



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



Jan/Feb 2007 VOL. 35, NO1

CORVAN ANTIQCS

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



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

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. Membership applications are available from the Secretary/Treasurer, Larry Schumhl 4563 Deep Grove Ct Jacksonville, FL 32224
Dues are \$10.00 per year and must be sent to the Secretary/Treasurer. Sending them to any other address will only slow your renewal and possibly cause you to miss an issue.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor: Mike Moyer 2736 Sherwood Dr Navarre, FL 32566. All of these can also be sent by e-mail to: Vairvert67@yahoo.com. Technical material should be sent to the Technical Editor for review.

Classified ads are free to Corvanatics members and should be sent to the editor. Display advertising is also available at the following rates: Full Page: \$25; Half Page: \$15; Quarter Page: \$10; Business Card (2 x 3.5): \$5; Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads are \$6.00 each and can be color or black/white. Authorization and payment must be received for each issue. Deadline for publication is the 15th of February, April, June, August, October, or December.

Web Page Address: www.corvair.org/chapters/corvanatics/



FROM THE EDITOR

Help Please!!!!

I am in need of fresh pictures, articles & For sale/ Want ads for the up coming issues.

If you are at a Corvair event or car show in general Snap some pictures of the FC's if there are any and send them in.

Got some extra stuff Need some extra cash members advertise for free

Please Email to Vairvert67@yahoo.com

Mike Moyer Editor

CORVANATICS MERCHANDISE

Available from the Secretary / Treasurer

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Here Ye! Here Ye!

It's time to let Diane go sit down.
Thanks Diane and Bob for all your service, and help with the turnover.

I have been the recipient of all the 'stuff' that goes with the job of secretary/treasurer. I now have the back issues, decals, patches etc.

Please address all correspondence to me from here on out.

Larry Schmuhl
4563 Deep Grove Ct.
Jacksonville, FL 32224

Or:
Lschmuhl@juno.com

My phone is 972- 672 -0561. It's a cell, that's always on.

Make any checks payable to *Corvanatics*.

Please be a little patient until I figure everything out. I'm in the process of verifying your membership information, and tweaking the roster database. Since CORSA has changed the membership numbers, please drop me e-mail with your new number. If you have an FC, let me know what it is – Greenbrier, Rampside, Loadside, etc. If you don't have e-mail, include this info with your dues.

Next issue I will publish a roster to make sure I have everybody.

If you have e-mail, consider signing up for the PDF version of the newsletter. It saves us all money, it comes in color (which you can print), and you get it earlier.

Thanks
...Larry



Riding with The President



Well, here we are staring at a new year. What are your plans for the coming year? One of the things to keep in mind is the up coming International Convention. Why is this such an important thing to me? I just happen to be the chair person heading up this years convention! As you can see I have lots going on in the up coming months. I can assure you that we have secured a time and a spot for the Corvanatics meeting during the week. And speaking of, does anyone have any ideas outside the normal business meeting of what we could have for a topic, either of discussion or a program of sorts? Please let me know.

We always need to think of travel plans and it is never too early to start planning a trip. Many of you travel quite frequently and what you need stays right in your vehicle or you have a quick box just to throw in for travel with a few spares and all the little things you need. That is only part of travel and the route you take and where you would like to go is another part. When I traveled I didn't have to think of the route because I traveled it so often but if you are going into new territory then you need to at least look at a map so you don't have to do that while you are driving. Believe me, I have taken many a scenic route before, unintentionally.

I don't really have any outstanding club news that needs to be discussed, I guess we are all playing very nicely together. Do take a look at the BOD and you will see that a few people have changed so please make a note of it. The web site has had some updates done with address changes and such but we need to get some member pictures in there. You can send them either to me or the web master, Brian Sebenick. I think he is listed in the news letter. If you have anything for the web site be sure and get it to someone, we really need to get some good content in the web site to make it interesting.

May all of your vair troubles be only oil leaks and tune-ups.

