

# Corvan Antics

July/August 2016  
Volume 44 Issue 4



Founded in 1972 by Ken Wilhite  
The Bi-monthly Newsletter of the

## Corvanatics

The Forward Control Corvair People



## Riding with the President

by John Nickel

I appreciate your confidence in returning me to the presidency of Corvanatics again this year. I thought that my grandson Chris Nickel did a great job of performing this job during the last year and hope that he will be willing to run again later on. He was not able to follow the career path into the military as he had wished and attempted to do during this spring, but at present is working and may be able to attend college later as an alternative.

During my absence from the presidency, I was able to heal from my foot surgery, but my COPD has been keeping me from completing any of the projects on my Greenbrier or on my Ultra Van during that same time. Hopefully I will get the 8-Door back on the road

soon and with assistance from my local club get the Ultra Van on the road too. Things don't seem to get done as fast as they used to, something about getting older, I think.

Most of you know that I was elected to the CORSA BoD as an Eastern Director and was appointed the CORSA Liaison to the CPF during the last year and have been working diligently in those capacities to promote and support the continuing success of CORSA.

My objectives for this year are to continue to support all our members and encourage new ones to join Corvanatics. In addition, I would like to invite you all to submit your articles for the *Corvan Antics* newsletter so that we may continue to enjoy one another's



vans and trucks and share our maintenance tips. We are looking to replace Gary Moore as the newsletter editor before the end of the year and hope that one of you will step up to the challenge. If you are interested in helping us, contact me or Molly or Gary.

Thank you again for your support and confidence. Let's keep driving our trucks and vans and attend as many car activities as you can.

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**5** Steven Spilatro shows how to create a FC door dolly out of discarded office equipment.

**6** Ed Bittman spins the tale of the Corvan modified for the Ventura ad to the Great Race in 2014.

# INSIDE

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**8&10** Molly Bacon reports on the activities of members at the CORSA convention.

**15** Stig Holm shares his saga of selection and shipping a FC from the US to Sweden.

# 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

## Paying Corvanatics dues or buying Merchandise moves to the 21<sup>st</sup> Century



Buying merchandise or paying your dues at the convention or whenever you see me in person has just moved to the 21<sup>st</sup> century. Now you can save your cash and pay with a credit card. I will have a mobile card reader to be able to take payments as long as you can hand me your credit card and I have my phone and the card reader. I am trying to make paying as convenient as possible for all of you.

*Molly Bacon*- Secretary/Treasurer

Corvanatics  
 PO Box 155  
 Pine Mountain Valley, GA 31823

Membership and Merchandise payments can be Mailed or completed on the Corvanatics website:, <http://www.corvair.org/chapters/corvanatics/index.php>



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  
Terry Kalp  
\$10 Clark's Gift Certificate  
Remember, you can only win if your  
dues are current



Hi all,

The 2016 convention is now over. It was lots of fun, but a little hot and sticky. You'll read all about the convention happenings elsewhere in this edition.

Don't forget, if you see me in person you can pay dues and buy merchandise now with your credit card. The next event we hope to attend will be the Detroit Area Corvair Club's (DACC) Homecoming. This was not originally our plan, but on our way home from the convention our Ultra Van dropped a valve seat. So, our originally planned vintage trailer rally had to be scrapped. We love going to Homecoming, so that decision was a no-brainer. This will be our fifth year.

Since last newsletter:

262 members

6 new members

29 members renewed their dues

3 members were dropped

## WELCOME !! to our new members

<i>Matt Hummel</i>	<i>CA</i>	<i>1962 Corvan</i>
<i>Alison Cronin</i>	<i>UK</i>	<i>1962 Greenbrier</i>
<i>Gregory Ayers</i>	<i>CA</i>	
<i>Ed Connor</i>	<i>NJ</i>	
<i>Chris Hall</i>	<i>IL</i>	<i>1964 Greenbrier</i>

## WELCOME BACK!! to our returning member

*Spence Duffey*      *OH*      *1962 Loadside, 1963 Corvan*      *rejoined after a 6 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 or request some of the Corvanatics business cards. Just email me at [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com) or call me to have these 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.

*Continued on Page 4*

# From the Secretary

by Molly Bacon

from Page 3

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.

### 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 – Final Notice

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

Donald Richmond Sr.	Mar 2016	Roger Moody	April 2016
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### 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.

