

# Corvan Antics

July/August 2015  
Volume 43 Issue 4

Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of the

## Corvanatics

The Forward Control Corvair People



## Riding with the President 1

by John Nickel

This will be my last Riding with the President after six years as your President. It has been a lot of fun and I am very happy that I was able to preside at every meeting except the last one in Knoxville. Thanks to Ken Hand for filling in for me while I was having Surgery on my infected toe. Apparently the meeting went very well, and it serves me right for not being there, since you all elected my 18 year old Grandson, Christopher to succeed me as your President! Congratulations to Chris and thank you for electing me as your Eastern Director. I will continue to serve you as I have in the past and will be helping Chris with his duties, if he wants me to.

Obviously, I did not bring the 64-8-Door, which still awaits its differential re-build and neither did I bring Marshmallow (UV452), since she needs a bit more work to be reliable. I was

*Continued on Page 4*



## Riding with the President 2

by Chris Nickel



This is my first "Riding with the President." I just graduated from high school in May. I feel that even though I am young, 18 years old, I can bring plenty of young people and bright new ideas to make the Chevy Corvair appealing to younger people but also keep its antiqueness. As you all may or may not know, I am John Nickel's grandson. I was in the Army Junior Reserve Officers Training Corps for all of my four years of high school. There I learned how to be a great leader and learn how to better myself and help better others. Since I am fresh out of high school I know what younger kids like and don't like. I plan to bring at least five younger people into the Corvair world by the next convention and hopefully influence them to bring younger audiences into the Corvair world too. I am very intelligent and I am full of thoughts on how to make the Corvair last for another 45 years.

*Continued on Page 4*

# Corvanatics Merchandise

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Item	PDF	Mailed
Corvanatics Jacket/Hat Patch	N/A	\$2.50
Corvanatics Window Sticker	N/A	\$2.00
Corvanatics Magnet	N/A	\$2.00
Corvanatics Lapel Pin	N/A	\$3.00
Corvanatics Key Fob	N/A	\$8.00
Corvanatics Hat	N/A	\$18.00
Corvanatics Roster*	Free	\$2.00
Powerglide Transmissions booklet by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3 booklet set: <ul style="list-style-type: none"> <li>• Paint Codes (includes cars thru 64)</li> <li>• Prices and Options</li> <li>• Paint and Trim Combinations</li> </ul>	Free	\$5.00

*Closeout Sale - When these are gone, they're gone!*

Item	Size	Price
2014 Convention Poster <b>Closeout sale – soon to be a collectible</b>	24"x31" Shipped rolled <b>(only 8 left) GONE</b>	\$40.00
Corvanatics Canvas Tote Bag	15 1/2" tall x 15" wide	<del>\$40.00</del> \$6.00
Corvanatics T-shirt	Small <b>(only 2 left)</b>	<del>\$12.00</del> \$6
	Medium <b>(only 3 left) GONE</b>	<del>\$12.00</del> \$6
Men's Polo Shirt	Small <b>(only 1 left) GONE</b>	<del>\$18.00</del> \$8
	Medium <b>(only 1 left)</b>	<del>\$18.00</del> \$8
Women's Polo Shirt	Medium <b>(only 2 left)</b>	<del>\$18.00</del> \$8
	Large <b>(only 3 left)</b>	<del>\$18.00</del> \$10
	X-Large <b>(only 2 left)</b>	<del>\$18.00</del> \$10
	XXL <b>(only 1 left)</b>	<del>\$22.00</del> \$10

Corvanatics  
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Membership and Merchandise payments can be made through PayPal [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com)

Roster only available to current members send request to [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com).

Details and pictures at: <http://www.corvair.org/chapters/corvanatics/merchandise.php>



# From the Secretary *by Molly Bacon*

The Winner Is **Timothy Palmer**

\$10 Clark's Gift Certificate

Remember, you can only win one of these if your dues are current



Hi all,

Hope everyone is enjoying the summer and is out driving there FCs. I might actually get to start driving one of ours. We decided to keep the 63 Corvan (our story to be in a later issue) to replace our work truck that we traded in for a new truck for Chris. It actually goes down the road. Now, if I can figure out the infamous mystery shifter.

