

Celebrating our 42nd year.

Corvan Antics

Nov/Dec 2014
Volume 42 Issue 6

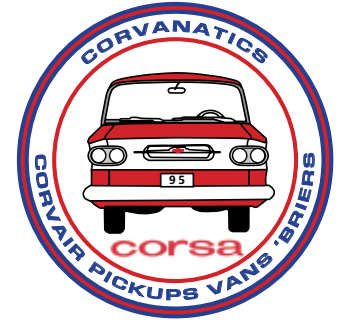
Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of the

Corvanatics

The Forward Control Corvaire People



Riding with the President

by John Nickel

I'm beginning to think the months are getting shorter, or else I'm having such a good time that I just don't notice the time. I have been a little busy over the last couple of months, spending a week in Pittsburgh, PA attending a convention with my wife. Her job as a Transportation Planner lets me be the spectator and tourist as she is usually while at our conventions, so it was fun. Then there was a wedding to attend, and, oh yes, finalizing plans for our all-Corvaire Show in Maggie Valley, NC and hosting the show. Vairs in the Valley 2014 went very well with 75 Corvairs and over 180 participants. There were 11 FCs on the field with three others that showed up, but weren't registered. Mike Hall brought his 1965 orange 8-door Greenbrier, and Mike Emanuel brought his 1965 strawberry red Greenbrier as part of the featured year class in the People's Choice. Unfortunately I was a bit overwhelmed running the show and I didn't get pictures of all of them. Molly Bacon and Chris Brown brought their '68 UltraVan to the show and received the first place trophy in Specialty Class and Billy Bruce's '64 red and white Rampside won first in Forward Control Class. Thanks to all the Corvanatics members who support our shows!

Speaking of UltraVans, I was wasn't I? After Barb and I got a chance to see Molly and Chris' UltraVan, we decided to pursue the purchase of one of our own. I have since purchased and negotiated the delivery of UltraVan #452 from New Hampshire for the end of the month.

As a result, I have added membership to another Special Interest Group to the many other CORSA Chapters that I belong to.

I hope that those of you who attended the Mini in Branson, MO had a great time. Thanks go out to Heart of America Corvairs Owners Association and the other chapters for all their hard work. Wish I could have attended.

Corvanatics is still looking for a replacement Editor for its newsletter. Gary has been such a great editor over the last four years (actually just 3.5 years) it will be sad to lose his talents. This is his last CorvaAntics as editor. We need someone out there to step up and help. If you would be willing volunteer, please contact me or Gary.

We wish you all happy holidays. Please continue to drive your FC if you live in non-snow/salt areas of the nation.



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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 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. 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.

Corvanatics Merchandise

Item	PDF	Mailed
2014 Convention Poster	N/A	\$25.00
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 Canvas Tote	N/A	\$10.00
Corvanatics Hat	N/A	\$18.00
Corvanatics T-shirt	N/A	\$12.00/\$14.00
Men's Corvanatics Polo Shirt	N/A	\$18.00/\$21.00
Women's Corvanatics Polo Shirt	N/A	\$18.00/\$21.00
Corvanatics Roster*	Free	\$2.00
Powerglide Transmissions booklet by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3 booklet set:	Free	\$5.00
<input type="checkbox"/> Paint Codes (includes cars thru 64)		
<input type="checkbox"/> Prices and Options		
<input type="checkbox"/> Paint and Trim Combinations		

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Membership and Merchandise pay-
ments can be made through
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roster only available to current members send request to Corvanatics@gmail.com.

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

From the Secretary *by Molly Bacon*

Hi all,
End of the year and the end of things to say. I just can't pull anything out of my head this time. Maybe I'm winding down like many of you are with having to put your FCs in storage for that nasty part of the year. I'll wish everyone a happy holiday season and new year. That will be the next time you hear from those of us who write each month for the newsletter.

WELCOME !! To our new members:

Ron Lehman WA 62,63 Corvans, 1963 Greenbrier
James Carrington NC 1964 Greenbrier Deluxe
Nicole Kennen NC 1965 Deluxe Greenbrier

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 or call me to have printed ones mailed.

Dues Due!!

Everyone should have a membership card. 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. 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 quite 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.

Phil Domser	July 2014	Seth Emerson	August 2014
Thomas Fricker	July 2014	Paul Fox	August 2014
Howard Home	July 2014	Richard Gebhardt	August 2014
Bill Jabs	July 2014		
Clyde Jones	July 2014		
John Sunden	July 2014		



Dues Already Owed

Due September and October. Second notice

David Barclay <u>Paid</u>	Sept 2014	Robert Grieshaber	Oct 2014
Michael Burgio	Sept 2014	Chuck Hoppe	Oct 2014
Gary Baxter	Oct 2014	Paul Huelskamp	Oct 2014
Steve Breines	Oct 2014	Richard Kovacs	Oct 2014
Michael Emanuele	Oct 2014	J.R. Protteau	Oct 2014
Robert Grant	Oct 2014	Bill Slusher	Oct 2014

Coming due in the next two months (early reminder)

Due November and December

Glenn Anderson	Nov 2014	Ron Bloom	Dec 2014
Gary Anderson	Nov 2014	George Conboy	Dec 2014
Alan Clark	Nov 2014	Greg Czopek	Dec 2014
Kevin Clark	Nov 2014	Gary Duncan	Dec 2014
Jess Corrigan	Nov 2014	James Enfield	Dec 2014
Michael Dawson	Nov 2014	Don Filkins	Dec 2014
Rich Greene	Nov 2014	Ray Freidhoff	Dec 2014
Jim Jimenez	Nov 2014	Finn Halbo	Dec 2014
Keith Martin	Nov 2014	Jamison Hiner	Dec 2014
Doug Musselman	Nov 2014	Stacy Milnes	Dec 2014
Timothy Schwartz	Nov 2014	Willard Moody	Dec 2014
Tom Simmel	Nov 2014	Gary Sibert	Dec 2014
Russ Thuleen	Nov 2014		

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

Unique Home-Built Unit Offers Many Advantages



Jeff Barrett (center), his dad Bob (on the "porch"), and his son Chad restored Uncle Sam's Unique Rampside Camper in time to bring it to Tacoma for the CORSA National Convention.



SAM MUIRHEAD stands on the "porch" of his convenience-plus camper unit in which he and his wife will take a vacation trip later this month. Mechanism at corner permits lowering of upper section to cut down wind resistance and lower the center of gravity while traveling on highway.

When Mr. and Mrs. Sam Muirhead of The Dalles head south later this month for Mexico and possibly other places below the border they'll be traveling in a vehicle offering many unique features.