Steve Breines	May 2016	Eric Olsson	June 2016
Gary Anderson	June 2016	Daniel Vallée	June 2016
Matthew Dixon	June 2016	Marlon Weyand	June 2016
Darrin Hartzler	June 2016		

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



**Due July and August– coming up, pay now!** You're still eligible for the gift certificate drawing, but renew and stay eligible

Howard Gaass	July 2016	Benny Bonaminio	Aug 2016
Eddie Iglar	July 2016	Silas Johnson	Aug 2016
Jeff Kent	July 2016	Edward Kotecki III	Aug 2016
Gary Moore	July 2016	Norbert Laubach	Aug 2016
Greg Schupfer	July 2016	James Law	Aug 2016
Richard Weidner	July 2016	J.C. Salazar	Aug 2016
JC Ash	Aug 2016	Larry Sherwood	Aug 2016

### Don't Forget

#### Corvanatics Business Cards


Email, call, write me or order online at the Corvanatics website in the merchandise section for a "stack" of Corvanatics business cards to give out whenever you see an FC. **Thanks, Molly Bacon**

**Corvanatics**  
*Dedicated to the preservation of  
Corvair 95 light trucks and vans*

**The Corvanatics chapter of the Corvair Society of America advances preservation, restoration and enjoyment of Corvair Forward Control (FC) vehicles.**

**More information and how to join on the back of the card.**



**John Sunden**, Corvanatics member and long time Secretary of Long Island Corvair Association passed away last December after a long illness. John was a U.S. Army veteran and former Pan American Airlines employee. John was active in the Corvair Community for over 30 years and was known to do anything to help your Corvair run or look better.



# FC Intermediate Door Dolly

by Steven Spilatro



## Start with a cheap, junk office chair

Here is the dolly I made to help when working with the intermediate doors of my Greenbrier. Removing, reinstalling and aligning these doors almost always necessitate an extra set of hands, which I never seem to have. So I came up with an inexpensive dolly to support and move the door as needed.

The wheels are from a cheap office chair that has an adjustable height screw; rotating the wheels raises or lowers the platform. The seat itself was discarded (I found this in the trash) and replaced with a short length of 2" x 12" lumber and vertical supports made from 2 x 4s. The vertical boards, which are removable and drop into slots, are covered with cheap bathroom towels to protect the paint. The slots are positioned to allow reversing the orientation of the unit as needed for the front vs the rear door. I use an incredibly large rubber band to secure the door in place, though bungee straps would work as well.

Some shimming of the door base is necessary to achieve level support. By rotating the wheels so that the weight of the door is supported, it can be easily rolled after the hinges are unscrewed.

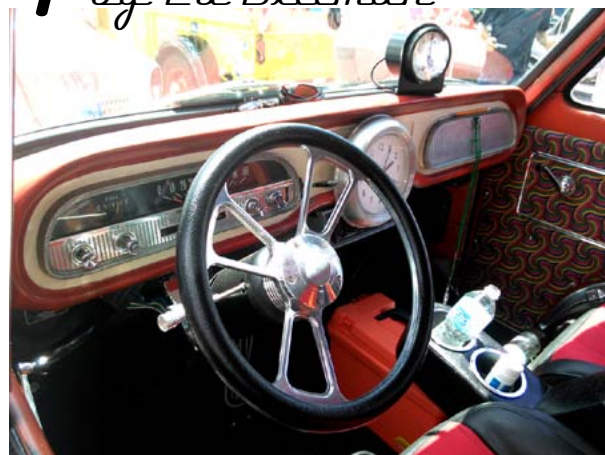




Originally published in the VCCA's Generator &amp; Distributor

# Greenbrier Racks up the Smiles

by Ed Bittman



photos by Kate Sullivan

In 2014, I was at a Corvair meet in Helen, Georgia, when it drove up. I nearly fainted, having thought it was lost forever. The new owner was all ears when I told him its history. He had already decided to check off a bucket list item and was entered to race the Greenbrier in the 115-car 2014 Great Race from Maine to Florida.

Along the way, the Corvair was probably the most-photographed racer on the route! It was able to do 2,100 miles in nine days with only a minimum of trouble, and driver John Swindle of Fort Pierce, Florida, did all us Corvair—and Chevy—lovers proud crossing the finish line. Groovy, man!