We had a great meeting at and convention. You will find the meeting minutes and the annual financial statement elsewhere in the newsletter. I'm sure you've noticed we have a new president. I think it is really exciting having Chris Nickel as our president. I can see some new and exciting things happening in the future.

## WELCOME !! to our new members

Nolan Grant	GA	1961 Rampside
Steve Braverman	NY	1964 Greenbrier
Christopher Nickel	TN	
Edward Shannon	FL	1960 500, 1969 Monza
Mike Tidwell	TX	1964 Rampside, 1965 Greenbrier, 1965 6 door

## Welcome Back!!

Raymond Paul	GA	1961 Rampside – rejoined after a 2 year absence
Paul Sargent	MO	1961 Rampside – rejoined after a 8 year absence

Please encourage any FC owner you see or communicate with to join Corvanatics. I can provide you with a PDF of a welcome letter and membership form you can print and pass out. Just email me at [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com) or call me to have printed ones mailed.

## Dues Due!!

Everyone should have a membership card. Please let me know if you don't or have misplaced it, I will send you another one. It has your "Good till" membership dues due date on it, so everyone will be able to keep up with when to send in their dues. That way your name doesn't get published in the newsletter and you stay eligible for the gift certificate giveaway. Send those dues in on time or even early and pay for multiple years, too! Paying early doesn't cheat you of any time on your membership. It will be renewed to the number of years from your current due month.

## Last Chance

We still have a few members on the last chance list. This list is folks who are seriously overdue. If you are on it, this is your last newsletter unless you pay your dues. There is no penalty. Please pay up so this list goes away and you become eligible again for the gift certificate drawing.

## Due March and April

You are **NOT** eligible to receive a gift certificate even if your number is generated.

Andy Alexander	Mar 2015	Tim McCann	Mar 2015
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# From the Secretary *by Molly Bacon*

## **Dues Already Owed**

### **Due May and June Second notice**

You are also **NOT** eligible to receive a gift certificate even if your number is generated.

Edwin Clapper	May 2015	Bruce Alexander	June 2015
Daniel Gabbert	May 2015	Bill Fenemore	June 2015
Marlon Weyand	May 2015	Silas Johnson	June 2015

## **Coming due in the next two months (early reminder)**

**Due July and August – coming up, pay now!** Stay eligible for the gift certificate drawing.

Rick Buck	July 2015	JC Ash	Aug 2015
James Cheek	July 2015	John Bailey	Aug 2015
Harold Dexter	July 2015	Chad Barrett	Aug 2015
Ken Hand	July 2015	Jim Cheek	Aug 2015
Terry Kalp	July 2015	Dick Dean	Aug 2015
Norbert Laubach	July 2015	Dennis Dorogi	Aug 2015
Kelly Macfarlane	July 2015	Ray Langley	Aug 2015
Eddie Meadows	July 2015	Frederick Marsh	Aug 2015
Fred Palmer	July 2015	John Mellies Jr	Aug 2015
JR Read	July 2015	Daniel Monestario	Aug 2015
Larry Sherwood	July 2015	Bob Mooney	Aug 2015
Benjamin Stiles	July 2015	Michael Pfungsten	Aug 2015
Jeff Stonesifer	July 2015	Joe VonDerHaar	Aug 2015
Duane Wentlandt	July 2015	Lon Wall	Aug 2015



Click on photo link to view train ride



Click photo link to Alex Becker's autocrossing his Loadside

Remember, your dues can be paid for more than one year at a time. When you pay your dues, you will be sent an updated membership card with your new expiration date. Dues can be paid from the website with PayPal or sent "snail" mail with a check or money order.

