



RAMPSIDE



CORVAN



LOADSIDE



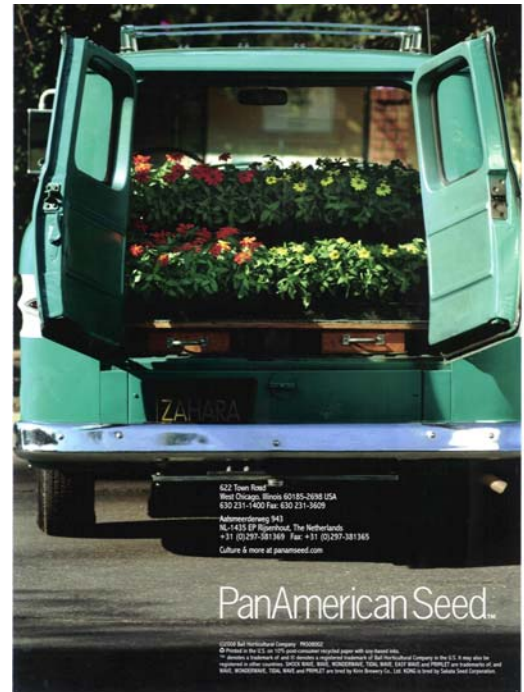
GREENBRIER



MAY / JUN 2009 VOL. 37, NO 3

CORVAN ANTICS

##A CHARTERED CHAPTER OF COSA, CORVAIR SOCIETY OF AMERICA



Dave Palmer's Velveeta

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FOR 2007-2008

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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.

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](#)

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: corvanantic@gmail.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

What a month!! I have been all over the states supporting flight operations for an Air Force Contract. As of the 3rd I am was still in a hotel in Sebring Florida, I I was supposed to be off to NAS Oceana next but due to radio problems I am going home

Sorry this is late but unfortunately I had very little notice between our stops and is was not possible to have Larry send me the labels. I hope to have this out soon after I get home. I miss my vairs!!

Hope you enjoy the issue.

Mike Moyer

Editor



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Riding With The President

Hi Everyone, I hope yo have been busy working on your FC's. As you all know we have a convention coming up soon in July. I hope everyone is planning on attending because we are going to have a party at our meeting time, right after the business portion is done, which will be short and sweet.

I do plan on attending this convention and already have a hotel reservation, do you? There is a web site for the convention, it is <http://conventions.corvair.org/2009/index.html> there is not a lot of info in there but everything you need to know is there like addresses and phone numbers and even the weeks schedule. Our meeting is on Tuesday from 5 PM to 6:30 PM. I hope to see you there.

Just recently it came to our attention that there have been several unpaid memberships, We are taking steps to remedy this, so if you think your dues are due or past due pay up now and prevent any lapse in Corvanatics news. If there is any questions contact me by phone, email or snail mail/(postal service). If you call I may not be where I can access the records and may have to call back. Email is probably the easiest if you have access.

I wish everyone a vairly happy FC.

Ken Hand

From the Secretary

Welcome to new Members

**Eric Prorise
Gary Moore
Eddie Meadows**

**DeWitt, IA
Lawson, MO
Oviedo, FL**

**Used to have 64 Greenbrier, Now Looking
61 Rampside (2)
63 Rampside**

We had a great response from our membership to the dues report. Since 2009 is almost half gone, as of this Newsletter I will be dropping anyone who was due in 2007.

Once we clear out this backlog , I'll include a reminder in each newsletter. Please do your part to get this down under 3 columns.

Hope to see you in Jacksonville. Last year we went to Western end of I-10. This year it's the eastern end. Come see the beautiful "River City" and bring your FC.