Muirhead's pickup-installed camper unit was costly, especially in labor, but the Mill Creek area cannery operator has a vacation home on wheels that is practical and comfortable even though compact- 9 feet, 2 inches by 7 feet.

The camper is a constant source of amazement to those who view it. Among other things it is "collapsible" with an upper section that telescopes down to cab roof level at the push of a button. It's done with a screw apparatus like that of a lift-jack power by motor and gears of the type used in airplane retracting devices, all operated from the storage battery.

Besides raising and lowering the upper part of the camper, the screw is operated, with easy adjustment, to lift the

entire unit off the vehicle bed. Muirhead then can drive out from under it if he wants to leave his mobile home in camp and take a unencumbered trip.

900 Hours of Work

The unit was built entirely by Muirhead, except for some special work such as welding. Altogether, he estimated it represents about 900 hours of work, equivalent to more than five months of full-time employment.

He takes pride in his achievement, thinks the unit might have commercial production possibilities but concedes it would be too costly to tap the big market.

"I doubt whether it could be produced for less than two and one-half to three times the cost of a regular camper," he said.

Demonstrating some of its features, Muirhead showed a reporter

the way the bed cranks down from the ceiling to rest on the dinette table at the rear. He also showed the various kitchen conveniences including stove, refrigerator, and other appliances, which, along with the lights are gas operated. Even a small toilet has been installed in a corner nook.

For traveling, with the roof down the camper's windows disappear and the unit becomes comparatively dust-tight. And when the Muirheads get to warm, sunny climes they'll appreciate the awnings that can be erected at the side to cut down heat and glare while in camp.

This article, black and white photo and caption appeared in The Dalles Chronicle, Saturday Jan. 19, 1963. No author or photo credit were supplied. The color photo was taken July 25, 2014 at the LeMay Museum in Tacoma.

The Story of Sam's Camper

by Jeff Barrett

Hi Gary,

The attached article is a compilation of the history and of our 1961 Chevrolet FC Rampside along with the T.V.C. Camper (see article) that previously belonged to my Great Uncle, Sam Muirhead. In the beginning my goal was to give a brief history and summary that created a timeline of his trips, adventures and mishaps over the years but quickly learned that wasn't going to be possible. As you will see in reading the notes below, Sam was a very detailed man who left a lot of documentation regarding his many escapades, usages and repairs; he did or had done (making entries for nearly every oil change) to the FC since it was new. In cleaning out the FC after we acquired it, we couldn't help but laugh at the amazing amount of spare parts both new and used, he had stored throughout the cab of the truck. Having made a detailed list and notes as to where each part was located, in case he needed them, which as you will read was quite often.

The information below comes from his personal notes and paper work copied word for word. In trying to create this timeline I realized just how comical and persistent Sam could be and can only imagine what he must have gone through mechanically before and during some of his trips. Sifting through Sam's paperwork really gave me the opportunity to learn more about Sam, a man who was determined to keep his truck on the road. That attention and determination is why the FC is in such good shape for its age (and adventures) and can be called by many a "survivor".

Thanks for taking the time to write an article that will further share Sam's passion for Corvair's. I am certain Sam would have been delighted to see his FC/camper being shared in the Corvanantics publication. I look forward to adding a copy of the article to this ongoing story of the FC.

We had a great time meeting everyone at the convention. It was especially nice to be able to visit and share Sam's and the FC's story with people who understand and appreciate just how much work and dedication my Uncle had put into his truck and camper.

Sam had many Corvair's over the years, mostly Greenbrier's some served as his "parts" store. But it was his 1961 FC Rampside that was predominantly special to him; it really was his pride and joy. I can only imagine what Sam must have gone through mechanically before and during some of his trips.

Please feel free to pick and choose what you would like to use in the article. I apologize for this being so lengthy but felt you would be better at knowing what was of interest to fellow Corvair owners/readers and what was not.

Respectfully,

Jeff Barrett



From the editor: Jeff, thanks for taking the time to write this article, including the email on this page. When I received it I knew that all I had to do was stick in the photos.

[Link to Corvair Center Forum Thread](#)

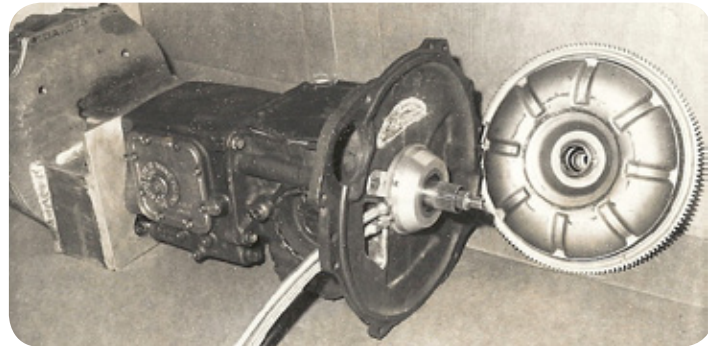
Sam's Camper Story

Sam Muirhead purchased the Rampside pickup new in February of 1961 from the local dealership, Sunset Motors Company in The Dalles, Oregon. The base price was \$2,252.00 after adding his chosen options the final purchase price came to \$2,488.35.

Almost immediately after purchasing the Rampside, Sam began engineering and building a custom camper for the Rampside (which we have the blueprints and notes for). He referred to the camper as a Telescoping Vacation Coach or T.V.C. for short. The camper is a fully self-contained RV which is mechanically raised and lowered by a process that Sam engineered and built. As noted by Sam "The motor and crank mechanism are war surplus bomber wheel retracting gear motors from WWII. I (Sam) paid \$18.00 each for 2 gear motors, used one on the camper and have another one in the basement as a spare." Basically, they are an elaborate set of screw jacks that use a chain driven screw system, to raise and lower the camper. A WWII bomber landing gear motor provides the power. The camper resembles a modern day High/ Low RV. In a letter Sam had written to his Insurance Company he stated he had spent \$7,200.00 and approximately 900 hours of work on the camper and completed building it in 1962. That's a huge sum of money in 1962. Sam and his wife Gertrude made many trips with the camper that can be accounted for in his logs below and also makes references to other trips not listed.

Sam owned a Fruit Canning company in The Dalles, Oregon for most of his adult years and had also built a custom canopy for the FC that he used to deliver his canned fruit all over Oregon and Washington. The canopy not only opens at the back like a traditional canopy but is also hinged opposite the ramp side. Witch opens so you can walk in, allowing for easy access, while loading,

Around 1970, Sam designed, built and installed a Torque converter for the FC to act as a torque multiplier. He noted, "for



heavy loads and off road travel." He had a problem with breaking axels on the truck when hauling the camper off road; I imagine the torque converter took the shock load out and increased low end torque. (He left us the plans and pictures also).

