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

May/June 2007 VOL. 35, NO.3









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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, Larry Schumhl 4563 Deep Grove Ct Jacksonville, FL 32224

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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.

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FROM THE EDITOR

Hey all !!!!

Wow Time sure flies, Can you believe it has been 2 months already? Where does the time go!!!

I am busy with projects as usual. Working on the new property , 64 greenbrier, 65 convert project and a new 68 coupe that I just acquired. Yes I know way too many projects but hey sleep is just a luxury right?

Ready for National? Wish I was going but too many project on the fire this year. Be sure to send me FC pictures from Show.

Please Email to Vairvert67@yahoo.com

Mike Moyer Editor

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Ben's Bus Buffalo Vacation Continued...

Well, this continuation is a few issues late. Sorry about that. I hope this bit of text will help Editor Mike fill the current issue. Too bad I haven't been able to read of some of your vacation accounts as well. So, where were we? Oh yes, we had just bid Jim and Linda farewell and left the autocross event to start our family vacation. We often try to tie in the CORSA conventions as part of our vacation. They really serve as a nice event with which to begin or end a vacation.

Obviously, the distance between Buffalo and Niagara Falls was short. We decided to stop in at the Welland Canal to watch some ships and small boats go through on their way between Lake Ontario and Lake Erie. Our border crossing into Canada was painless. The guard mentioned that he had seen many of these strange vehicles that week. It was obvious again that we were part of the club! As we pulled into the Visitor's Center right inside the national border, rain began to fall in buckets. We ran to the nearest door and collected ourselves. We began to look around at some of the brochures until a nice ranger came over to ask us if we were looking for anything in particular. She gave us good advice on how to get to the canal as well as what to expect upon finally getting to the Niagara Falls tourist area. The rain had stopped when we were going back to the van.

We arrived at the Welland Canal just in time to see a very large Algoma Central vessel approaching the lock. It was absolutely huge! The ship was even more interesting to us because it was an Algoma Central; the same Canadian company that owns the railroad line we visited and rode during our trip into Canada following the recent Chicago convention. Lynn snapped several pictures of the ship and its crews' happenings as it descended in the lock. A storm seemed to be brewing off in the distance, but it never did rain while we were there. Several minutes after the Algoma ship went through, two small sailboats and a slightly larger vessel went up through the lock. It was such a difference from the big ship, but interesting all the same. After some good, but expensive ice cream, we were off to our campground near the Niagara Falls area.

The trip there was uneventful. We stayed in Camp Park Campground. It was well-kept and the staff was friendly. This particular campground had a shuttle stop to take people into the tourist area. This was one of the reasons we picked it. We were able to keep the van in its site the whole time we were there and did not have to fight any downtown traffic. The first night we set up camp, had dinner, and read. I was excited to see that we had train tracks about ten feet behind the van and the shiny rails told me they were active! The only thing louder than passing trains was the ridiculous family beside us who had a very large tent with television and DVD player inside and several cars plus a weightlifting set on their site. They were overflowing onto our site which meant I had to do the same into the next site. I can't stand rude campers. They should just stay at home and continue to annoy their actual neighbors!

The next day we ate a quick breakfast, got ready for a full day out, and caught the shuttle into downtown Niagara Falls. My first quote upon seeing the Falls was, "Is that all the bigger they are?" Needless to say, Lynn was not too impressed. I had never been to Niagara Falls before, even though my parents took us camping all across the country in an Airstream trailer. Lynn and I did all the usual attractions including Maid of the Mist (upon which Lynn struck up a conversation with a very nice Scottish gentleman), Journey behind the Falls, The River Walk, an IMAX movie, and the butterfly conservatory. We took our time at each attraction and really enjoyed the day. We caught a shuttle back to the campground and relaxed and ate dinner for a couple hours, then returned by shuttle to see the fireworks over the Falls. (These were second only to the "Circus in the Sky" fireworks they used to shoot over Lake Michigan during the Great Circus Parade Festival in Milwaukee.) They really went all out! I was inspired by how the United States and Canada work together to put on such events and how they keep the area around the Falls so clean and uncluttered. We really had a nice time at and around this natural wonder. We ended the night back at our Greenbrier camper. The only excitement that night was the freight train that went behind us at around 3:30 AM. That is one scary way to be awaken in the middle of the night!