To see the Venture van commercial that started it all, go online to: <http://bit.ly/1OJ4pP4>

For me, this was the Corvair That Got Away. Looks modified, right? Does it count if those changes were commissioned by Chevrolet headquarters?

Back in 1997, Chevrolet introduced its new Venture minivan. To promote the long history of Chevy people-movers, they created a commercial featuring the Corvair Greenbrier—this particular Corvair Greenbrier, in fact. Chevy's ad agency, Campbell-Ewald in Detroit, took a fairly normal two-speed Powerglide 1962 Greenbrier and modified it for the Venture commercial, adding a custom exhaust system, with both sides exiting in front of the rear wheels, as well as that psychedelic paint job, glass bead curtains, and tie-dye door panels inside. The van was originally Almond Fawn, as indicated by the build plate; it made the perfect neutral background for 14 different colors of hand-applied water-based paint, I guess!

I bought the van directly from the ad agency and held onto it until about 10 years ago. I never did get the time to do anything with it, so I figured it was time to sell. It needed some major detailing after sitting outside the ad agency for years. I sold it on to a well-off friend, who had his crew spruce it up. After he passed away, it was sold to a fellow in Miami, who put it on eBay. It didn't sell—the \$11,900 asking price might have had something to do with that—and when I later contacted the seller, he offered it to me for \$10,000. Needless to say, I could never afford that. Sadly, the seller wasn't at all interested in its history.





# CORSA SPRINGFIELD 2016

The 2016 CORSA Convention was held at Springfield, IL at the Crowne Plaza hotel from July 12<sup>th</sup> through the 16<sup>th</sup>. The hotel parking lot was large enough that all of the events were held there, even the Autocross; though using a short course. Unfortunately, the weather was hot and steamy for most of the time. Rain interrupted the Concours a couple of times, but despite these few things, it was lots of fun.

The Corvanatics annual meeting had good attendance. You can read the meeting minutes and view the financial statement elsewhere in the newsletter.

We are proud that around 11% of the Corvanatics members participated in at least one event at this year's convention. They were not always in an FC, but we want to recognize all of them even so. Apologies if someone is missing.

**Gary Greenwood** is listed first since he was a recipient of the **Edward N Cole Award**. Here are the details of the events that led him to this prestigious award.

**Concours** - Modified class - 1965 Monza Blue Coupe, 97.48, Senior Gold

**Autocross** - IS-2 class - 1965 Monza Coupe, best time 27.343, 3rd in class, 18th overall

**Rally** - 1965 Monza Coupe, score 13, 2nd place tie

**Econorun** - Auto transmission class, 1965 Monza coupe, 28.06, 2nd place



**Burt Nuener, Jr.** First in Autocross and Silver in Concours



**Kevin Clark** 1963 Corvan Top 3 Car Display FC

Here are the rest of the members in alphabetical order:

**Jack Bacon** – Rally - non-Corvair, score 523, **Model Car Display - Senior Diorama** – 2<sup>nd</sup> place

**Gene Barr** – Autocross - IS-1 class, 1963 Monza Coupe, best time-27.994, 1st in class, 25th overall

**Jonni Berkman** – Cole competition - 17<sup>th</sup> place, **Autocross** - WP 118 class, 2016 Nissan Ultima, best time 36.788, 1st in class, 61st overall

**Richard Boxdorfer** – Vendor Area Display – 1963 Rampside tow truck

**Chris Brown/Molly Bacon** – Car Display – Specialty/Engineering - 1968 Ultra Van – top three

**Kevin Clark** – Car Display – FC – 1963 green Corvan – top three

**Mark Corbin** – Model Car Display – Senior Promotional/Collectible – 1<sup>st</sup> place

**Eldon Dahl** – Autocross - IS-2 class, 1966 Monza Coupe, best time 25.722, 2nd in class, 10th overall, **Rally** – 1966 Monza Coupe, score 13, 2<sup>nd</sup> place

**Mike Dawson** – Autocross - SS-3 class, 1965 Monza 4 door, best time 27.392, 2nd in class, 17th overall, **Econorun** - Automatic transmission class, 1965 Monza 4 door., 21.77 mpg, 11th place

**Dale Dewald** – Cole competition – 3rd place, **Concours** – Modified class, 1967 Fawn/Cream 500 4 door, 89.00 points, Bronze award,