From the same letter Sam had written to his insurance carrier we know he parked the truck in his shop for the last time in 1997. Sam passed away October, 2012. It was later taken to a storage shed located at another Uncle's property a couple of miles down the road where it remained until November, 2012 when we brought it home.

My 3 sons where always fascinated by this "ODD" looking truck in my Uncle's shed, and after Sam's passing the thought of it being sold to someone who could not appreciate the life this truck has led or the passion Uncle Sam had for it seemed like a shame. We were very fortunate to be able to purchase the truck from his estate for a family project and preservation.

So far, it has been a great project but we still have a lot to do. Four generations have been involved in the preservation and restoration of the Rampside [Uncle Sam, my dad (Bob), his brother (Randy) myself and my youngest son (Chad)].

My son, Chad (16 years old) had planned on using the truck and camper this summer during a family camping trip but due to some mechanical difficulties was unable to take it. He has plans in place for next year already though. He has taken the Corvair/camper to several local car shows. Chad, my dad, and I were able to make it to the Tacoma Corvair Convention with the FC (barely, after a few last minute problems and a couple of late nights) but made it just in time for the last day's car show.



From reading Sam's notes we noticed that his intentions may have been to market the Camper. Having named/branded the camper, taken what appeared to be marketing photos and providing descriptions of all internal/external features the camper held. Sam mentions in his writing that "production was not feasible due to cost."

Maintenance and Trip Logs

Trips Sam made that are documented:

Mexico and/or Guatemala at least seven to eight times.

Grand Canyon four times.

Many trips to California, Nevada and Utah.

Glacier Park, Alaska.

All over Oregon and Washington.

A trip to British Columbia.

Sam's writings from his maintenance log:

*February 1963: Trip to Mexico/Guatemala.

Missing info 1963 until 1965.

December 29, 1965: (46,001 miles)

- Installed a new 1965/95HP low compression engine before Mexico/Guatemala trip. Old motor apparently ok. Loose fly wheel necessitated pulling motor anyhow. All motor accessories new except: Carburetors (rebuilt) air cleaners, generator, fan, motor top cover, sheet metal, thermostats, and coil. Sam later writes that he found out years after that the new motor had actually been an 110HP high compression engine.

March 1966

- New throttle cable, carbs cleaned and overhauled, new fan belt.

May 13, 1966: (56,845 miles)

- New spark plugs after Guatemala trip.

April 28, 1968 (67,473 miles)

- Start Grand Canyon.

February 1969: (71,500 miles)

- Before Mexico Trip, new spark plugs and carburetor overhaul.

April 1969 (78,500 miles)

- After Mexico trip, checked engine compression. No. 1-152#, No. 2-142#, No. 3-168#, No. 4-168#, No. 5-162#, No. 6-165#. Number 2 cylinder 20lb. above reading before Mexico trip, rest about the same as before trip.

February 28, 1970: (80,300 miles)

- Compression test No. 1-155#, No. 2-135#, No. 3-170#, No. 4-170#, No. 5-165#, No. 6-170#.
- Check plugs, points and cleaned air cleaner elements.
- December 29, 1970: (81,818 miles)

April 29, 1972: (83,700 miles)

- Compression test- No. 1-155#, No. 2-140#, No. 3-175#, No. 4-112#, No. 5-175#, No. 6-175#. No. 1-155#, No.



The camper is fitted with bunk beds (left). The top bunk can be cranked up allowing a dinette table to be installed when needed (right).

2-135#, No. 3-170#, No. 4-170#, No. 5-165#, No. 6-170#.

- New plugs-Champion UL-154.
- New breaker points, set timing and cleaned air filters.

January 27, 1973: (84,975 miles)

- Before Mexico trip compression. No. 1-165#, No. 2-145#, No. 3-180#, No. 4-190#, No. 5-165#, No. 6-175#.
- New air cleaners and lube.
- Last night in Guadalajara (88,501 miles)
- (91,509 miles) End trip back in The Dalles, Oregon

April 23, 1973: (91,523 miles)

- Compression test- No. 1-155#, No. 2-125#, No. 3-170#, No. 4-170#, No. 5-165#, No. 6-170#.
- Repaired defective new fuel pump, clean carbs, and tune-up.
- (91,802) fixed oil cooler gasket leak, replaced thermostat and exhaust system, repaired damper doors.

January, 23 1974: (92,794 miles)

- No. 3 exhaust rocker arm came off because head bolts loose (most 15# torque or less).
- Torqued all to 35#-40# and readjusted tappets.
- Compression test-No. 1-150#, No. 2-125#, No. 3-170#, No. 4-165#, No. 5-165#, No. 6-165#.
- Transmission noisy in reduction gears so replaced original 3.65 first transmission with a 4.26 transmission from yellow Greenbrier van.
- New synch. cones.
- Installed reserved gas tank behind cab seat (passenger side).

February 11, 1974: (93,005 miles)

- Start California/Mexico equipment investigation trip. (Equipment to be purchased was for Sam's business, Muirhead Canning Company).

February 12, 1974: Waldport, Oregon:

- Replaced points and cured fumes, hard starting and missing.

February 23, 1974

- Replaced left rear axle & wheel bearing with spares from Yellow Greenbrier temporarily (approximately 94,600 miles). – In Frank Borello's prune orchard near Gilroy, California.

March 1, 1974

- New fan belt in Mountains west of Ensenada, Mexico. Motor got very hot (about 95,200 miles).

March 8, 1974 (96,060 miles)

- Replaced right rear wheel bearing with new one purchased in Ventura, California.

March 16, 1974

- Compression test: No. 1-160#, No. 2-145#, No. 3-170#, No. 4-175#, No. 5-170#, No. 6-165#. New L-15y spark plugs.
- End trip (96,970 miles) plus .008 correction= 4,000+ miles.

April-May, 1974: (96,979 miles)

- Motor out to replace push tube "0" rings that were leaking "hardened and cracked".
- New rings in No. 2 which apparently had scuffed long ago (new?) and almost polished out.
- Replaced blower and bearing with used one from Yellow Greenbrier's original motor.
- New points, new generator brushes
- Exchanged for better starter
- Installed Spyder instrument and head temp sensor, over-heat and low oil warning buzzer. 38,387 miles on Spyder speedometer, (now add 58,592 for actual Pickup mileage).
- Put in better used clutch plate.
- Changed oil (URSA 30) filter, lube.