We woke up early in the morning to get everything packed for a trip to the town of Niagara-on-the-Lake. This is a quaint little shopping town complete with specialty shops, a few wonderful community parks, and great historic architecture. Lynn remembered from her trip with her family that one must arrive in Niagara-on-the-Lake early in order to get a good parking spot. We did arrive early and chose an off-street parking space in the shade within comfortable walking distance to the downtown area. When we got to the center of town, no shops were open yet, and only a few people milled about. It was nice to be in such a quiet and peaceful place. Little by little, the shops opened. Our favorite was the Niagara Home Bakery which prepared wonderful cinnamon rolls as well as the best short bread cookies anywhere! These cookies were the reason Lynn remembered the town and why we actually planned it as part of our trip! We enjoyed some and took some for us on the road and for Lynn's parents. More exploring followed, and we ran into Jean Allan on the way to the old Apothecary. I thought her "Shuffle off to Buffalo" shirt looked familiar! It turns out the bus trip from the convention had stopped in Niagara-on-the-Lake as well. We chatted with her for a few moments outside the Scottish store and pointed her in the direction of the bakery for some shortbreads. A stop in at COWS ice cream and a nice lunch on the shore of Niagara Lake ended our stay.

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Our trek was short to Canadigua KOA. We pulled in to the campground, registered, and went to our campsite. We changed and went to the pool only to find the water extremely cold, so we did not get in. Back at the campsite, it had begun to rain, so we extended the awning for some extra living area and made some dinner. We were both tired after dinner, so Lynn read, and I fell asleep. I slept into the early evening hours when we played some cards, and later, when the campground was quiet, we brushed our teeth and turned in for real. The next morning, we got up and began to pack. A few people stopped to see the Greenbrier, and one former-hippy family stopped in and gave us a small homemade gypsy looking figure and told us the van was blessed. Due to the night before, however, we both decided that it must have been our most anti-social camping night ever. We hit the road and headed for the town of Canadigua. Lynn had read it was a quaint little shopping town with one of the widest Main Streets in America. The street was wide, but the shops left us yawning. We stopped in the visitor center and found some literature announcing a lakeside arts and food festival at the edge of town. We hopped in the van and drove down there. We decided to pay the admission fee because it looked like a great little festival. We spent the day looking at homemade crafts and wonderful art, eating artichoke dishes from one of the food vendors, and enjoying the atmosphere. It was literally lakeside and this allowed for some wonderful views. A few trips back to the van to drop things off and tossing of a fake duck decoy for a local Labrador puppy made our stay in Canadigua very enjoyable after all.

We left Canadigua several hours later and headed down through the Finger Lakes region toward Watkins Glen State Park. We bypassed the wineries, though looked forward to dinner at a micro-brew (more our style) one evening while staying at the Glen. Again, we checked in with the ranger and headed back a wonderfully wooded camp area to our site. We were, as usual, surrounded by super sized camping rigs on every side...so the American way! We settled in, looked around the site, and made a long awaited meal. After eating, we changed into our suits and walked down the big hill to the pool. Several families walking back toward the campground made us think the pool might have closed, and we were right. Someone had apparently relieved him or herself in the pool and it was closed until the next day for heavy-duty cleaning and sanitation. How gross! Disappointed, we went back and sat around a campfire until it was time for bed.

The next morning we got up and tackled the hike up and down Watkins Glen. It was really quite beautiful. The waterfalls were breathtaking and the bridges and walking paths were amazing. It is a wonder that the paths were ever created in such a seemingly isolated area. We took lots of pictures on the way up and rested a bit at the visitor center at the top. We were much faster coming down, only stopping to see points of interest from our trek up. We also hurried back down because we had two more stops to make on this particular day. We were destined to see many more waterfalls and trails before the sun set.

