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# CORVAN ANTIICS

#A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA



Bud & Kay Laubach's Rampside

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. Membership applications are available from the [Secretary/Treasurer, Larry Schumhl 4563 Deep Grove Ct Jacksonville, FL 32224](#)

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Stories, articles, photos, memorabilia, or any other item for publication should be sent to the [Editor: Mike Moyer 2736 Sherwood Dr Navarre, FL 32566](#). All of these can also be sent by e-mail to: [corvanantic@gmail.com](mailto:corvanantic@gmail.com). Technical material should be sent to the Technical Editor for review.

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**Web Page Address:** [www.corvair.org/chapters/corvanantics/](http://www.corvair.org/chapters/corvanantics/)



## FROM THE EDITOR

In order to simplify my job I have added a new Email Address just for CorvanAntics.

It will be [corvanantics@gmail.com](mailto:corvanantics@gmail.com)

Please make note for all Newsletter issues

I still will retain the old emails for personal emails

[Thank you everyone that contributed to this months Newsletter and a Special thanks to Circle City Corvairs](#)

Mike Moyer

Editor



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# From the Secretary November 2008

Greetings,

Here it is. This is the membership as I know it. Send me an Email if you have changes etc.

[LSchmuhl@juno.com](mailto:LSchmuhl@juno.com) or (904)997 2217

**Welcome new members:** Gary Anderson, Rochester MN 61 Corvan  
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Thanks  
...Larry

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James Nicklas	611-459-8037	Grand Rapids	MI	
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Don Palmer	805-736-8485	Lompoc	CA	
Fred Palmer	508-278-5806	Oxbridge	MA	

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## Ben's Bus get busy

Ben's Bus and Reese Backpacker trailer loaded with dirt for Ben and Lynn's garden railroad project.



## FC REGISTRY

Merv Krull of Salmon Arm, BC, Canada has graciously volunteered to start a registry of all known Corvair FC models. E-mail Merv at [krupross@sunwave.net](mailto:krupross@sunwave.net) and supply the following information:

**Make:** Greenbrier, Rampside, Loadside, Corvan

**Year:**

**Model:**

**Vin Number:**

**Features:**

**Location:**

**E-mail or phone number:**

**Status:** Running, under restoration, parts, junked

I'm sure any interesting short notes would be appreciated by Merv. He says you can send up to 3 jpeg pictures with the information. Thanks from all of us for taking on such a large task Merv.



# THE LITTLE RED TRUCK

From the Front Cover

This is the story of the true life of The Little Red Truck.

When the truck rolled off the assembly line it was totally red. It did not have a white accent wide stripe as most of the other Corvair Rampside had. This made it very marketable for the Bartkus Oil Company of Boulder, Colorado. They were a Mobil Oil Station and red was the dominate color for their company. The Bartkus Oil Company of Boulder, Colorado purchased The Little Red truck from Russ Lyons Chevrolet Co of Boulder, Colorado on January 23, 1963. The Rampside made it an ideal truck for oil product deliveries but the bed of the truck took a beating as the oil barrels rolled and dented the nice silver finish. George Laubach my father purchased the truck from the oil company on June 27, 1973. The purchasing price was \$100.00. The Little Red Truck went to a good home. George liked to drive a Corvair Greenbrier and a Corvair Panel truck to make deliveries for a concession company. He made his deliveries to the stores and restaurants up in the Colorado mountains. He liked the forward controls with the engine in the back. He was sure The Little Red Truck would be great for his personal use.



George gave me Norbert Laubach (his son) The Little Red Truck in 1983. The truck was driven from Boulder, Colorado to Oneida, Il. our home.

Grandpa George was delivering the family piano to his granddaughters and the rampside on The Little Red Truck was great for loading and unloading the heavy piano. The Little Red Truck was painted with a new coat of Centir Hard Coat in 1986 by one of the local body shops. The restoration had started. I was a busy man being a father of three girls, a husband and a teacher. I was busy building a house, attending the high school ball games and running an onion ring stand on my summer time off. The Little Red Truck sat patiently for me to work on it in my spare time.

It took 15 years to get the Little Red Truck ready for it's first show.



The first showing was the National Convention in Chicago, Il. The Little Red Truck did well with it's showing and since that show it has done very well .. One of the top honors it has won is the Senior Division. It has become a real attraction with it's bright red coat of paint, rampside and now it has a walnut bed to cover the dents in the bed. My wife and I enjoy owning The Little Red Truck and we show it in honor of my dad who enjoyed it before us.

Thanks for showing interest in our pride and joy.  
Bud and Kay Laubach

## Custom FC T-shirts made to order.

Funky Rampside, Greenbrier and Corvan available as shown but with your own color on body and stripe. Some custom wheels available too.

We can do pictures, send us your favorite shot(s).

Price varies; \$18.10 (youth with left chest), \$26.80 (adult with large print on one side). Other print location, custom wheels, 3X ,4X are extras.

Order yours now for Christmas!

For pricing send email with description or photos, shirt size, color to [kevin@kcvairbrush.com](mailto:kevin@kcvairbrush.com).

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## Business Trips can be a Pleasure

Mike Moyer

Last Month I had the opportunity to go to a Class for work in Indianapolis and I got to spend an evening with the gang from Circle City Corvairs at their host hotel for the 42nd annual Hoosier Car Show and Swap Meet.