February 11, 1975: (98,187 miles)

- Changed the oil/URSA 30 (not filter) for trip South. July 5, 1975: (101,865 miles)
- Compression test: No. 1-160#, No. 2-140#, No. 3-160#, No. 4-175#, No. 5-160#, No. 6-160#.
- Changed oil/URSA 30, filter and lube.
- Checked plugs (very good shape).
- Cleaned air cleaners, checked spark plug wires, checked points (no adjustments needed)
- Measured Judson coil at 3 amps and $\frac{3}{4}$ spark- regular coil 3 amps at $\frac{1}{2}$ inch.

Feb. 22, 1976: (103,122 miles)

- Installed ignition register starting bypass to correct factory wiring error (after 14 years of use-found it could start much better).

March 19, 1976: (104,788 miles)

- Installed 1 new battery.

Summer 1978: (109,342 miles)

- New Sears Die Hard 27c battery- bad cell and battery (replaced by Sears-September 1978 after Canada trip).

January – February 1979 (113,322 miles)

- Complete overhaul before Guatemala trip.
- Installed 67' engine from Heeth Greenbrier (about 25,000 miles on it but leaky valves & rings).
- Ground out heads to lower compression. Ground valves, rotators on all rings. new rings, overhauled clutch, transmission, rear end, starter, generator, carburetors, checked front wheel bearings, shocks, built up overload springs, et c.
- 54,730 Miles on odometer (113,322 miles on Pickup) Speedometer change adds 58,592 to odometer reading but should round off Correction to +60,000 miles to allow for odometer error over years.

February 1979

- Complete service, lube, grease changes, front wheels repacked.
- Temporarily- Havoline 10w oil for ring break-in and to flush-out motor.

Guatemala Trip:**Feb. 22 1979: (114,800 miles)**

- Changed oil & filter-URSA 30 (lubed at 114,730)

Mach 4, 1979: (115,192 miles)

- Added TmT (Teflon and STP near Santa Ana, Mexico).
- Changed oil near Palenque, Mexico. (Est. 118,500 miles)

March 31, 1979: (121,170 miles)

- New wheel bearings-right rear near Fresnillo, Mexico.
- Turned out bearing wasn't the problem. It was a broken right front wheel.

April 1, 1979: (121,460 miles) – Near Cd. Jiminez, Mexico.

- Left, right wheel bearing- squalling. Put in one taken from right rear right before.

Home - April 7, 1979: (123,558 miles)

- Limped home from Guatemala w/smoke & losing power.

June 1979: (123,560 miles)

- Tore down & found all top rings & lands broken & cylinders scored on right bank.
- #1 cylinder broken- lands on piston & missing oil ring.
- Determined that soft aluminum cylinder head had allowed gasket rings to pound in & piston hit head.

July 10, 1979 (123,560 miles)

- Completed total motor overhaul.
- New cylinder barrels, pistons, pins, rings and bearings.
- Resurfaced heads & put in DOUBLE GASKETS, since old ones had pounded into cylinder head.

Guatemala trip mileage and fuel usage:

- Total for trip 530 gallons-“Less 2 gallons given to Mexicans”. Total = 528 @ 8,760 miles = 16.6mpg. (No derogatory statement intended)
- Cost U.S & Guatemala gallons = \$161.63, Mexican Gas 3,160 Pesos = \$140.44 Total \$302.07

September 3, 1979: (123,738 miles)

- Change oil – spec. 10/40-Off to Alaska

October 1, 1979: (127,976 miles)

- 10/40 Quaker state, lube- Haines Junction.

October 23, 1979: (130,070 miles)

- Checked compression – All 125-135 plugs ok. Changed oil & filter- Spec 10-40, lube.

September 5, 1980 (131,976 miles)

- Complete lube. Changed oil and filter Pennzoil 20-50. Cleaned white & caked gunk from carburetor bowls (corrosion?).
- New points, tune up before Grand Canyon -Utah, Arizona

November 6, 1980: (135,517 miles)

- After Canyon lands trip: Torqued cylinder heads (inside row was low – 15-30Ft lbs.)
- Adjusted tappets, checked plugs, checked compression (all 110-125 Exc. #3-105). Lubed, changed oil and filter (Pennzoil 20/50).
- Rear lifter on right bank had been noisy when cold. OK when hot.

November 29, 1980

- Kitted master cylinder – light hone – no pits.

May 15, 1981: (136,194 miles)

- Right bank gasket pounded into head. #3 piston hit top & broke and burned off bottom side.
- Put in cylinder piston & almost new (8,000 mile) chrome rings.
- Removed from left bank during motor rebuild before Alaska trip (123,560). No measurable wear in cylinder installed spare head which was milled out for low compression (same as one on engine).
- Changed filter & oil (Pennzoil 20-50), checked transmission and differential, lube, lubed U-Joints.
- New A.C. 46FF plugs got rid of hesitation - idles like a watch ticks!

June 12, 1981

- Got to Hood River (21 miles from home) on the way to Olympia, Washington for radio school reunion (Sam was a radio operator in the Navy during WWII). Blew a hole in piston #2 limped home & repaired.

June 26, 1981

- Started off to Brownsville, Oregon for Gertrude's (Sam's wife) brother's 50th wedding anniversary. Motor losing power by Rowena (7 miles from home) but could not determine problem

- Sudden blue smoke at top of hill West of Hood River (21 miles from home) same spot as previous and same symptom from broken piston 2 weeks earlier at start of trip to Radio school reunion in Olympia.
- #4 & #6 cylinder not firing so backed off valves & went on with 4 cylinders –Got back 3 days later still running on 4 – top speed 55 on level with no wind.
- Tore motor down-hole in #6 piston, #4 OK – Don't know why not firing. Replaced #6 cylinder & piston with spare, assembled & test run. Mothballed & wrapped in plastic & put away for a spare pickup engine. This 67' engine from Heeth(sp) Greenbrier had been nothing but trouble since installed February 1979 before Guatemala trip. So will keep it for a spare only!

July 1981: (136,600 miles)

- Overhauled 65' engine bought winter of 1965 in anticipation of 1966 Guatemala trip. (Removed January 1969 when oil leak from loose bell housing required pulling motor & I decided to overhaul and install 67' Heeth Greenbrier motor (a mistake as noted above).
- 1965 motor in excellent shape with 66,000 miles and negligible wear except lower rings beginning to stick with carbon and top ring lands pounding upward. General Automotive removed pistons for spares & knurled pistons – which distorted & ruined them!
- Finally ended up with all new cylinder, barrels, pistons, pins, rings & bearings (#1, 2, 4 mains .001 under- #3 slightly out of line & tight w/standard). Valves perfect w/touch up. Ground out heads to lower compression & double gaskets. Rotators on all valves, new valve stem seals. AC 46FF plugs, changed oil gasket at transmission with unaltered one to maintain oil level.