If you move or change email, Please drop me a line

Thanks
Larry

Dues Due

Andy Amescua	5/2009	David Herrin III	2/2009
Mark Anderson	12/2006	Marsh Hesler	4/2008
Larry Ashley	9/2007	Robert Hickman	9/2008
Frank Avery, III	5/2009	Howard Horne	9/2008
Leon "Red" Badgett	3/2008	Jim Howell	8/2007
David Barclay	5/2009	Bill Hubbell	9/2007
W. Barden	10/2007	David Huntoon	11/2007
Bill Beckley	3/2008	Edward Iglar	3/2008
Gerald Berge	1/2009	Danny Jaeger	1/2009
Walter Berry	5/2009	Fred Johnston	5/2009
Ed Bittman	8/2007	Steve Kirkton	7/2008
Bryan Blackwell	5/2009	Kent Kischer	1/2008
Kenneth Boulan	2/2008	Michael Kuizen	3/2008
L Jr. Brent	5/2009	Paul Leimer	8/2008
Dan Brizendine	1/2008	Richard Lindgren	2/2008
Steven Brown	7/2008	Russell Long	11/2008
Russell Burgio	4/2007	Don Manen	3/2009
Les Campbell	12/2007	Herbert Martin	3/2008
Brian Carlson	2/2008	Robert Martzo	5/2009
Larry Claypool	8/2008	John McCardle	1/2008
George Conboy	11/2008	David McChesney	3/2008
Edgar Corson Jr	8/2007	Vern McIntosh	1/2008
Jim Craig	10/2007	James McLott	3/2009
Robert Crawford	3/2008	William Meglen	1/2009
Richard Dahmer	7/2007	Roger Moody	2/2008
Ray Davis	3/2009	Adam Morenski	12/1008
James Davis	8/2007	Kerwin Nailor	7/2007
Will Demastes	2/2007	Joseph Nelson	10/2008
Cap Devitt	5/2008	Dave Newell	5/2009
Mike Dickerson	9/2008	Don Palmer	12/2008
Jim Diell	1/2009	Chris Parisi	11/2008
Mike Dobie	1/2007	Del Patten	1/2008
Mark Domzalski	8/2007	Raymond Paul	8/2008
Jack Donovan	12/2007	Jim Pennell	1/2009
John Dozsa	9/2007	Paul Peterson	1/2007
Herb Duplant	8/2007	Vance Piper	8/2007
Jimmie Eanes	8/2007	Dennis Pleau	7/2008
Barney Eaton	12/2007	George Renz	5/2007
Harold Eigenman	8/2007	Lee Richardson	11/2008
Herbert Fick	4/2008	Donald Richmond	2/2008
Gayle Finch	11/2007	George Robson	8/2007
Jim Forgey	1/2008	Bill Rudolph	1/2009
Hugh & Peg Fowler	7/2007	J. Salazar	11/2008
William Garrison	8/2007	Tom Schrum	1/2007
Steve Geddes	10/2008	Paul Sergeant	8/2007
Dorsey Gilliam	9/2008	Steve Simmons	12/2007
Keith Graham	12/2007	Eugene Skalsky	12/2007
Richard Hall	8/2008	John Skowron	8/2008
David Hanks	5/2009	Tom St. Amand	3/2007
Duane Hayes	2/2009	Thomas Stingl	2/2007
Dennis Heis	12/2007		

Jeff Stonesifer	8/2008
Jim Stup	8/2007
Mike/Maria Sweaney	12/2006
Corbin Tayloe	8/2007
Robert Tidwell	5/2009
J. Tulley	8/2007
Steve Turner	5/2009
Richard Twardzik	11/2008
Tony Vizyak	7/2007
Edwin Walker	4/2006
Lon Wall	7/2008
Greg Walthour	4/2008
Bill Wash	12/2006
Charles West	8/2008
Rickie Williams	4/2008
Craig Wilson	7/2008
Ralph Woods	9/2006
Darrel Woofter	3/2008
Greg Wrobleske	11/2007
Steven Yeomans	7/2008
Richard Zabinski	6/2008



NOS AC spark plugs 42, 43, 44, 45, 46 & 47 FF, these are NOT "F" these ARE "FF" plugs. The odd #'s (43, 45 & 47) are extremely limited. These are still in the box. I do have a few R44FF also. If you want some for that SHOW ride, get them now! \$3.00 each. Don Richmond, 8220 Florcita Drive, Pensacola, FL 32534, email: flat-six145@yahoo.com phone: 850-380-7053 leave a message if I cannot answer.

Almost Uneventful trip to West Florida Show 2008

Ward Bourgondien

I decided to take the Rampside again and thought before I go I should replace the headlight switch because I would be driving in the dark towards the end of the trip. I got out a used switch and replaced the one that would not light the dash gauges. That is always a fun project but everything fell into place and I finished in about a half hour.