From the Glen we went to Toughahannock Falls. Arriving in the parking lot, I decided to check the engine. What I found concerned me a bit. A stone must have hit the side of the damper door enclosure rendering it unable to open. The van was running hot that day, but so far the closed thermostat door had not rendered any operating problems. I am glad I caught it. A few whacks with a small hammer, and the shape was restored and the damper door opened. I was concerned that some damage might have already occurred, but there wasn't much we could do about it now. The walk back to the falls was beautiful. It was a wide, nicely manicured and soft trailbed. The wide stream was to our right and people were wading in it. At one point there was four or five foot waterfall that people were playing in. We saved that until the return hike. One amazing thing was how the bottom of the stream was rippled because it was the solidified remains of the sandy sea bottom from centuries ago. Realizing that fact made me feel very small in the grand scheme of things. We got to the falls and read the literature and cooled off in the mist. This particular waterfall, like so many others, has changed drastically due to the constant movement of



the water and erosion. The pictures from the past compared to the current look of the falls were quite different. On the way back to the bus, we took some time to wade and play in the smaller falls. We would have spent more time, but one more stop awaited. We were headed for Buttermilk Falls.

Upon arriving at the parking lot, the rangers waved us in without paying. They must have thought our Watkins Glen ticket was for Buttermilk. This place was quite unique. A natural and very cold, waterfall fed swimming hole was there just waiting for us to dive in. We decided to try the hike to the top of the falls trail first. We might have made it 100 steps before we realized we were too bushed and hot to continue. We turned around and went to the van to change. A very cold and refreshing swim was how we spent the next hour. When we were finished, we returned to Watkins Glen and took some "long ways around" to avoid some of the very

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steep mountain roads in the area. Dinner consisted of some fine cuisine and brew at a local Watkins Glen brew pub. We headed back to the campground and sat around the campfire for a short time before calling it a day.

The next morning consisted of the usual breakfast routine and then a hike down for several hours of swimming in the Olympic size pool at Watkins Glen. We enjoyed our time there very much and spent lots of time diving from the side of the pool as well as the variety of diving boards. Lynn really enjoyed her time at this pool and wanted to stay all day, but I convinced her after several attempts that we need to head south into Pennsylvania. We loaded up once again, and left for what would turn out to be our hottest night of camping ever.



Knoebels Amusement Park and Campground was to be our last stop on this trip and was to be a fun celebration of my 31st birthday. This is the same place we had camped at for our first camping trip together in the Greenbrier, is the same place we hold our annual Corvair/VW Bus campout each Labor Day Weekend, and is one of my favorite places on earth. One downfall of camping kind of rough in a Corvair van is that such things as satellite television and other amenities are not available. It is usually a delight for me to escape such creature comforts, but on this particular day, we wish we would have had some weather warnings to better plan our day and night. Apparently while we were swimming in the cool waters of the Watkins Glen pool, Pennsylvania had begun a several-days long heat wave that sent the temperatures well into the upper 90s if not higher. We baked the entire ride south and Lynn got the brunt of it because she was on the sunny side of

the van. Upon arrival, we booked a site and went to set up. Booking the site was mistake number one. We should have gone straight home to our air conditioned house. We decided to spend the evening in the amusement park. This was mistake number two. We should have gone to swim the evening away in the cold mountain water- fed Crystal pool. A few of the fast moving rides provided some semblance of coolness, but mostly we were miserable. When we got back to the campsite, Lynn went to take a cool shower, and wouldn't you know it, all she could get was hot water!? Any other time, the water would have been cold if one wanted it to be warm. We got as comfortable as we could with our very small fan and tried to sleep. At around midnight, after some fitful sleep, we read the thermometer. It was still 88 degrees outside. People were sleeping outside of their tents to try to catch any breeze that blew through. There was no relief. The long night ended, and we decided to get on the road by 7 AM to beat the heat. I started the engine and we heard a very loud VROOOM from the engine reminding us that we had a large and getting larger exhaust muffler leak. We bypassed our normal route home, and called the Corvair Ranch to see if they could get us in for a new muffler. A very loud trip to Gettysburg in the boiling heat ended with a quick and professional repair job. I hadn't been to the Ranch in some time, so I looked around a bit while Lynn continued to try to stay cool. We knew the trip home from the Ranch very well, and it took no time at all. Another memorable Ben's Bus trip had ended...and we were just happy to be home in our cool house!