Sept. 17, 1981: (137,243 miles)

- Changed oil – Pennzoil 20/50 (not filter).

Sept. 23, 1981: (137,800 miles)

- Trip to British Columbia.
- Replaced right rear wheel bearing (totally destroyed) with new spare near Fort Steele B.C.

Sept. 29, 1981 (140,000 miles)

- Replaced 1 generator brush – Stewart B.C.

Oct. 6, 1981: (140,260 miles)

- Replaced left rear wheel bearing. Had my nephew (Randy) ship an axle w/new bearing from home to Seattle, WA.

Oct. 8, 1981: (140,540 miles)

- Lube & oil change with Pennzoil 20-50.

June 29, 1982: (141,638 miles)

- Turtle wax job.

September 14, 1982: (142,350 miles)

- Changed oil & filter-Pennzoil 20/50, lube and adjust brakes. Note: In August- removed lower motor shrouds but did not find oil leak. No sign at oil pump, cooler, rear crank seal, pushrod tubes or rear engine housing.

Sept. 21, 1983: (144,765 miles)

- Just before Grand Canyon Trip. Changed oil-Pennzoil 20/50, lube.

Oct. 28, 1983: (148,032 miles)

- Changed oil & filter-Pennzoil 20/50, lube.

Oct. 31, 1983: (148,039 miles)

- New Generator bearing – turn Commentator.

June 24, 1984: (148,435 miles)

- Turtle wax job.

Sept. 24, 1984: (149,616 miles)

- New points, changed oil Pennzoil 20-50, (not filter) lube.

October 1, 1984

- Trip to Hells Canyon and Glacier Park.

October 14, 1984: (151,511 miles)

- After Hells Canyon, Glacier Park trip changed oil-Pennzoil 20/50 (not filter).

November 29, 1984: (151,805 miles)

- New Montgomery Wards 72 month battery
- also bandage capped 4 Michelin tires.

Aug. 1, 1985: (151,860 miles)

- Re-torqued heads, adjust valves, new muffler, new points, new AC 46F plugs, balanced carbs, lube job.
- Compression test variable –highest readings of repeated tests: 1-110, 2-107, 3-112, 4-120, 5-95, 6-115

Aug. 31, 1985: (152,066-miles)

- At Mt. Saint Helens. Accidentally stalled engine (cold) #3 valve seat insert dropped out of head & started hammering.
- Backed off lifters and got to Underwood, WA but #5 piston breaking up (pieces of rings got through manifold into #1 & #3 also).
- Hauled home on truck & installed 1967-164 cubic inch engine from Heeth (sp) Greenbrier. Which had been repaired and mothballed June, 1981?
- Chg. Oil Havoline 10-30, new filter, trans. Filter, new AC 46F plugs, changed transmission and differential oil.

September, 1985

- North Cascade – Olympic Peninsula Trip

Oct. 11, 1985: (154,240 miles)

- Changed oil Havoline 30(no filter). Found and fixed an oil leak at gauge connecting pipe.
- Replaced left differential side seal, greased U-Joints. Fixed turn signals (and self-cancelling, I think).
- Began to notice fumes, possibly indicating bad head gasket from North-Cascade-Olympic Peninsula trip (Sept 85')

March to April 1986: (154,570 miles)

- Checked out 67' engine in pickup. Compression test 95-120. Found Exh. Gaskets leaking – Probable source of fumes.
- Removed engine & mothballed it again.
- Installed 65' engine Rebuilt as follows: Low compression

heads from Turbo charged engine with pneumatic 80-ps valves, rotators on all valves, int. stem seals. New exh. Guides & valves ground by General Auto shop. Fly cut bores to fit 65' engine barrel, piston and pins. New chrome rings in all Cyl.-(Honed off glaze – very slight wear – only 16,466 miles since all new Barrels, etc.) Installed set of AC 46F plugs bought 8/1/85'

- New throw out Brg.
- New clutch gear bearing in Trans. (was noisy)
- Reversed U-Joint cross.
- Havoline 10 flush and break in oil.

April 23, 1986 to May 2, 1986

- Took a 10 day 3,432 mile trip South, California, Mexico, Arizona and Nevada. Used 2 ½ quarts oil, 15.29mpg (mostly fast travelling).

June 6, 1986: (158,050 miles)

- Changed oil -Castrol 20/50, lube, tune up.
- Checked torque on top row cylinder head bolts.

September 9, 1986: (158,592 miles)

- Before Alaska trip: Compression check: #1, 115-120, #2,100- 120, #3,120-130, #4, 125-105, #5,125-125, #6,110-125.
- Filed points, set timing 16 degrees. Dwell 33 degrees, lubed U-joints.

September 30, 1986: (160,447 miles)

- Homer, Alaska- Changed oil Havoline 30 to Castrol 20-50

October 17, 1986: (163,342 miles)

- 2 New Michelin 6.70-14xCA tires on front (8 ply radial).

October 25, 1986: (163,350 miles)

- Changed oil & filter- Castrol 20-50, lube.
- Replaced & painted damaged rear bumper.
- Checked dwell and timing, running very well-1qt. oil in 3,000 miles.

December 20, 1986: (164,328 miles)

- Replaced U-joints
- New heavy duty shocks.

September 26, 1987

- Trip to Grand Canyon, Az. with stops at Sewer's, Donovan's & Francois houses 3,279 miles-15.4mpg

November 15, 1987: (167,607 miles)

- 2 New Michelin 205/75-14XCA 8-ply rating tubeless radials on rear. (Lost 2 of the bandage recaps – 1 on Alaska trip 1986 and 1 on Grand Canyon trip 1987) 2 left & 1 half worn tire = 3 spares.

November 18, 1987: (167,607 miles)

- Lube & oil change-Castrol 20-50

May 2, 1988: (167,616 miles)

- Noisy flywheel – replaced loose rivets with taper pins riveted down (reamed holes), compression test: All cylinders 105-120

Dec. 21, 1988: (172,500 miles)

- Changed oil & filter 20-50, lube

December 9, 1989: (173,823 miles)

- New Sears 60 month battery (old battery to scoop mobile).
- New heavy duty points.

October 18, 1990: (176,023 miles)

- Changed oil (Pennzoil 20-50), full Lube.
- Checked points (good) & timing (set -15 degrees).
- Found evidence of front (flywheel end) main bearing oil leak which may be cause of occasional runaway clutch slippage in high gear on recent trip to California (only noted on long pulls).