*Continued on Page 9*



Jerry and Donna Pentzer

Mike Hall



# CORSA SUNSHINE 2016



Tim Schwartz

Robert Green





**Billy Bruce**



**Clair Morgan**



**Mike Hall 8 Door**

# CORSA SPRINGFIELD 2016



**Helen Moore**

**Bud Laubach**





# CORSA

# SPRINGFIELD JULY 2016

Continued from Page 8

**Autocross** - SS-3 class, 1967 500 4 door, best time 29.199, 5th in class, 37th overall, **Rally** - 1967 500 4 door, Score 2, 1st place, **Econorun** - Automatic transmission class, 1967 500 4 door, 24.91 mpg, 4th place

**Phil Domser** - **Concours** - Modified class, 1964 Blue Convertible, 96.75 points, Senior Gold award

**Spence Duffey** - **Car Display** - **Late Closed** - 1966 Blue Corsa Coupe - top three

**Mike Hall** - **Concours** - Modified class, 1965 Orange/White 8-door Greenbrier, 94.17 points, Silver award, **Vendor Area Display** - 1965 8-door Greenbrier

**Rhona Hall** - **Concours** - Modified class, 1962 Gold Monza Station Wagon, 96.67 points, Senior Gold award

**Chris Hall** - **Concours** - Modified class, 1964 Copper/White Greenbrier, 91.68 points, Bronze award

**Clyde Jones** - **Concours** - Modified class, 1966 Red Monza Convertible, 97.17 points, Senior Gold award, **Econorun** - Automatic transmission class, 1966 Monza Convertible, 24.69 mpg, 7th place

**Norbert Laubach** - Factory Stock Restored class, 1963 Red Rampside, 94.47 points, Silver



Chris Hall 1964 Greenbrier



James Law 1963 Teal Rampside Top 3 Car Display FC

award

**James Law** - **Car Display** - **FC** - 1963 Teal Rampside - top three

**Helen Moore** - **Concours** - Modified class, 1961 Red/White Rampside, 94.96 points, Silver award

**Clair Morgan** - **Econorun** - **FC** class, 1963 Greenbrier, 28.79 mpg, 1st place

**Jeffrey Murrell** - **Rally** - 1968 Monza, score 27, 3 place tie for 6<sup>th</sup>, **Econorun** - Automatic transmission class, 1968 Monza Convertible, 32.09 mpg, 1st place, **Valve Cover Races** - 1<sup>st</sup> place

**Michael Pflingsten** - **Rally** - unknown vehicle, score 496, 38<sup>th</sup> place, **Econorun** - **FC**, 18.64 mpg, 3rd place

**Eric Prosis** - **Rally** - 1965 Monza, score 74, 22nd place, **Model Car Display** - **Senior Modified** - 2<sup>nd</sup> place

**Philip Raker** - **Cole competition** - 13<sup>th</sup> place, **Concours** - Modified class, 1965 Corsa Coupe, 91.74 points, Bronze award, **Autocross** - **IS-3** class, 1965 Corsa Coupe, best time 28.719, 9th in class, 30th overall, **Rally** - 1965 Corsa Coupe, score 26, 4th place tie, **Econorun** - Manual transmission - 4 carb class, 1965 Corsa Coupe, 18.71 mpg, 15th place

**Timothy Schwartz** - **Rally** - 1963 Greenbrier, score 33, 11th place

**Larry Sherwood** - **Autocross** - **IS-2** class, 1965 Monza Convertible, best time 31.092, 6th in class, 53rd overall, **Rally** - 1961 Rampside, score 468, 37th place

**Steve Spilatro** - **Webmaster** - 2<sup>nd</sup> place

**Alan White** - **Cole competition** - 15<sup>th</sup> place, **Concours** - Modified class, 1965 Yellow Monza Coupe, 91.57 points, Bronze award, **Autocross** - **SS-3** class, 1965 Monza Coupe, best time 26.983, 1st in class, 16th overall, **Rally** - 1965 Monza Coupe, score 60, 20th place, **Econorun** - Automatic transmission class, 1965 Monza Coupe, 24.83 mpg, 6th place, **Newsletter** - **VAIRifiable** - 2<sup>nd</sup> place, **Model Car Display** - **Senior Diorama** - 3<sup>rd</sup> place



# Annual Meeting *by Molly Bacon*

## Minutes of the 2016 annual Corvanatics meeting, July 13, 2016

The meeting was called to order at 8:32PM by Vice-president Ken Hand. The first order of business was elections. John Nickel was voted in as President, Molly Bacon continues as Secretary/Treasurer, Tim Schwartz, Eastern Director, Dale Dewald, Central Division Director, Stephen Brown, Western Director, and Chris Brown, Director-at-Large.