So I'm driving along and it starts to get dark and I turn on my lights and this switch doesn't light the gauges either but I knew that. I had planned ahead and had a small flashlight I used to check the gas gauge since that was the one I really needed to keep an eye on. About an hour or so from Fort Walton Beach a car comes up behind me and puts on his bright lights then passes me. I thought that was rather rude but I am in Florida and sometimes drivers aren't too good. Then about 15 minutes later a truck flashes his lights before passing me and I think that is the right way to do it. Then he pulls back into my lane and turns off his trailer lights. Now I think I know why the car put on his bright lights because the truck driver is trying to tell me I have no rear running lights. So I pull off the highway and walk back and see that I don't have any running lights but I did have brake lights because I could see them working when I pulled off the highway. Ok if the brake lights work do I want to drive with my foot on the brakes? I thought that idea out and think if the signals work... I go back to the cab and turn on my left turn signal on and it flashes. If I leave the turn signal on people will be able to see me in the dark. The only problem I see is the police might not like my quick fix.

Well I have no other choice so I'm back on the highway flashing away and I see a police car in the median but as luck would have it he pulls out before I get there. From that point I make it to Fort Walton Beach without any more problems. The next day my luck was holding out because Smitty from Virginia was there and he ran a wire from the battery to a rear light so I could hook it up to have rear running lights on my way home.

The moral of this story is that you really need to check your lights when you replace the light switch. I could be bad weather it is used or even a new one.

Eventful Trip home from the 2008 West Florida Show

The Rampside always runs good and gives me very few problems. So I headed out of the hotel and about a mile or two down the road the truck started to loose power. I got out and checked what I could through the back door and fine the distributor is not tight. I moved it until it ran smooth and I'm on my way. This problem happens again so I move the distributor again and make sure it is tight again. I'm on my way again and it is running like a top. Then about a hour later it just stops running. I tried to restart the Rampside and the battery acts like it is dead. I called road service and he trys to jumpstart the truck without any success.

I later find out that it is not his fault. I call Jim Simpson in Maryland because I knew him phone number to get him to look up Ed Lindsays phone number. I didn't have a CORSA directory with me which I always do, but not this time. Jim gives me the number I call Ed and he says to bring the Rampside to his house. The tow truck was still there so we loaded up and headed to Ed's house.

We unload and started checking why the truck would not start even with a charger on the battery. I had checked the points while I was waiting for the tow truck and had not put the rotoedr back in the distributor. After putting it in the truck started right up. The problem was the generator was not charging so while Ed and a friend looked for a good generator I removed the one from the Rampside. They found one and checked to make sure it worked before I put it on the truck. It is now afternoon and I'm headed out towards home again but the truck just doesn't feel like it is running right. Ok, I'll head towards I-10 and if it is still running rough I'll go back to Ed's house but it starts runnig just fine before I reach I-10.

So I'm tooling along for about two hours and I notice I'm loosing power on hills and the Hills in Florida are not big. It is time for a gas stop and I'll check it out then. The distributor is still tight and everything looks good from what I can see. I know route 90 runs just north of I-10 and if I continue to have problem I wont be run over by people doing 75 mile per hour. There is also the chance I'll find help on Route 90 if I need it. Well I did need help because a Florida State police car comes up behind me and turns on his lights. I pull into a church parking lot and he tells me I have no rear running lights. He take my information and goes back to his car and writes me up but he doesn't give me anything so I ask if he should have given me the ticket he just wrote. He tells me he just recorded it in his log book and that there the problem was probably just a fuse and that there was a place in the next town where I could get a fuse. I decided not to tell him I knew it was not a fuse problem and that I knew what the problem was. As I continued on I began to loose power again and decided it was a fuel problem. I ruled out the fuel pump and carbs and decided it was a fuel filter problem.

There is no way I'm going to get home with this problem so when I get to the next town I decide I going to rent a truck and trailer to haul the Rampside home. Remember shows end on Saturday night or Sunday morning and late Sunday and no rental places are open. It turns out that the only place open is a convince store with pumps. While I'm there the Florida State Police car pulls in that had stopped me earlier. He asks if I'm Ok and I tell him I need to rent a truck and trailer. He has me get in the police car and takes me to a rental place and it is closed. Remember Shows end Saturday night or Sunday morning. So it is now around 6:00 pm Sunday evening. He decides to call some other places and gets the same results. Then he calls a towing company to see if they have any ideas of a place that might be open. They say no but they could haul me home for two dollar a mile and they are close to me. They show up and I need to be home Monday morning for scan to see if my cancer is gone and I don't want to miss that appointment so I decide to have the truck hauled home.

The police officer says this guy is a real interesting person and I'll enjoy the trip home with him. He is not in his rollback when he arrives and he tells me there are some options. He calls his wife and has her call the airport to see if they are open so I could rent a car and drive home and get what I needed and come back and fix the truck. They are closed and he has her call several other places with no success. Option two is to take his old Ford pickup home and come back when I could to fix the Rampside and they would keep my truck in a safe place, one guys barn. I'm not to comfortable with the idea of leaving my Rampside with total strangers. Now this guy owns a bus company and got a big tow truck after one of his busses broke down and it cost him \$2000 to get it towed back to his shop.