October 15, 1991: (178,311 miles)

- Lube, changed oil & filter-Pennzoil 20-50.
- Clutch slipped 2 times on recent 1,270 mile trip to Sawyer's and Leah in Seattle and Verna in Walla Walla, WA. Probably could burn out clutch if didn't notice increased motor whine & tachometer winding up. Slippage seems to burn off oil & no more slippage for a couple of days. MINOR oil drip from bell-housing. Not sure main bearing seal leaking, several other NOTICEABLE leaks.
- Checked torque of exposed head bolt-OK.

June 11, 1992: (178,628 miles)

- Compression checked: #1-112, # 3-112, #5-117, #2-112, #4-110, #6-108.
- Installed new AC 46F Plugs,
- Generator Bearing & Brushes.
- Replace rear main seal, clutch and shaft seal (which was leaking) No CORVAIR clutch discs available, so put in best used one.
- Rear wheel bearings (seemed to free & right one slightly rough, so put in two used ones that seemed BETTER).
- New muffler (\$93!).
- Replaced right rear leaking shock w/good heavy duty shocks from spares.

Oct 17, 1992: (179,931 miles)

- Replaced points w/good used.
- Put on old standard coil.
- Blew out gas line (seemed OK).
- Engine pushed badly at times on recent TRIP – OK other times (Ok w/Camper)

October 13, 1993: (180,913 miles)

- New points at Brownsville, Oregon. Cured engine bucking which got so bad could barely go. Filed old points (which looked OK) first but soon bad AGAIN. Home October 14, 1993.

June 13, 1995: (180,966 miles)

- Changed oil (Chevron 15-40,) clean, wax and lube.

September 1995: (181,133 miles)

- Oil in clutch – grabby. Removed motor & drive train.
- Found camshaft gear worn (source of rattling noise). Replaced with used camshaft gear – OK.
- Repaired Hybrid Drive Train, developed by me (Sam), about 25 years ago. It employs a Torque Converter, 4 Speed manual transmission & a standard Corvair flywheel & clutch mounted on the other end of the transmission. (Hybrid drive plans & photos in envelope in 1961 Corvair Shop manual under seat).

March 20, 1997: (183,323 miles)

- Changed oil & filter (Chevron 15-40) Lube.
- Flushed overheated & slightly burned Transmission fluid from torque converter with 8 QUARTS OF NEW fluid.
- Hooked up oil temp guage to converter sensor, so that fluid temp can be monitored.

April 4, 1997

- Motor ACTED UP returning from Leah's in Seattle. Replaced points – no better. 50 Miles later – ALL OK.
 - As of today the truck has 184,302 miles on it.
- *****

That is the last entry Sam makes.



Jeff's Uncle Randy pulls the Rampside out the barn after 16 years in storage.



Looking into the camper from the front porch.

South Coast CORSA Car Show

By Phil Dally

On Saturday September 6th the South Coast Corsa group of Los Angeles put on their seventh annual All Corvair Car Show at Bob's Big Boy Broiler in Downey. This event was extremely well attended with eighty-one Corvairs present.

Between fifteen to twenty Forward Controls in attendance. Full customs, rusty hulks, an all-electric Rampside, and everything in between.



Here are your big winners and some pictures:

First Place Forward Control: David Oehlman - 1962 Deluxe Eight Door

Second Place Forward Control: Mike Sampson - 1961 Deluxe Six Door

First Place Specialty: Tim McCann - 1961 Electric Rampside

Most important fact about this show was the huge number of young people in attendance. We need new blood in the Corvair world and it appears that the twenty and thirty something crowds are starting to appreciate our favorite cars, trucks, and vans.

Thank you to event organizer Greg Vargas and all the dedicated volunteers that made this great event happen. Plus that Bob's Big Boy burger is still delicious!!!



All Photos by Julie Crow/Blacksage Photography, including the back cover photo.





All Photos by Julie Crow/Blacksage Photography.



2014 Great Plains Corvair Round Up in Branson MO

By Gary Moore
Photos by Helen and Gary Moore

The GPC Round Up became a full mini-convention this year complete with a Concours, two moving events and Clark's full display. CORSA members from 22 states and 25 Chapters brought over 100 Corvairs to the event.

The Concours was held on Wednesday with two rare Forward Controls in the mix; Mike Hall's 1965 8-door Greenbrier and Corbin Tayloe's 1962 Loadside.

Thursday's Dice Run took participants through the Branson area tossing dice at checkpoints in local attractions. The final checkpoint was Jackie B. Goode's Uptown Café. Though it was his day off, Elvis (Jim Lowery), came in to sing. It was quite a treat to hear him belt out "Unchained Melody".

Friday was the People's Choice Award. Eight fine looking FCs were on display including four Rampsides, a Loadside, a Greenbrier, and an eight-door Greenbrier. Jim and Roy Davis were there with their UltraVan.

Saturday Morning featured a Funkhana, "It's a Cowboy's Life". The drivers and a passenger had to do four challenges in a timed event which proved to be very popular and fun.

An awards banquet was held that night. FCs winning trophies included:

Concours:

Corbin Tayloe 95.88 Silver Award

Mike Hall 93.06 Silver

Funkhana FC class:

Corbin Tayloe/Mike Dobie 1:22.77, first place

Gary Moore/Helen Moore 1:34.95, second place.

Clyde Jones/Joe Espejo 1:42.04, third place

People's Choice FC Class:

John and Teresa Miller, first place

Gary and Helen Moore, second place

Clyde and Dee Jones, third place



Corbin Tayloe's Loadside received Silver in Concours.



Mike Hall's 8-door Greenbrier received Silver in Concours.



Don Cekus of the North Pennsylvania Corvair Club painted and decorated his van to show his support for his favorite NFL team.

2014 Great Plains Corvair Round Up



Kevin Rafferty demonstrates why one should be careful when parking next to an FC.



John and Teresa Miller received first place in the People's Choice Car Show, FC class.



Clyde Jones maneuvers his Rampside through the Funkhana Slalom as Joe Espejo balances an "egg" (tennis ball) in a spoon. The "egg" had to be retrieved if dropped. Clyde and Joe are members of the Arkansas Club.



Helen Moore ladles out beans for the cook in the second challenge of the "It's a Cowboy's Life" Funkhana.



Joe Espejo aims his "coin" (washer) to pay the toll to pass the desperado's in the third challenge of the Funkhana. The desperados were KC and Missy Corvair, two sculptures made of Corvair Parts. KC was made in 1989 for the CORSA National Convention, Missy in 2011 for the Round Up.



Mike Dobie "ropes" the steer while Corbin Tayloe prepares for the dash to the finish line. Mike and Corbin came up from Texas.