Thanks, Molly Bacon

## *President 1*

*by John Nickel*

*Continued from Page 1*

able to go out to Knoxville on Monday and see some of the early attendees and to bring the Rally instructions for Jeff Barrett to run the Rally with. My surgery went well and on Friday Barb and I traveled back to Knoxville to visit and attend the Awards Ceremony and also to retrieve Chris to help me around the house until the 5<sup>th</sup> of July when his parents took him back home to Clarksville, TN. As of the 7<sup>th</sup> of July the stitches came out and the amputation site looks great! It has healed well enough for me to Mow (Hay) my yard for the first time in a month.

Thank you all for your support and I will still be working for you on the CORSA Board as an Eastern Director as well as Eastern Director for Corvanatics. Let me know your needs.

John Nickel

## *President 2*

*by Chris Nickel*

*Continued from Page 1*

I would like to thank all of the Corvanatics Board Members for supporting me. I would like to thank everyone who came to the Convention because without all of you Corvair inspirers we wouldn't have these conventions. I would like to thank all of the volunteers who worked at registration and all the vendors who had great stuff to sell. I look forward to seeing all of you next year in Springfield, Illinois.

With all the greatest thanks,  
Christopher Nickel

# Farewell to an Old Friend

by Bob Marlow

In the March/April 2015 issue of Corvan Antics, there was published an article concerning my decision to offer for sale the 1964 Greenbrier that my father bought in January of 1966. It did not take long. After more than 49 years in our family, the Greenbrier was gone by late May. With it went a lot of memories.

This was not my father's first Greenbrier; in fact it was the sixth Greenbrier he had purchased, starting with a showroom-new '61 in the fall of 1960. All of these Greenbriers were used for business purposes – with the exception of this last one. This one was a lightly-used and heavily-optioned 1964 model, with the Deluxe Equipment Package, and it became a family car.

One of the earliest trips I remember our taking in it was a vacation with the entire family, including grandparents. I remember our dog, a German Shepherd, preferring to travel curled up in the passenger foot well, where he could keep an eye on my father. I remember traveling with my father to the long-gone Reading, Pennsylvania, Fairgrounds and with racing friends who went on to be principals in the CART IndyCar organization.

When I got my driver's license, I began to drive the Greenbrier and did so all through college. One memorable trip from that period included me driving the Greenbrier, a friend driving a 1960 VW bus, and 13 people collectively, all of whom had to cram into the Greenbrier when the VW gave up the ghost in Maryland. We had three across the front seat, four in each of the next two rows, and two sitting atop the engine compartment... for hours!

One of my most enduring memories has been of the 1969 moon landing. My father and I were in the Greenbrier, driving southbound on the Garden State Parkway, listening to the radio. I can still point to the very spot we were passing when we heard "Houston, Tranquility Base here. The Eagle has landed," and I think of that moment every time I drive by.

By 1976 the Greenbrier's ownership passed to me and I took the van to the '76 CORSA Convention in Valley Forge. In the 1980s, it appeared on the cover of the CORSA Communique.

Years passed and the van stayed with me, always licensed, insured and running. It was driven infrequently but remained road-ready. As noted in the earlier story, when my wife and I were courting we drove it in a July 4th parade, and I was carrying the engagement ring with me – she said, "Yes" that evening.

A few years ago I drove it to my 40th high school reunion, the only one out of more than 700 graduates in that baby-boom peak year who still had the car he drove in high school.

It had its 50th birthday last year and next year it would have been



**(left to right): Ernest Eanes, the buyer's brother; Bob Marlow, the seller, and Jimmy Eanes, the buyer.**

in my family for 50 years. For a long time I thought that it would never be sold. The van was very much a part of the family for all those years. It is the only car that every member of my family drove. Passengers through the years included everyone from my long-gone grandmothers to the late John Fitch.

But my wife and I are moving, downsizing, and as a keepsake a Greenbrier is rather large. I only drove it once in the past year. If I was not going to drive it, I could not see continuing to own it. So on May 18 a gentleman from North Carolina came to New Jersey, paid my price, and took ownership.

A friend from my local club came by two days before that to make some videos of the van for me, and I found that I could not speak on camera without getting a catch in my throat. I had some conflicting emotions the evening before it was to leave, but on the appointed day I was comfortable with my decision and I remain comfortable with it.