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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:

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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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The Story of My GB material faster than having my work edited by someone else without my OK (no offense Mike and Agnes, I have had too much of my writing reduced to the point of making no sense whatsoever with my name still stuck to it). Not many WCC members are Corvanatics members, so the replication in two publications should not be a problem ... here goes:

It all started when my brother in law, Arnold, bought a 62 Monza from a fellow in Yuma Arizona back in 2001. Loretta and I were wanting to get back into the van thing again for summer weekend camping trips and had been thinking about just buying a good used van. That being far too easy and Arnold buying the Corvair and still having the restoration bug from doing a 53 GMC, we suddenly focused on finding a Corvair van.

I hit the internet, found CORSA and the Western Canada Corsa websites, joined the email list, soon found a lead from Bording Ostergaard. Bording had saved a GB and sold it to a collector in Sherwood Park where it sat in storage, rust free, for many years. Price was settled, Loretta and I flew out to visit family and friends and check the GB out. We were fully assured that it would easily make the trip back to Salmon Arm without a hitch. Well, the van did not have a hitch so I guess that part is true, but by the time we got to our friend's place in Edmonton, the rear wheel bearing was grumbling, the brakes nearly pulled the wheel out of my hands, and the stink from the ventilation system was pretty bad. We hopped on a bus and hired a car carrier to bring it to Salmon Arm.

I started working on the mechanical stuff (seals and deflashing and air/heat, grease rear bearings, etc), had a shop do the brakes, and actually drove it about 20 or 30 miles... enough to know for sure that the investment will be worth it.

I made arrangements with the autobody teacher at our high school to provide the van for as long as they need it to get all the learning they can from it. They had to do some pushing and pulling with the portapower to correct some previously poorly done body work from an apparent rear end collision. The fenders over the rear wheels were sticking out 2 or 3 inches from normal, but with the last few pushes with the portapower, they both went "thung!" back where they belong.



A lot of time went into various body dings and dents and one small patch on the right rear corner where new metal was welded in.

The teacher wanted to try a new type of undercoat/primer that has extremely high capillary ability



that allowed the primer to work its way into the body cracks and joins and other places where regular primer just plugs and blocks spots like that. It also helps pull the base coat paint into these same tiny places for better resistance to rust. The van hasn't shown any sign of rust over the last 8 months.

Thanks to Clarke's and Underground and California Corvair and Duane and others for all the help rounding up the replacement parts. I am still looking for one more true GB wheel rim.

Arnold and I easily put the windshield in with the new rubber, but we are both stumped trying to put the rear quarter



(fixed) windows back in. I plan to let the good folks at Rainbow Glass deal with them.

A neighbor has an upholstery shop in his basement. He did a beautiful job on the two bench seats. I have material for the third seat, just in case one happens to show up some day.

Check out the spray on CosmiChrome grille! will report on how durable this process is. I

expect it will be equal or superior to conventional polishing/plating.



It is too cold to work on the GB now (January 07). Next is the rollup windows, weatherstripping, and bolting on the doors and bumpers. Then I plan to clean up everything else underneath and apply new undercoating.... yuck!

We hope to put the GB to use this coming summer... especially for Western Canada Corsa's Corvairitis Treatment Day which will be held in conjunction with Hot Nite In The City in Kamloops on August 10 (Poker Run), and 11 (show on main street), 2007. We had a wonderful time

last year when we brought our 64 700, Joel and Laura brought their Rampside Camper, and Dave brought his late. Lots of attention!







toodles. Mervyn Krull and Loretta Prosser Salmon Arm, BC