Molly Bacon was busy during the first two weekends in October. She and her husband Chris Brown drove their UltraVan to the Vairs at the Fair event in Warner Robins, Ga and then to the Vairs in the Valley, in Maggie Valley, NC. She sends reports from both.

2014 Vairs at the Fair Warner Robins GA.

Article and photos
by Molly Bacon



Vairs at the Fair - October 3-4

Every year the first Saturday of October, there is a parade that goes from downtown Perry to the fairgrounds for the Georgia National Fair.

The Corvairs lead the parade and are the only vehicles allowed into the fair itself and end up being displayed at the edge of the lake on the side of the midway. As you can see, it was a beautiful day and the people really enjoyed seeing all the Corvairs. There was a good showing of FCs plus yours truly's FC of a sort, the Ultra Van.

The event actually starts Friday with a swap meet and dinner at the host hotel and wrapped up Saturday night with a Catfish and Shrimp dinner. This is a fun event with great people.



Top: Vairs at the Fair line up to parade their cars to the fairgrounds.

Above center: Throwing candy to the kids.

Above: Molly and Chris' UltraVan at the Car Show.

2014 Vairs at the Fair



Upper left: FCs entering the midway at the Fair.
Upper right: Billy Bruce's Greenbrier.
Left Center: Bill Rudolf's Greenbrier.
Right Center: Billy Price's Rampside.
Lower left: James Law's Rampside.
Lower right: Russ Thulen's Shorty.

2014 Vairs in the Valley Maggie Valley, NC

Article and photos
by Molly Bacon

As always, the North Carolina group does an outstanding job putting on this great fall show. They added an autocross this year on Friday. Having to work, we did not get up in time to see the autocross. Heard it was a success.

The weather threatened us all day. Rain drizzled once and then later there was a pretty good, but short, shower. This did not dampen anyone's spirits or the People's Choice display. Unfortunately, it did cause the valve cover races and the slow drags to be canceled.

FCs made a great showing with eleven on display. John Nickel's daily driver Rampside was somewhere else at the time of my picture taking. Another, I think Rampside, I missed totally since it was tucked in the far corner of the parking lot.

In the FC class,

Jerry Murray's 63 Rampside took 3rd place (top) (see page 21)

Chris Law's 63 Rampside, 2nd place (center)

Billy Bruce's 64 Rampside, 1st place (bottom).

I have to brag as the Ultra Van took first place in the Specialty class. Unfortunately, we also got the Hard Luck award after an unexpected encounter with a fire hydrant.

You need to put this show on your "must attend" list.



Dale Walksler of the *Wheels through Time Motorcycle and Car Museum* visited the show riding one of his classic Harleys.





Michael Emanuele's '65 Greenbrier



John Nickel's '64 8-door Greenbrier



Harold Hartline's '62 Rampside



Mike Hall's '65 8-door Greenbrier



James Carrington's '64 Greenbrier Deluxe



Molly Bacon and Chris Brown's UltraVan



Phil Raker's '63 Greenbrier



Chris Pickel's '64 Greenbrier

Help Wanted

As I will be stepping down as editor of the Corvan Antics at the end of the year a replacement is needed. I will lend a hand to make it a smooth transition. If you have questions please email me at Corvananticsnews@gmail.com or contact John Nickel.
Gary Moore

FOR SALE BY OWNER



Just on the market for this newsletter. Nice 63 six door Corvan. 102hp, 4-speed, FC engine. Recently replaced the pilot bushing and rebuilt the carbs. A bit of rust on the floor pans, but they're not totally gone, like some. Bench seat bottom definitely needs some attention. Nice straight body, decent paint job. Runs good, stops good. Last tagged in California in 2009. Call Chris Brown for more info, 706-628-4470. Van is located in northeast Michigan. Titled in Georgia, but still have the Michigan title, too. With the Ultra Van, something has to go

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Jerry Murray's 1963 Rampside

In March Jerry Murray sent in this article and two photos of his recently purchased 1963 Rampside.

I am a new Rampside owner from Moncks Corner, SC. Pictures show it in the "Chicken House" where it has been for many years. This is near Raleigh, NC. I picked it up February 1st with five inches of snow on the ground. I have four other Corvairs but this is my first FC.

It now yard drives and the body work starts soon. At present it has a 3-speed but I will change to a 4-speed when the drive train is pulled. Although it is a '63, the engine has been changed to a '64 FC 110. It had a bent push rod and tube and when replacing these I found someone had left the cylinder baffles off. This will be corrected when I reseal the engine. I am looking forward to getting it on the road! Jerry Murray



Here are three photos I recently received from Jerry. It looks like he wasted no time in getting the truck back on the road, taking 3rd place at the Vairs in the Valley event. (see page 18)

LOSING THE POSITIVE REAR CHAMBER

Ever since purchasing my Rampside, I have wanted to correct the excessive positive camber of the rear wheels. After checking on which springs were commercially available and contacting some local spring shops, it became clear to me that what I wanted was not available. I contacted Gary Moore and Dale Dewald of CorvanAntics and in one of the conversations a shop called Coil Spring Specialties (CSS) of St. Marys, KS came up.

Given the poor response that I had received from the other spring fabricators, I was reluctant to give CSS a call. But to my pleasant surprise when I called them, Greg Perry was most helpful, indeed enthusiastic, about helping resolve the Rampside's camber conundrum.

I told him my goal was to lower the Rampside's ride height by 1-2" and attain a more neutral camber setting. Again, I was surprised when Greg told me that CSS could modify the springs without cutting coils to attain my desired changes. More on how they did this later in this article.

Before removing the Rampside rear springs, I took a measurement of the ride height as shown on the factory manual on page 3-35. My RS came in at 14 and 1/8" on both the LH and RH side, both within the factory spec of 14 and 5/16" plus or minus 1/2".

I then proceeded to remove the springs. Since one can never be sure what previous owners have changed, I hoped I could assess what had been installed. After taking some measurements and using the chart published in a July 1994 *Corvan Antics* article, I was able to accurately determine that my Rampside was equipped with the original rear springs, Part Number 3775098. I then purchased a large priority mail flat rate box and shipped the springs to CSS.

Upon receipt at CSS, my springs were cleaned and then heat treated to allow compression of the coil with no loss of temper. Using a formula based upon a ratio derived from the distance between 1) the brake backing plate and the center of the lower control arm pivot bolt and 2) the lower control arm spring pocket to the center of lower control arm pivot bolt, CSS compresses the spring to the calculated height. They then retest the spring to assure no loss of load capacity. The data CSS had on file for my application was that the spring needed to be compressed 1" to achieve my desired 2" drop.