The buyer is a multiple-Corvaair owner who promised to take good care of it and demonstrated his intent by coming here with an enclosed trailer in which to transport it to its first home outside of New Jersey. My wife, who is by no stretch of the imagination a "car person," lovingly placed her hand on the van just before it went into the trailer and said to it, "Good-bye, we'll miss you." She was right. But it was time.

# Annual Meeting

by Molly Bacon

Meeting was called to order by Ken Hand at 7:58. The minutes from the 2014 meeting were read. They were moved to be accepted as read, seconded and approved. The financial statement was read, moved to be accepted as read, seconded and approved.

## Old business

Steve Spilatro asked what the donation amount ended up being. It remained the same at the \$500.

Mark Corbin said that the door anti-rattle devices he was working on are now offered by Clarks.

As for the Tacoma convention; there were three co-chairs; John Nickel, Ken Hand, and Dan Davis. Every one of the co-chairs tried to keep it on track.

There was not enough help. It was in the wrong area at the wrong time. It was a loss, but CORSA will always absorb the loss instead of the chapter. It was not the fault of Corvanatics. There were only 350 total registrations. Chris Nickel expressed his thankfulness for the ex-

perience of learning the registration process.

Tom Hulsey of CORSA NC reported that a Rampside had been donated to the North Carolina Transportation Museum. Their chapter sponsored the restoration. They then asked to be able to put the Rampside on display at the fall Autofest in Raleigh. This display generated a lot of activity. It is a great promotional tool. This fall the Make-A-Wish Corvaire will be displayed at the Autofest.

Mike Hall announced that the Corvaire Preservation Foundation's (CPF) scholarship was not awarded this year due to lack of funds. He also mentioned working with the Meet the Makers presentation where there were 20 workers from Willow Run Assembly Plant present. There were no workers from the St. Louis plant where the FCs were built. The chapter that Mike is a member will host the 2016 Convention in



## Gary Becker collects his door prize from newly elected Corvanatics President, Chris Nickel.

Springfield, IL. He also mentioned that CPF items are being moved to the Hall of Fame Museum in Decatur, IL.

Ken Hand announced that the Corphibian is at his shop. He received a phone call from a guy about getting it back in full working order. He was surprised that Ken had heard of it and knew what it was. Ken said he will do an article with some pictures in the near future. Tim Shortle asked who built it. It was four engineers from GM. Ken has talked to one of the engineers' sons.

## Election nominations

Ken Hand nominated Chris Nickel for president. It was seconded and approved.

Ken Hand was nominated for Vice President. It was seconded and approved.

Sam Chris was nominated for Central Division Director. It was seconded and approved.

Tim Schwartz was nominated for Director At Large. It was seconded and approved.

Tim Shortle was nominated for Western Division Director. It was nominated and approved.

Both Ben Stiles and John Nickel were nominated for Eastern Division Director. Both nominations were seconded. A vote was taken and John Nickel was elected by majority vote.

The meeting was turned over to the newly elected president, Chris Nickel. Chris hopes to

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**Ken Hand stepped in to preside over the meeting after illness took out John Nickel.**

# Annual Meeting

by Molly Bacon

*Continued from Page 6*

encourage more young people to become interested. He hopes to explain to them why he wants to be involved and to own a Corvair. He feels we need to look to other car organizations' conventions to see how they succeed.

## New Business

There was no new business.

## Any projects

Gene Barr, Central Florida Corvair Club, had someone offer him a 1961 Corvan. He said he'd sell it to him for no more than what he paid for it, \$35. It has side doors with windows, black in and out and has shag carpet. Gene hopes to restore it to be white with a gray stripe and add Kia Van recliner seats.

Tim Schwartz asked how many drove their FCs. There were 6 and 2 came on trailers. Dale Dewald drove the furthest, over 1000 miles coming from the Upper Peninsula of Michigan.

Mike Hall wanted to know if anyone was looking for a rust-free Rampside from Las Vegas. It was bought off of eBay; the owner drove it around the block and did not like it. It's black and white, with a digital dash and bucket seats. He wants what he paid for it, \$14,800.