The minutes of last year's meeting were read and approved. The Income Statement was also read and approved. At this point, John Nickel began presiding over the meeting. He mentioned that former president, Chris Nickel, was not accepted into the military, as hoped, but is now working full time.

A motion was made to donate \$500 each to the Corvair Preservation Foundation (CPF) Endowment Fund, the CPF Scholarship Fund and CORSA. Ken Hand seconded and it was approved. A question was asked whether this amount would affect our anticipated expenses. Corvanatics balance has increased for the last several years, but do we really need to be increasing?

Molly Bacon mentioned though we instituted an increase in dues for mailed newsletters, the number of mailed newsletters has increased. "Tom Hulsey explained that hard copy newsletters were draining their local chapter's treasury. When they reduced the number of mailings, they were able to support making more donations.

John Nickel presented his reaction to some situations with the Corvanatics newsletter, CorvanAntics. He is aware the sometimes articles are not getting published and two people involved as co-editors make it slower. Gary Moore then announced that he will only continue co-editor until year' end since he is one of the co-chairs of the 2017 CORSA Convention. He also mentioned that this current edition is being held until after the convention to include coverage.

At this point, the floor was opened to



discussion.

Mark Corbin is working on reproducing bushings for the air conditioning bracket. He has also worked with Steve Spilatro to reproduce the catch for the FC battery box lid.

Steve Spilatro explained that he has expanded this vision of capturing VIN and Trim information now to try to determine how many FCs still remain.

There was an enthusiastic discussion about how to loosen stubborn screws. Tim Schwartz and a few others use penetrating oil, but some others like a 50/50 mixture of automatic transmission fluid and acetone. With that mixture, be careful as it will quickly take the paint off.

There was a discussion about not being able to get FC vent windows to close. They had found the rivet used was larger than the standard one that Clarks carries.

Ken Hand mentioned that with Harold Dexter's passing last summer, his will had large donations to all factions of CORSA. His wife, Kitty, who predeceased him, also supported CORSA and always attended the conventions. Mark Corbin told about his unfortunate meeting with Harold at the 1979 convention when he backed over Harold's Rampside ramp, which was left down.

Michael Emanuele's passing was also mentioned and all the support he provided towards Corvairs and the Corvair community.

Someone asked where you go if you need something. John Nickel said you should inquire at Corvanatics first and that members are entitled to a small free advertisement in the newsletter. Also, Corvanatics has a Facebook page.

Steve Spilatro told about inspecting a Loadside with the ending numbers of the VIN being 000036; the lowest VIN number of any FC he's aware of. It had the early fasteners.

Lastly, someone explained where the term pickup truck came from. Henry Ford sold trucks crated that you picked up at the dealer.

At this point, the meeting was adjourned.

**Two FC reproduction parts for sale**

Greenbrier and Corvan Door Hinge Grommets  
and Battery Compartment Lid Catch

Both are exact reproductions made of tough, heat-cured industrial grade polyurethane rubber, colored with UV protecting pigment.

**Door Hinge Grommets**

Just like the original, the side door grommet has a bead contour along the center hole and a slightly narrower flange on the back side. The rear door grommet is smaller, lacks the bead, and is symmetrical on both sides. There may be some mold flashing along the edges that you may wish to trim.

- \$6.75 per grommet (either size)
- set of 4 (for 1 door) - \$25 (save \$2)
- set of 8 (for 2 doors) - \$50 (save \$4)
- set of 16 (for 6-door van) - \$100 (save \$8)
- set of 24 (for 8-door van) - \$150 (save \$12)
- + shipping

**Battery Door Compartment Lid Catch**

The lid catch has not been previously reproduced and incorporates an internal metal plate the same as the original. These are time consuming to make, and depending upon interest, this may be a onetime production run.