Then he decided to get into the towing business because he could make money towing other people's cars and trucks. The police officer told me he started out using a bus to travel around the country teaching people how to make money in real estate. He got into the bus business when a guy from Atlanta sold him his bus company. I have to say he was very interesting and didn't appear to be the smartest guy in the world but you know that story about the good ole country boy.

I decided to have the Rampside hauled home and he calls his other truck to come pick us up and take us out to where his other rollback is stuck in the mud in a field. This is a old beat up Ford rollback that three of us have a hard time fitting in because of all the junk on the floor. We head out on back country roads to get the truck out of the field and while we are driving along the driver puts on the high beam headlights and they go out on the truck. The owner says we really should get this fixed the next time it's at the shop and I'm thinking we really should turn the lights back on because it is pitch black out here. His truck is down to the frame in mud and with a line hooked up and pulling the truck is not moving. The other truck driver suggest he start the stuck truck and see if it helps and it does. We go back to load the Rampside at the convince store. We load up and head out and as we leave the pump he tells me he need fuel but we'll stop at a truck stop down the road. About a half hour later we are running along and he slows down every once in a while and I finally ask if he is doing it when other trucks pass. I trying to be nice in the way I ask because I know that is not the reason. He tells me he need a fuel filter because his is clogged up and make the truck slow down for lack of fuel but the truck stop can replace the filter. Sound like you've heard this story before? Well we stop at the truck stop and find out that it will be two hours before they can change the filter so we haed out for the next truck stop, three truck stops later we still don't have a new filter and the truck is now slowing down more often and to a much slower speed. Six hours later we are on I-75 doing anywhere between 45 miles per hour tops and down to around 25 miles per hour. I'm watching the rearview morrow because I know we are going to get plowed into by someone at the speed we were traveling. I also notice he is driving off the shoulder of the road occasionally which is not a go feeling but we have been on the road for eight hours if you could going to get the truck out of the mud. We make it to the town outside were I live and I have him unload me there because I can get the Rampside home from there without any problem. So I left the show around noon Sunday and was home with my Rampside at 7:00 am Monday but the police office was right it was a very interesting ride home.

Ward Bourgondien



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VALVEETA HAS IT COVERED! FROM STUMP PULLING TO PETAL PUSHING!

Recently the company I work for was looking for a little different campaign to launch a new product. I work for Ball Horticultural—PanAmerican Seed Company. We are part of the worlds largest flower seed producers, developing product for the international landscape and gardening industries. When you see flowers for sale at a home or garden center, they are most likely Ball—PanAm products.

This year they wanted a new yet unique look to launch a new “Zahara” Zinnia. This all started with a representative from the marketing group spotting my 1964 Greenbrier in the parking lot. A cell phone photo was carried back to the company headquarters in Chicago. Weeks later a staff photographer was directed to get some “better” shots of Valveeta, in order to develop an idea. I was asked if they could use the van in a picture of two. This is not the first time Valveeta has caught someone’s eye. I’m sure all of you have experienced people’s interest in our Corvairs. Just more reason to get them out of the garage. There have been a few photo adventures with this van over the thirty years I have owned it. This would include posing as a news van in a TV pilot that never got picked up or sold, called “1968”.

After all the company marketing people had reviewed the test shots, a date was set. This would have to coincide with the Zahara Zinnias being mature enough to be photographed. Isn’t that just like a star or celebrity? Always have to wait for them to be ready! Valveeta is all set to go any time! Cheeesh!

The photo day finally arrived. I was later provided with a fake pair of old style California license plates with Zahara on them. The van was loaded with flowers and as a final surprise, they wanted a co-worker and me in some of the photos. An interesting thing about this kind of project in today’s age. No longer are pictures taken, developed, reviewed by marketing staff, changes made and a second shoot scheduled. In this digital age, the marketing director was calling for changes on set, from his office computer in Chicago 2000 miles away. The idea of this being a simple shot on one page of the catalog, had suddenly exploded. “The color is right”, “The style is unique”, “The look is what we were envisioning”. What more could be said about a Corvair?

Over the next couple weeks I received several emails describing how excited the marketing group was. They indicated a possible cover shot and even a video from still shots blended together. Check out Youtube “Zahara Zinnia”.