Another attendee has an original stainless steel camper top from Caribou Co. It's from Arizona. He doesn't have room for it. It's over the cab one foot,  $\frac{3}{4}$ " Marine plywood. Has a door on the side and jalousie windows. It does need work.

Alex Becker from South Dakota, he and his dad make custom parts for FCs. Countryside Corvairs.

John Policella is looking to fabricate the plastic lens for 64 Ramp sides and 64-65 Greenbriers. Wants to know what interest there might be. A prototype will be about \$40.

Chris Nickel is interested in doing resto-mod Corvairs; modernizing interiors and mechani-



**Tom Hulsey won the auction for a pair of reproduction FC reflectors. Chris Nickel collects the money and hands over the reflectors.**

cals, fuel injections and disc brakes. It was suggested that he needs to do one and show it to get interest.

Ken Hand has designed dual disc clutch that is for racing that is also streetable.

Greg from Houston is interested in putting stock bucket seats in his Rampside. Ken Hand wrote a tech article on installing aftermarket reclining bucket seats.

The reproduction reflectors that were donated by Craig Nichol last year were re-donated back by Gary Moore to be auctioned off. Tom Hulsey purchased them through an quick auction for \$100.

The meeting was adjourned and door prizes were given away.



**There weren't many easy seats left as Corvanatics members crowded into the meeting room at the Knoxville Marriott for the June 24th Annual Meeting.**

# Rampside Road Trip to Nats

by Gary Moore

After trailering our red Rampside to Tacoma last year and having the wheel fall off the trailer, (Sept/Oct CorvanAntics) Helen and I decided to drive the Rumpy to Knoxville this year. I had rebuilt the front end during the winter, replaced the gas tank and gas lines, put in a dual master cylinder and new shocks and put on four new tires, so why not? And it was running great thanks to some fine-tuning the week-end before by Scott Allison and Mike Dawson at our Kansas City club's Working Tech Session.

With all those new parts underneath it, Helen insisted on putting it in Concours again. We had



**Madison, the hotel bellhop, enjoyed using the Rampside's ramp.**

been dinged hard on the undercarriage in Tacoma so while I had the front end out of it, she crawled underneath and cleaned it up. The week before we left we cleaned, polished, painted and repaired things. Helen even made slipcovers for the seats so the Clark's fabric would not get dirty. We've always lost points because the horn button wouldn't honk in three places, and until this year I could only get it to honk in two. This year you could breath on the button anywhere and it would scare the dickens out of anyone close.

The morning we left we woke up to sunny skies. Fifteen minutes before we started loading suitcases a small pop-up thunderstorm

broke out just north of us. It quickly spread to cover all of northwest Missouri. As we traveled east it traveled with us. We found out where the truck leaks—everywhere! We stuffed shop towels in the corners of the dash and a bath towel behind the seat. By nightfall we reached our hotel in Owensboro, KY where the exit closest to the hotel was closed for construction. Of course the alternate route the GPS wanted us to take was covered by a flash flood. An hour later we found two other Corvairs from Kansas City already in the hotel parking lot.

The next day our little group stopped in Bowling Green at the Corvette museum. Two of the guys stayed to take the tour of the GM plant but the rest of us had meetings waiting for us in Knoxville. We all decided to drive through Daniel Boone National Forrest instead of taking the Interstate. It was a beautiful drive, although it was sunny and hot. We stuffed the shop towels in the heater vent instead and put the bath towel in the bed to dry out.

A few miles north of Knoxville we saw, actually heard it first, the first Corvair not in our group. Michael and Tracy LeVeque silently eased up to us. Just as I noticed a car next to me Michael dropped a gear and gunned it. He shot past us with a roar. I jumped a little, but did not dent the roof.

We spent most of Tuesday cleaning the truck and going to meetings. In the afternoon we drove to the Unit 6 operations check. Luckily we did a pre-check before we got in line. We discovered we had electrical problems due to all the rain; none of the rear lights were

*Continued on Page 9*



**Willard Moody's '61 Rampside Camper earned Concours Silver with a score of 95.19**



Dale and Marilyn Dewald always put on a good show autocrossing their rare '65 Greenbrier. Their times are also very competitive.

