dobie
Western Director: Lon Wall
At Large Director: Tim Schwartz

Clark Hartzell and Sam Christ discussed the up coming convention in Detroit in 2007, Touching on Parking facilities at the hotel, Auto-cross, and Concourse d" Elegance.

Steve Kirkton told about how he acquired and restored his green-brier, and brought it to Buffalo to enter in the Concourse d" Elegance.

Ed Bitman told about acquiring the Greenbrier used in the Chevy Venture Commercial in 1998, The Hippie Wagon, and how it's painted with water based paint. He hopes to get it restored in the same style as the Hippie Wagon is now.

There being no more business, the meeting was adjourned.

Respectfully Submitted

Diane Gali Secretary / Treasurer

FC Question

I am in the process of finishing a 1961 Rampside. Retirement is a few years away for me and I was wondering if you could help me with a question. I was dreaming of putting a camper top on the back of the truck and using it as a camper/RV. Would that be feasible? Are there any old camper tops out there that could be fixed up, or can one purchase a new one that would fit? Or am I dreaming? Please give me your opinion or direct me to someone who could give me some advice.

Thanks
Bill Van Lieshout, 1235 Huron Ct. Oshkosh, WI
54901
billvl@vbe.com

Ben's Bus Goes to Buffalo (and Beyond!)

After a few days of packing for the trip, we got started on July 25, 2006 at about 8:15 AM. Lynn made it a point to tell me that this first day of travel would be the longest driving day on our vacation which would span nine days. After a quick stop at Burger King for some famous hash browns, we were on our way. The ride up route 283 to route 11/15 was familiar territory for us, and so we just enjoyed the passing miles.

Further up route 15 I noticed I was losing power. This was strange as I just had a rebuilt engine put in last Fall. We were doing OK; about 50 miles per hour in third gear. A few miles up the road revealed to me that the struggle for power was not the van's fault. We had crested Bloss Mountain in the Alleghenies at 2157 feet. The approach to the summit was long and drawn out, and therefore we were not entirely sure we were climbing for such a long distance. Down the road, we ate lunch at a rest area in New York. We stopped for gas at a small mom and pop gas station about sixty miles outside of Buffalo. We also stopped in at two toy train shops before heading to the hotel. I was able to make some fun train purchases which made the first day of vacation truly special! Knowing I was on my way to the Corvair convention made it even better!

After checking in at the hotel and getting our things moved into the room (switching from camping mode to hotel mode is always hard for us...and we had not even spent a night camping yet!), we went to register for the convention. Our on-line registration was not processed and printed yet, even though Lynn had done the legwork a week before. This was disappointing, and I heard of many other such stories during the convention week. While it was not the end of the world, it was still frustrating. We decided to get new directions to the Pearl Street Grill and Brewery from the hotel's front desk clerk and went out for a bite to eat, complete with a pint of their Train wreck beer, of course! It was an awesome restaurant, and I hope many of you got to eat there while in Buffalo. Later, we cleaned up the van with some supplies loaned to us from Mike from Delaware to get it ready for people's choice the next day. We just cleaned the windshield and wiped the bugs off the front. I figure cars get dirty if you drive them, so we just do the best we can to make it presentable. Next we headed to the welcome party and watched the valve cover races for a bit. What an awesome ship!



The next day we were up at 6:30 to get ready for the car show. Again with Mike, we were able to find the show field. Not having our convention registration packet meant we did not have the direction sheet, which we understand was not too clear, anyway. Mike has a buggy he rides around, but is capable of walking short distances with help. Since we couldn't fit his buggy into our Greenbrier (too many cabinets), we followed him over, let him get his Lakewood settled, and then drove him back to the hotel so he could ride his buggy to the show field. It took him an hour to get from the hotel to the show field on the "pedestrian path." I felt bad that that was the case. In the meantime we got settled in the FC row. Settled for us at a car show is popping the camper top, opening the windows, and pulling the awning for shade. We always enjoy having the van at shows with its living room-like amenities. I have only shown the Rampside at one show for a reason...

We spent the day chatting with great Corvair folks about our Corvair and theirs. There were some truly awesome cars and FCs on the field, both Concourse and People's Choice. I had a great time getting to know some really awesome people. Did you all get to see the homemade tear drop trailer towed by a late model convertible? It was truly awesome. I commented on how nice the trailer would look behind my camper van. The owner just chuckled a bit. It was truly a work of art! I was also thrilled to see Larry Claypool's 1961 Greenbrier Cruiser with the Vista Cruiser top and 1961-62-only FC camper interior! It was the first time I had seen one in person. It seemed a bit impractical, however. In essence, he would have to remove most of the camper kit just to change a fan belt. Nonetheless, it was so cool to see the kit installed! I understand he had just put it in a few weeks before even though he had owned it for some time. The 1965 green and white Greenbrier was breathtaking as were the rest of the FCs in the Concours. In the People's Choice row there were about 15 FCs, from daily driver Rampside to a hippy van, three camper vans, a Loadside, an eight-door Corvan, and many nice passenger-carrying Greenbriers. It was a pleasure to be among them. We had a great time talking to several people about our van, the camper top, and our adventures. Jim and Linda from Connecticut were happy to see our van as they have a '64 Greenbrier and want to use it for some camping. We had chatted online about it, but it was awesome to meet them in person! One neat thing that was discovered during the course of the day was that Mike's buggy fit into a Rampside, and a Rampside owner was nice enough to transport it back to the hotel for him.