When the 2009 PanAmerican Seed catalog came out in March, I was delighted to see Valveeta on both the front and back pages. They even made a flip-card animation of the van being loaded by myself and driven away.

April this year was the big international flower show month for wholesale growers in California. At the PanAm event, Valveeta was displayed right out front sporting those fake Zahara license plates. It happened that a lot of commercial flower growers are also motor-heads! Who would have thought? A lot of photos were taken of the Greenbrier. I also managed to have some CORSA and Corvair literature available. I was even asked to pose with the “Flower Bus” a few times.

So there you have it. Yet another adventure for my 1964 Greenbrier. I would have never thought some 26 years ago, while pulling out old tree stumps, that this same van would be pushing flower petals and gracing the company catalog. Just another reason to get your Corvair out of the garage and let people see it on the road. Who knows what adventures are in store?

Dave Palmer
Ventura County Corvairs
Corvanatics
CORSA



Falling off the Wagon

by Bob Marlow

First, a little background: I have been a member of Corvanatics for more than 30 years, and as I write I cannot remember the number of FCs I have owned through the years. Somewhere around a dozen, I think. Count Corvairs car and the number is far higher, somewhere north of 60.

But in recent years I have had my affliction under control. The last Corvair I bought, I bought more than nine years ago. I own only one FC, the same 1964 Greenbrier that my father bought in January of 1966. With that Greenbrier, plus one early model coupe and one late model coupe, I have been feeling good about the grip I held on my condition. Three Corvairs not only seemed reasonable and manageable, but with a three-car barn on our property, there was a place for everything and everything was in its place.

Well, after more than nine years on the wagon, I took another drink: I bought a Rampside.

But understand, I just had to do it! This particular Rampside belonged to a longtime member of my local club, so it was a known quantity. It is in above-average condition, particularly with regard to rust, of which it has almost none. It is running, licensed, and in need of only the most minor of work. Except for one repaint, it is original, with the correct original engine, and with just 44,000 miles. Given that my wife thinks Rampside's are cute and that we live on more than six acres, I had to do it!

As with anyone who backslides, there is a price to be paid beyond the price of the drink itself. That three-car barn can't hold four, and so something has to go outside. Being unable to do that to a Corvair, I evicted my modern car from its cozy home in the two-car garage attached to the house. Never mind that we will in fact be using this Rampside to haul stuff, including mulch, hay, feed, wood and more, it lives indoors when not in use.

And acquisition of this Rampside has also upset the balance of power. My three Corvairs faced off against Sue's three cats, in a kind of domestic detente. Get another Corvair, Sue would say, and I'll get another cat. Get another cat, I'd counter, and I'll get another Corvair. She may think Rampside's are cute but she will have no problem saying goodbye to the '66 500 or the '64 race car.

Except that, like all who are truly afflicted, I can't let go. Yes, I should sell something to make room for the newcomer. But I find the very prospect of that to be as distasteful as she would find having to give up one of the felines. Cats are not surrogate children (at least, that's what their soccer coach told us) but they certainly become part of the family. If a stray were to show up at our door, should one of the others go if we took in the stray?

So for the moment, the Rampside has joined the family, which has in effect put it and the others on probation. In about a year's time, one of these four Corvairs will probably be asked to move on, to find a new home. But for the time being, I am enjoying a new Corvair.

There are worse drinks one could take.

CLASSIFIEDS

For Sale Item

1963 Rampside white with red stripe 164 ci truck engine
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garaged since
\$6800 Located in Central Florida
Ward Bourgondien
352-347-0393



For Sale: I have a white birch plywood blank for the optional table for the Greenbrier. It is 2' x 4' with a cut-out for the window handle and slight angled cuts at the other side. It is ready to finish and the price is \$50. My name is J C and the phone # is 818/362 3489

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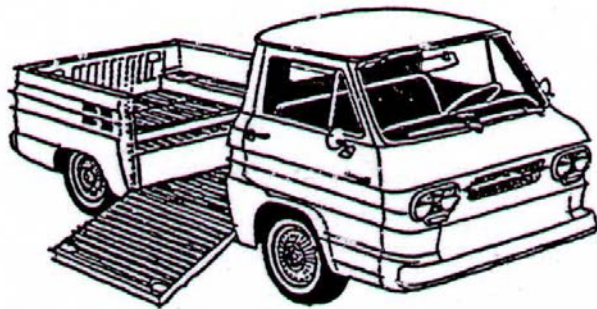


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