## Rampside Trip

by Gary Moore

*Continued from Page 8*

working correctly. I started cleaning the grounding contacts with an emery board we found in the goody bag and some wire brushes out of our tool kit. I got everything working correctly except the temp/press light—can't win 'em all. At the banquet Friday night we found out that all our work paid off. After barely making bronze in Tacoma, we got a 95.4 Silver just .6 points from gold. By the way if you were wondering our truck came in second for the farthest driven Concours vehicle at 800 miles. Dale Dewald drove his Greenbrier 1100 miles and still qualified for an award.

Thursday night a bunch of us stole Mike Hall's orange eight-door Greenbrier while he and Rhona were on the Riverboat Cruise. Because I was the only one with an FC Drivers License I drove. We ended up



With a rain threat, Saturday's car show was moved to the covered parking garage. Russ Thuleen's short Loadside got lots of attention.

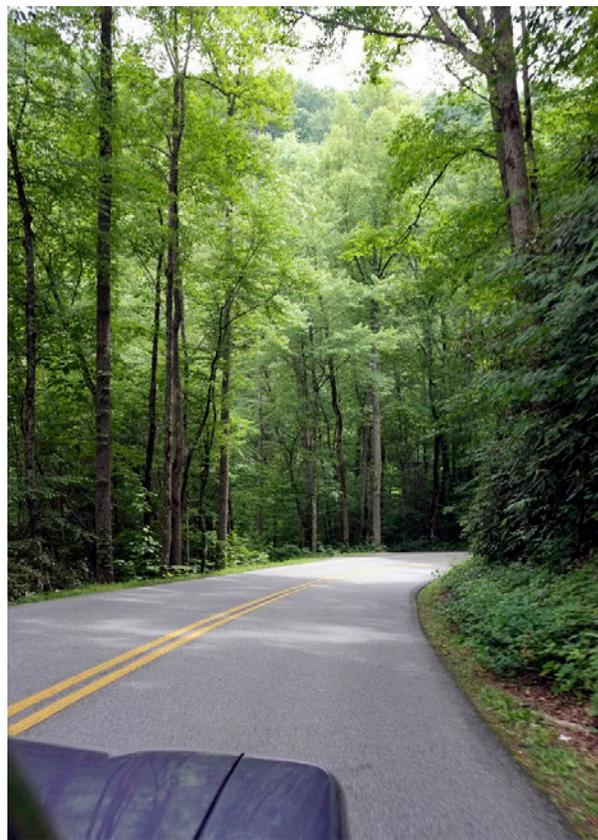
## Corvan Antics 7/18 2015

in Market Square at the Tomato Head Pizza Shop where they promise they don't own a can opener. Bottle opener yes, they had some good local ales, but everything else was homemade. Back at the Marriott I gave free parking lot rides in Mike's van. (Editor's note: I did not partake in the beer, Mike.)

Autocross on Friday was fun. We arrived after lunch to watch and take pictures for the CorvanAntics. We got some good video of the only two FCs racing, Dale and Marilyn Dewald in their Greenbrier and Alex Becker in a Loadside. Alex had the most exciting finish by doing a 180 at the finish line. We did not get a good picture because Helen was busy jumping behind a tree. Dale Dewald reprised his nine-occupant Fun Run and Helen rode along. If you want to know what it's like to Autocross a full Greenbrier watch the following YouTube video.

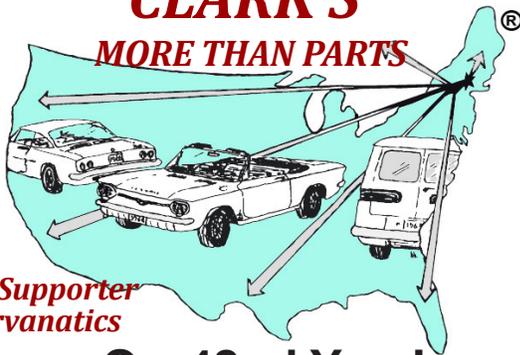
<https://www.youtube.com/watch?v=axt-87nSjZk>

The Knoxville club and the other assisting area chapters should be commended. This was a smoothly run convention. They had a back up plan for every contingency. The People's choice car show ended up in the Convention Center's covered parking because of rain on Saturday and nobody missed it being outside. A thoroughly enjoyable time was had by all. Way to go Knoxville!