- \$18 for one and \$15 for additional catches
- + \$4 shipping (in lower 48)

Order by contacting Steve Spilatro  
at spilatr@s@marietta.edu



**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 anyone with an interest in Forward Control Corvairs. Dues are \$10 for an emailed newsletter and \$12 for a mailed newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanatics website at <http://www.corvair.org/chapters/corvanatics/membership.php> or by mail. If mailed, please include a completed membership form. Forms can be printed from the website or obtained directly from the 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.

For advertising in the newsletter, please contact the Secretary/Treasurer. Members can have a free small ad in the newsletter. 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 Secretary/Treasurer. Photos for ads are \$6.00 each and can be color or black/white. Authorization and payment must be received prior to each issue. Deadline for publication is the 15th of February, April, June, August, October, or December. All ads must be Corvair related.

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**WWW.Corvair.com**



## Corvanatics Income Statement as of 7/9/2016

Starting balance – \$6459.05

### Income

Dues Collected - \$2823.00

Merchandise sold - \$391.50

Donations - \$114.00

CD Interest - \$2.02

Refunded fees - \$1.38

**Total Income - \$3331.90**

### Expenses

Newsletter - \$1065.44

Miscellaneous office supplies - \$388.21

Donations - \$250.00

Donations to deceased member's charities

ALS

American Cancer Society

Baptist Church

CPF

Visiting Nurse

Postage - \$235.82

PayPal fees - \$101.39

Merchandise - \$100.00

Belt Buckles

**Total Expenses - \$2140.96**

**Balance - \$7649.99**

Gary Zeller's Rampside was front and Center at the Torrington, CT Downtown Car Show



John Marlin displayed his fine Rampside in the 39<sup>th</sup> Annual Ault Park Concours d'Elegance in Cincinnati.

Karl Stelzer won a Top 50 trophy for his 1963 Rampside at the 9th Annual National Panhandle Cruisers Car Show held at the Five Flags Speedway in Pensacola, FL.



The club owes member Ron Fedorczyk a huge THANKS for donating this box of over 200 photos he took at the 2015 Tacoma Convention. We will look at picking out some and posting them on the website. Thanks again, Ron



# Need a Little More Adventure?

by Gary Moore



**This spot in the Host Hotel parking lot was selected to work on the Rampy to make it roadworthy. It was next to Ray Morales' trailer full of Corvair parts and tools.**

For most of us driving our Corvairs to the annual CORSA Convention is an adventure. But, imagine flying from Australia to Springfield, IL to pick up a 1964 Rampside, getting it road worthy, and then driving it from Springfield to Key West, Florida. And if that's not enough adventure for you, imagine driving it from Florida to San Francisco to have it shipped back home to Australia.

This is what Australians Mark Luther, originally from Chicago, and Andrew and Di Marshall are doing. At the convention they replaced the gas tank, rebuilt the brake system, did some engine tuning, greased the bearings and lubed everything. Then they had some new tires put on and built a wooden enclosure in the bed for their luggage, extra parts and tools. This was all done with the help of Ray Morales and his wife Jeannette Alberte who brought them the Corvair parts they had ordered earlier from Clarks and a trailer full of tools. Jeannette wisely made sure they



**Di, Jeannette and Ray, Mark and Andrew get a final photo before leaving Memphis on the second morning of their trip across Southern USA.**

left with a CORSA membership roster, which came in handy.

By Saturday they were ready for their cross-country trip; all three in the cab of the Rampy in some really warm weather across the southern USA. They spent the first night in Memphis and made some repairs, again with some help from Ray Morales. The next stop was Nashville where they made some more repairs. Near Atlanta they stopped by Corvanatics member Billy Bruce's house and made yet more repairs. Their next stop should be in Savannah, GA then onto Key West, FL.

Latest Update, August 5 from Jeannette Alberte.

Hi folks! Just wanted to share that our Aussie friends, Di and Andrew Marshall made it to California! Problems were encountered and overcame along the way. They have an adventurous spirit and enjoyed their trip. They went all the way down to Key West and were headed out of Florida to New Orleans when a break down in Pensacola required a truck and trailer rental. Yep, a catastrophic failure! Oil leak problem throughout the southeast...yada yada...broken connecting rod, broken camshaft, etc! They spent four days with Ray and I while a rebuilt engine was found and installed. There is a lot more to the story but in the end, Di and Andrew saw how Corvair people help each other out! They are writing an article about their adventure.