When the show was over, we headed back to the hotel for a swim. Upon getting out of the pool and heading back to our room, we saw Linda frantically trying to get out attention. It seems that she and Jim had a clutch cable break on the way back to the hotel from the car show. She could not find another one to put on, and wanted to know if I had one. While I always carry a spare cable, I had also just seen three FC clutch cables for sale in the outdoor vendor area. I took her down to find Mike Emmanuelle from Ohio already helping Jim pick out a suitable replacement cable. After driving the van up into the garage without a clutch, Mike helped them to change it over. It was an instant tech session, and I kept thinking how great it is that we can change fan belts, clutch cables, fuel pumps, and other such parts in a parking garage or on the side of the road if necessary. This is just one of the things I love about owning a Corvair van.

Meanwhile, the Corvanatics meeting was going on. We found out that the group is no longer having money troubles. We also heard the story about the beautiful '65 Greenbrier in Concours, the "hippy van" from the Chevy Venture commercial which is in a Corvanatics' possession, fuel injecting a Corvan, and many other stories. After the meeting, I went out to check on Jim and Linda and Mike who were only a few adjustments away from finishing the clutch cable replacement. We talked over a few beers, and all decided to meet at Pearl Street Grill after they washed up. Lynn and I went and caught a few innings of the Buffalo Bisons' baseball game (Thanks to whomever posted the free tickets on the hospitality room bulletin board!), and then met the group for a nightcap.



The next day, Lynn and I spent a lot of time looking at the vendors' items and sharing some stories in the hospitality room, then said our good byes and headed over to the autocross. A snap and thud felt in the accelerator pedal after leaving a toll booth made me nervous. I pulled over to find a snapped fan belt. We took all of the camping gear off the engine compartment, got the tools and a spare belt, and went to work. It took a few minutes (I don't do these every day), but we finally got it on with the trucks whizzing by. Just down the road, the driver of a large pickup truck from Ohio stopped us. He was a fellow Corvair owner headed back to the convention site from the autocross. Seeing us with our engine lid up, he had come back to see if we needed help. I thanked him and told him we were

OK. I was so thankful he came to check on us. What a great club community we belong to!

Upon arrival at the autocross, I showed Jim and Linda my dirty fingernails and told of our small adventure. We vowed to never talk of broken parts again. Just the day before, I had asked them



if they carried a spare clutch cable, and then theirs broke! We enjoyed some good company and the sight of some great Corvairs auto crossing. This included two Greenbriers! We had some lunch, watched a few more laps, then bid farewell to Jim and Linda, and headed off on the rest of our vacation.

In the next issue I will continue the story of our family vacation including stories about Niagara Falls, the train behind the campsite, Niagara-on-the-Lake, Watkins Glen, Buttermilk Falls, Toughhannock Falls, the inoperable exhaust duct damper door, our hottest night camping ever, and the hole in the muffler! Until next issue, happy travels...

Ben Stiles





For Sale: 1961 Rampside, Original motor, 3 spd Needs restoration, body work, Seat upholstery, some welding underneath. Currently licensed and occasionally driven. Good project Candidate Free Camper & amenities \$2500 Gary 716-439-5194

Parting out: 1964 Greenbrier deluxe. Is complete. 164ci 110 FC Motor 4 spd, deluxe interior walls usable, 3 rows seating intact, Clutch cable, accelerator cable, FC Oil Bath Air Cleaner, Dash, 64 style shift linkage & tunnel gas tank, Rear reflectors are there but cracked, Body panel, doors glass, Clear title with vin plate reasonable offers considered Mike Moyer Vairvert67@yahoo.com 850-261-1709

Any interest in 2 sets FC Bucket Seats ?
Randy Kelly 801-485-1472 rkvvair@yahoo.com

For Sale: 64 700 4 door, 110 hp, white with blue interior, 21,000 miles, de-flashed, new seals everywhere, new gas tank, new gas tank gauge, new rear shocks, new Firestone 440 white wall tires, interior good, good glass, new weather-strip, new billet idler pulley, remanufactured pressure plate (bolted) and clutch (all balanced), new disc and release bearing and pilot bearing and release shaft, new plugs, points, condenser, cap, rotor, brakes rebuilt, bearings greased, new pitman arm bushing, nearly new battery. Original spare tire still holding air Gonna take a bit of a loss on it at \$4000 Merv Krull Salmon Arm, BC

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Tire Dating from V V

"Here's a typical DOT number that might be found on a European tire...

DOT XT VE XKAw 09xx. What's all this mean?

The obvious is DOT, Department of Transportation, but next is XT. The two letters or numbers following "DOT" refer to the manufacturer and the factory location at which the tire was made, in this case Pirelli's factory in Sandbach, West Germany. The "VE" is a typical letter - number combination that refers to the specific mold used for forming the tire.

The "XKAw" can mean anything... possibly even secret code from one Pirelli chap to another, but likely batch codes. And the final numbers refer to the date when the tire was made. In the case of our example "09" is the ninth week of "xx", where "xx" can either be a single digit if the tire was made prior to 2000 or 2 digits if after 2000. The "xx" is the year. A single "7" would be 1997, "03" would be 2003. "Those final four numbers are the key to age... it's also worth looking at when you are buying NEW tires... sometimes those "new" tires are really quite old...

Bill Elliot

NEW FC REGISTRY

Merv Krull of Salmon Arm, BC, Canada has graciously volunteered to start a registry of all known Corvair FC models. E-mail Merv at krupross@sunwave.net and supply the following information:

Make: Greenbrier, Rampside, Loadside, Corvan

Year:

Model:

Vin Number:

Features:

Location:

E-mail or phone number:

Status: Running, under restoration, parts, junked

I'm sure any interesting short notes would be appreciated by Merv. He says you can send up to 3 jpeg pictures with the information. Thanks from all of us for taking on such a large task Merv.





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