The routes for both the Rally and Economy Run took participants thru the scenic, twisty roads of the nearby Smokey Mountain National Park. The drop in temperature in the forrest was welcome.

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**CORVANATICS** is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September, 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and 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. Dues are \$10.00 per year and must be sent to the Secretary/ Treasurer accompanied by a membership application. See directory on this page for address. Applications available on website or from Secretary/Treasurer.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. All of these can also be sent by email to: [CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com). Technical material will be sent to the Technical Editor for review. Authors are also asked to submit a photograph of themselves for the article.

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. Please remember that this is a every-other month newsletter, it is more suitable for advertising services than for selling items.

# Richard Jenkins Health Report

You may have this information already. Richard is one of our members. At the meeting he was sitting in the front row almost in front of me. I have sent a card from all of Corvanatics.

### Taken from the July Connecting Rod.

As many of you know, Richard Jenkins became ill while attending the CORSA National Convention in Tennessee and he and Sara had to leave to get medical attention for him. He has been in the hospital in Rock Hill, SC for a little over a week now, where they have been running extensive tests trying to figure out exactly what was wrong. I just received a phone call from Ronnie with an update on his dad. The diagnosis is, Richard has Leukemia. They are preparing the paperwork now so they can move Richard from the Rock Hill hospital to CMC Main in Charlotte, where they will be treating him with Chemo treatments. Ronnie said the doctors told the family that Richard's Leukemia is not curable, but that it is treatable. Ronnie and all of his family ask that I please let everyone know they realize everyone is concerned about Richard, just as they are and they greatly appreciate all of the prayers that been sent up for his dad as well as all of the many phone calls they have been receiving. But at this time and until things get more settled, they are requesting that no one call them to get any more updates on his dad. He said his family is just under so much stress at this time, trying to stay strong for each other and Richard, that it is just too difficult for them to talk about it right now. In addition to this they are of course staying at the hospital with Richard, making their ability to talk even more difficult. Ronnie ask that I let

everyone know he will keep me (Dee) posted of all updates concerning his dad and I will pass them along to everyone as I get them. He also asked that everyone continue to lift his dad as well as his entire family up in prayer as they go through this extremely hard journey. Keep Richard, Sara and all of the Jenkins family in your prayers. And pray for God to touch the hands of all the doctors and nurses that will be working with Richard. Will be sending out another update just as soon as I hear more.

The last I've heard he is in the middle of his treatments doing as well as expected.

*Molly Bacon*



**Jerry Murray provided this information about this photo. Took the Rampside to the Va. Vair Fair and was awarded first in my class and best of show! The Rampside has logged 12,000 miles since its completion last September. It is my daily driver and has AC !**



**Steven Spilato and Gary Moore display the awards given to the Corvanatics website and newsletter. Good job.**



**So, I was thinking about painting the house. But suddenly it's looking better than the neighbors! Dave Palmer**

# Corvanatics

## Income Statement

### as of 6/22/2015

**Starting balance – \$5739.85**

#### Income

Convention income – \$377.91

Dues Collected - \$2220.00

Merchandise sold - \$887.75

Donations - \$10.00

CD Interest - \$4.83

**Total Income - \$3500.49**

#### Expenses

Convention expenses - \$369.89

Newsletter - \$798.53

Merchandise - \$175.92

Hats

Postage - \$225.51

Miscellaneous office supplies - \$55.76

PayPal fees - \$44.97

Newsletter Editor Award - \$10.71

**Donations - \$1100**

CPF - \$500.00

Make-A-Wish - \$100.00

Scholarship Fund - \$500.00

**Total Expenses - \$2781.29**

**Balance - \$6459.05**



Ben, Emma and Cora Stiles enjoy breakfast under their awning at the LCBC Church show in Manheim, PA