**Mark, Ray Morales and Andrew check the "spare parts" inventory. They were hoping none would be needed for the trip.**



# My Swedish Greenbrier Saga

by Stig Holm

To be honest, I was always more interested in European cars of the fifties and sixties than of American cars of the era. Most American cars were designed from the same formula; Big six or eight cylinder cast iron engines, rigid rear axles with leaf springs and bodies mounted on frames. European designers of that time were more free-thinking and the cars therefore much more interesting; to me anyway.

But, as almost all of my car-enthusiastic friends drove American cars I started looking for an American car with a European touch; just to blend in. And found one – the Corvair.

After some time (there are not THAT many Corvairs in Sweden), I finally succeeded to buy a well-maintained car. A 65 Corsa Coupe with a 180 hp turbo engine originally sold new in Sweden. Almost all Corvairs sold in Sweden in 1965 were turbo-cars, manufactured in Oshawa, Canada.

After enjoying this car for a couple of years and getting more and more interested in the Chevrolet Corvair saga, I developed an urge for a "95" and preferably a Greenbrier.

If Corvairs are hard to find in Sweden, the market for Corvair FCs are almost non-existent (I have more fingers on my left hand) and none of these few were roadworthy.

So, it had to be the US market. Which wasn't that much bigger. OK, there were some vans which looked promising at first glance but most were eventually sorted out. If it wasn't for the price (I did not want to pay 5-digit), I was warned by friendly forum members about other objects.

But finally I got at tip from one of the new-found forum friends about a decent Greenbrier on eBay. After thumbs up from others, I decided to bid on it. Surprisingly enough, the auction ended with me having the highest bid.

There and then things became really interesting. How do you transport a vehicle from the sellers address to a harbour, get it loaded in a container, get the container onboard a vessel, making sure the vessel gets to the right harbour in Sweden, and get the container off the ship.....????? Plus a lot of other questions like export documents from US and import documents to Sweden.

Actually – piece of cake!

It only took a phone call with a Scandinavian vehicle transport company (Viking Transport, a suitable name) based in Norfolk, Virginia. They collected the van with a flatbed truck in Virginia beach, drove to Norfolk harbour a few miles away, loaded the van in a container and even arranged the export handling. For just \$180!

Two weeks later, the vessel arrived to Gothenburg and again I got impressed as the export transport company has a Scandinavian counterpart that arranged the import declaration without me moving as much as my left little finger.

The only thing left for me was to drive the 600 miles with my truck to collect the van.

Registration was really straight forward as the van had a valid title. The only required modifications were to replace the orange forward position lights with clear lenses (got them from Clark's) and fabricate a



**New dash with KPH speedometer**

speedometer scale in km/h.

The van obviously needed, and needs, some tender lovin care. So far I have repaired a leaking fuel tank, replaced all shocks, removed the Spyder panel and installed the original one as well as the original steering wheel. All this, not to mention all the excess wires I've removed to clean up the electrical system.

It's a ongoing renovation of the van but it will probably not be an original "matching number" van as it has a different engine (#65 Monza 110 hp car engine), a new stereo with speakers cut into the door panels and some "deluxe" options as chromed bumpers.

But, I will keep it up to a good technical and reliable standard. So far it has proved it to be just that. Recently I drove it to the annual Corvair Club Sweden meeting, a total distance of over 800 miles during one weekend, and also a number of other car meetings. It definitely is a show catcher wherever we go.

The coming winter will be (a lot of) rust-repairs and a possible respray of the, far from original, paint job. But I sort of like the Gun Metal color. It makes the van cool!



# Ash Shop Open to Tulsa Corvairs

by Marilyn Ash



JC's project on the lift in his garage. Members of the Green Country Corvair Group meet one Saturday a month to work on Corvairs at JC's.



The fresh powerpack for JC's AC Rampside.

The fourth Saturday of most months we have what we call 'J.C.'s Corvair Garage' at our place. **Green Country Corvair Group** members, spouses and visitors meet and work on each others cars. They do small jobs that can be completed that day. We have coffee, iced water and many good snacks.

At noon we all go to the local cafe for lunch, and sometimes come back to work on more projects.

Green Country is hosting the **Great Plains Corvair Round Up 2016** in Tulsa September 23-25. So along with fixing our cars we worked on ideas for that also.



Marilyn and JC Ash.



Air Conditioned Rampside cab.

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