Tom Miller invited me from an email I sent out on Virtual Vairs (I had asked if there were any Corvair related goings on while I was there) They had a great meal out for everyone to enjoy and we spent hours talking about Corvairs. I had a great evening and enjoyed the Corvair company. **Tom thanks for the invite. Circle City Corvairs Thank You for the great Hospitality.** I also filled this issue with articles from that evening. I bought 2 Circle City Tee Shirts that I will Proudly wear at Car events here in Florida. What a great way to end a business trip !!!!

I did get to wander around the Swap Meet for several hours before the get together but unfortunately I did not get to go to the actual car show as I was flying home early Saturday morning. Maybe next year



# Emails to the Editor

Mike,

It was good to meet you at the hospitality room for the Corvairs Friday evening. Too bad you couldn't stay for the car show on Saturday.

Here is a photo of my '64 Greenbrier from last year's Hoosier, parked next to Dan Brizendine's 8-door which you saw Friday evening. I don't have any photos of the prototype folding rear seat in my Greenbrier that are in my computer. I guess they are older photos from my film camera. I'll see if I can scare them up and mail you a couple. And maybe find Bob Kirkman's write-up about the seat. I always enjoy your newsletter--glad you were willing to take on the job. Jean Allan

Circle City Corvairs



Mike,

Here are photos of my Greenbrier, three with the seat in its possible positions. It should create a flat floor, but doesn't quite because the seat back is a little too well padded. I guess if I carried weight around on it, it would probably get flat. One of Bob Kirkman's articles about this seat says the front seat has to face backward to fold the seat down. But ??? clearly it doesn't. Do I have the forward seat in there in some unusual way, or what? He first took this van to the Detroit convention in '79. It also has one of his "special" engines as shown on the cover of the Communique, Vol 1 No 9 (Apr 79). He did 14 special engines, 13 of which were rechambered to run on regular fuel. Bob's article in Corvanatics here is a copy with no date. However, part of a second article shows that Tom Silvey was pres and he seems to be describing the Houston convention. You can probably figure it out... Jean Allan

Circle City Corvairs

Indianapolis



# CLASSIFIEDS

**For Sale: NEED MORE ROOM in your FC?** This may solve your problem. Front Spare Tire Mount Would like to sell for \$50 plus shipping. Earl Jones E-mail at [Evair@nc.rr.com](mailto:Evair@nc.rr.com) 919-269-2041 (would prefer e-mail if possible) [evair@rr.com](mailto:evair@rr.com)



**Wanted: Rampside** Prefer Powerglide but will consider manual Must be Restored or very nice original Bob Grant 352-259-9776

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

**For Sale: Set Greenbrier 2nd & 3rd row seats** Will need recovering but are a good start if yours are missing Make offers **Mike Moyer 850-261-1709 Navarre FL** [vairvert67@yahoo.com](mailto:vairvert67@yahoo.com)

**For Sale: 1964 110HP Truck engine** Needs rebuild TO918vb distributor 110319 head 3813516 9:1 102 62-63 102 heads on 164cu give 110 HP Automatic Bellhousing Complete minus carbs \$400 You arrange pickup. **Bill Clemons Panama City FL 850-763-1605**

**Your Ads here Free for members**

**Want / For Sale / Will Trade**

**FOR SALE 1961 Greenbrier** that's in very clean condition...the body and insides are in wonderful shape; no rust, never dented or dinged and has all its original parts. It has never been in an accident and has no dings or dents whatsoever, even small ones. It's clean inside and out, no kidding.

- Is a 4 speed. It's a 110 engine but it is not together and not running...It lifted a valve seat--only one valve seat, and it was a noisy one. engine was taken apart, mainly because, at the time of the incident, when the engine was making the noise, it was not known what WAS wrong with it. One head--the head with the lifted valve seat--was taken in to be repaired, at which time I was told, by the Corvair mechanic and shop owner, that "both" heads should be done... and since we're going that far that I might as well go all the way and have it rebuilt completely--since the engine was taken apart anyway.

- At that time--years ago--I became fully disable and all normal things stopped, including work on the Corvair. And since one head (the lifted valve seat head) was in the shop for R&R, that head stayed in the shop and it was lost. So the taken apart 110 engine is ALL there except for one head.

- Would like CASH for it – green money only...I have the pink slip

- The car is in my backyard. I'm retired and at home always, as I'm disabled.

**CONTACT...**

**Mr. Lance Montgomery**  
661-822-7512



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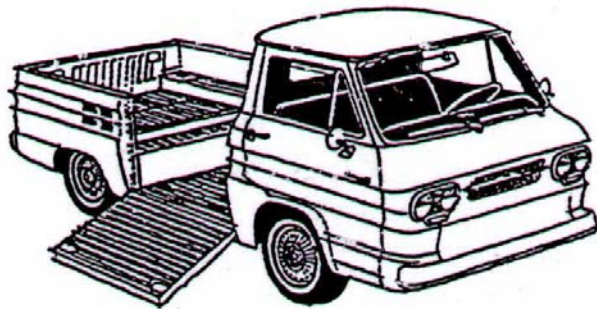


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