## *Ben's Bus Attends Local PA Shows*

*by Ben Stiles*

We (Ben, Lynn, Emma, and Cora Stiles) attended a few car shows recently with our 1962 Greenbrier, Ben's Bus. First, we attended a local show in Quarryville, PA on June 6. The date of this show always coincides with the day that Ben rides 51 miles on his bicycle to help the farmland preservation efforts in beautiful Lancaster County, Pennsylvania. The car show, and walking around to loosen those sore bike-riding muscles, is always enjoyable.

The other car show we attended recently was held on June 13 at LCBC Church in Manheim, PA. With an estimated 2000 show cars in attendance, you can be sure to see just about any kind of vintage car out there. We were the only Corvair FC in attendance, though there were at least two Corvair cars and several vintage VWs in attendance, including three early split windshield buses, the German precursor to our beloved FC class.



Strolling at the Quarryville, PA show.

# The Story of Our 1962 Greenbrier

by Merx Krull and Loretta Prosser

Something I had always wanted to do was to rebuild/restore a 1953 GMC 5 window. (I am also a 1953 vintage). It took eleven years to complete the project. Loretta and I rode around in it for a couple of months then we put it up for sale because we wanted a vehicle that could transport the whole family. I soon caught the van bug so we started looking for a conventional van circa 1967.

Then my brother-in-law came home from Arizona with a '63 Monza coupe. Ah Ha! We found that Corvair made a van! We joined Western Canada Corsa, and after a two-year search with Bording Ostergaard's help, Loretta and I found and purchased a '62 Chevrolet Corvair Greenbrier in the spring of 2002. It was stored in a shed in Sherwood Park, Alberta where it had sat for about ten years. It was purchased new from the Chevy dealer in Vulcan, Alberta.

I fired up the van under Bording's supervision and took it for a tour around the farmyard. All seemed fine, the deal was made, the temporary licences taped in the windows, and off we went to see Bording's favorite mechanic. He changed the engine and transaxle oil and assured us that it was ready to make the big trip over the mountains from Edmonton to Salmon Arm, BC if we took it easy. Luckily, we decided to stay at a friend's place before heading out. I asked Frank to drive the GB around the block a couple of times while I hung out at the back. I determined that the rear bearings were totally shot. Frank found an auto carrier and we had it transported to Salmon Arm. Thanks Frank!

The van was now parked in the carport. BIG THANKX! to members of Western Canada Corsa for all the email help with some of the basic details. With the aide of my brother-in-law, the rear bearings were pressed out and new ones pressed in. Ah, much better. I dropped the engine and replaced all the seals and de-flashed the heads (air cooled!) and replaced the mounts and spruced up the engine compartment. That is when I realized that the unibody frame near the rear suspension had cracked. Judicious use of Porta Power tools brought things back and the frame was welded.

The exterior had seen better days and I started looking for someone to spiff it up and repaint it. Any of the usual places wanted an arm and a leg and a mortgage (a lot of money). I decided to go to the Salmon Arm High School auto body shop to see if there would be any interest. The teacher, Jason Inkster, was very interested as were three



students. I offered to pay costs of paint and supplies and let them work on the van for as long as there was learning happening. Eight months later, the van was done. The students were motivated all the way through the process. They had done an excellent job and the students were very proud of their work. It is now a daily driver seven months a year. It is fun to drive and very reliable.

People young and old love the van and do not hesitate to wave, or come for a closer look, or even to stop and say, "Hi!" and ask lots of questions.



Many have never seen a vehicle like this one. We have entered it in local car shows. Our Greenbrier hasn't won any trophies (yet), but, then again, it is up against a lot of top-notch vintage vehicles!



**Sanding, bodywork, sanding, primer, sanding, final Paint, assemble, viola a Greenbrier.**



Robert Elwood's '62 Rampside earned a Gold Award in Concours with a score of 96.37

*CorvanAntics*

*newsletter*

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