Note: Since installing the modified springs, it now appears that the formula is incorrect as my Rampside ride height only declined by 1 and 5/8", not 2". I am working with CSS to verify what the ratio should be.



Before the typical FC positive rear camber that eats the outside of the tire.

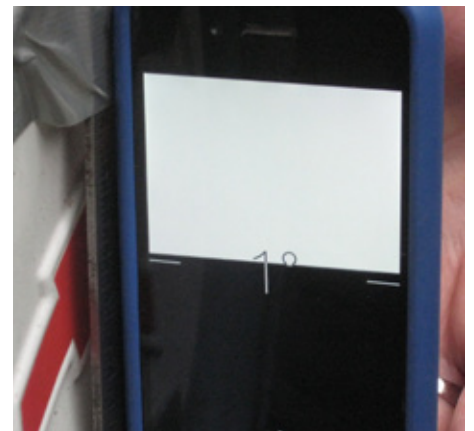


After reinstalling the shortened springs the tires fit flat on the ground. Allowing the more of the footprint to share the load.

Nonetheless, I am pleased by the results as the rear camber has been improved immensely. See the attached photos for before and after views. In addition, total cost to make the change was \$58 plus \$36 in shipping charges.

One more note: I was not aware of the iPhone level application when I took the before shots. A tip of my Corvair cap to Gary Moore for making me aware of that application.

Bill Chellis
Camano Island,
WA



Using the smart phone app "Clinometer" and a straight edge to measure the camber after installing the new springs the camber went from the typical +4°/+5° to a more manageable +1° on the drivers side and -1° on the passenger side.

IT'S BEEN A FUN TRIP by Gary Moore

I want to thank everyone who has helped put this newsletter together since I took over for Mike Moyer after the Denver Convention in July of 2011. Before every issue I have sent out an email asking for photos, reports from events, restoration stories, tech articles and I was always amazed by the response. Some months it was overwhelming, making the newsletter grow from ten pages a month to over twenty. I hope that I was able to get everyone's contribution into the newsletter.

In February I was diagnosed with ocular migraines the ophthalmologist suggested that I cut back on my computer time. With that in mind I announced, with much regret, I would have to step down as editor of the *Corvan Antics* at the end of 2014.

I have enjoyed editing the *Corvan Antics*; I hope the Corvanatics community has enjoyed reading it. I would like to thank everyone who has sent in articles, photos, and reports. I would also like to take this time to apologize to everyone whose name I have spelled incorrectly, I'm sure you know who you are.

So far no one has come forward to take up the job. While the job isn't a pushover, I never have felt that I was doing it alone. I have received needed support from John Nickel, Larry Schmuhl, Molly Bacon and Steve Spilatro. Even more important, over the past three and half years I have had the support of over 65 contributors to the newsletter, with several members sending in multiple articles. It has been a pleasure to be a part of it.

I will continue to report on events in my area to the next editor. Also to the next editor I will pass along the "Round Tuit" to email the president each month to remind him(or her) the *Riding with the President* article is due.

Have a Merry Holiday Season and a wonderful 2015!

Gary Moore

Below is a list of those who have contributed to this newsletter during my time as editor. The year is of their first contribution, ads didn't count. (Craig Nicol had an ad in issue no. 2.)

- | | | |
|----------------------------------|--------------------------------------|-------------------------------------|
| 1. Fran Schmit 1981 | 24. Ray Davis 2012 | 47. Tom O'Leary 2013 |
| 2. Eric Taylor 2011 | 25. Dave Palmer 1986 | 48. Danny Davis 1999 |
| 3. Larry Schmuhl 2000 | 26. David Clamp 2012 | 49. Earl Jones 2009 |
| 4. Jim Jimenez 1996 | 27. Daniel Monasterio 2008 | 50. Tim Schwartz 1996 |
| 5. John Nickel 2009 | 28. Dennis Pleau 2012 | 51. David Brown 2013 |
| 6. Keith Hammett 2004 | 29. Molly Bacon and Chris Brown 2012 | 52. Brian Tucker 2013 |
| 7. Adam Morenski 2011 | 30. Jimmy Carter 2013 (in photo) | 53. Jerry Lentz 2013 |
| 8. Gary Swaitoway 2012 | 31. Clay Wispell 2003 | 54. Phil and Janice Hack 2013 |
| 9. Ruth Boxdorfer 1993 | 32. Rod Murray 2009 | 55. Dale Dewald 2014 |
| 10. Rich and Donna Greene 2012 | 33. Mike Dawson 2009 | 56. Norbert "Bud" Laubach 2008 |
| 11. Ron Bloom 2012 | 34. Kevin Clark 2012 | 57. Jerry Murray 2014 |
| 12. Mike Moyer 2006 | 35. Lillian Law 2008 | 58. Larry Sherwood 2014 |
| 13. Steven Spilatro 2011 | 36. Terry Dumerauf 2012 | 59. Karl Stelzer 2014 |
| 14. Jeff Barrett 2012 | 37. Gary Baxter 2008 | 60. John Howell 1976 |
| 15. Barbara Sammons 2011 | 38. Ken Hand 1988 | 61. Jess Corrigan 2014 |
| 16. John and Gail Policella 2002 | 39. Thomas Stingl 1999 | 62. Charile O'Hare 2014 |
| 17. Dan Weinoe 2012 | 40. Jim Diell 2003 | 63. Jack Bacon 2014 |
| 18. Phil Dowser 2012 | 41. Greg Schupfer 2011 | 64. Kelly and Becky Macfarlane 2014 |
| 19. Russ Thulen 2012 | 42. Graham Dell 2013 | 65. Helen Moore 2011 |
| 20. Dennis Dorogi 2007 | 43. Dean Gemberling 2013 | 66. Billy Cannon 2014 |
| 21. Bob Slusher 1994 | 44. Jon Peters 2013 | 67. Craig Nicol 2014 |
| 22. Terry Kalp 2006 | 45. Tim and Nancy Werner 2010 | 68. Phil Dally 2014 |
| 23. Ben and Lynn Stiles 1996 | 46. Eric Prosis 2013 | 69. Gary Moore 2011 |

Tim Shortle could have made it 70.

"I hope C.A. won't backslide as one newsletter I know. Many of us seldom write; yet, we look forward to *CORVAN ANTICS* each quarter."

John Howell, Lenoir City, TN

This is a letter to the editor from the Summer 1976 issue, I am proud to say that I never had to put in "filler" because there wasn't enough news sent in from members. Thanks GM





©blacksage

Above: From the South Coast CORSA Car Show

Extra Greenbrier Link



Jeff Barrett's camper at Tacoma.



No space was wasted when Sam Muirhead built this camper!