Ken Hand

Modifying the floor of an Early FC to take a Late shifter.

I purchased parts of a Late model FC that would allow me to modify my '61's original shifter (not a beautiful design). The basic idea was to put in the holey gas tank and run the eight foot long rear shift shaft through the hole and then mount a "shifter" up front. Turns out you need to change a part of the floor in order to mount those parts "up front". When I got the parts I got this part (shown in the photo) of the floor with the shifter. I thought I'd just weld it into the old floor and have a 'go' at it. Surprise! There's a separate steel stamping (0.080" thick) that is spot welded to the floor 'up there'. And there are at least 30 of those spot welds to cut out.



I removed the spot welds so I could check out the 80 mil stamping. It was in fine shape and would certainly be able to hold up to some strong shifting motions once it is installed into/under the floor in my '61.

Here that stamping - nude!
The next photo shows it in the salt bath with foaming action on the Negative lead. I may have to find a deeper tank to get the center part clean...oh, well!

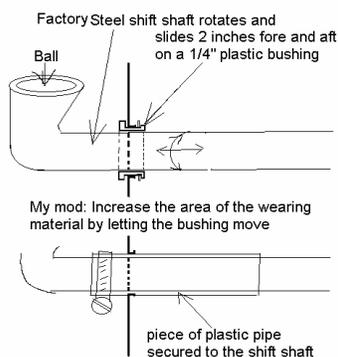
Stay tuned as this project develops....

.Fran



Modifying the Shifter on an early FC.

Those of us who have Early (pre'64) FC stick shifts know about the convoluted path the shifter stick takes before it finally makes it down to dirt level. That is where the thing that is shaped like a smoker's pipe (called the front shift shaft) hangs precariously in the mud. In My Humble Opinion (IMHO) that design left an awful lot to be desired. The subsequent version - through the holey gas tank - was an acceptable fix, again IMHO - but many of us didn't get to own a '64 or '65 FC and have missed out on the "joy of shifting!" I once had a '64 Greenbrier (went to one of my sons) and still have a '61 Rampside. Recently I made a deal with a guy who has a Junker '64 Greenbrier who let me have the later model shifter mechanism from it. I told him what parts I wanted, he cut them out, and I picked up the parts on a swing through D'Luth, MN.



The big change on this later model shifter was to get the pivots up out of the dirt. The factory accomplished that trick by making a rig allowing the shifter ball to be mounted high up on the floor - as it is in the cars - and supporting the above mentioned shift-shaft just below that floor pretty much in line with the front of the tranny - - eight feet behind. This higher mounting did necessitate building a tunnel through the gas tank. I suppose there are some new members who never heard of such a thing on a CORVAIR but I can't remember hearing of any real problems as a result of such a bold/odd move....so we'll accept the holey tank as a fait d'accompli. same shift shaft.

There was one modification I had done to my '64 shifter that I have incorporated into this "new" one. Some of you luckier members, those with late model F C's, might want to duplicate this change. The modification involves the bushing through which the shift shaft slides and rotates and readily wears out. Clark's say it is always broken. I changed the small plastic bushing to a large plastic bushing by letting the bushing move. See sketch of idea.

Below are photos of an original used bushing on the front shift shaft and of my new bushing on that

Fran

See also related articles on this installation.





CLASSIFIEDS

For Sale: 1961 Rampside, Original motor, 3 spd Needs restoration, body work, Seat upholstery, some welding underneath. Currently licensed and occasionally driven. Good project Candidate Free Camper & amenities \$2500 Gary 716-439-5194

For Sale: Convert your FC to a later Style thru the floor shifter: 1964 Shifter parts complete with tunnel Gas tank, You remove or I can pick up preferred due to size Best Offer Mike Moyer 850-261-1709 vairvert67@yahoo.com

For Sale: "Corvair By Chevrolet" Neon Sign Excellent condition. Currently Mounted on blue Plexiglas background, but may easily be mounted any way one desires. Email for pictures toleary@bak.rr.com . Located 20 miles S W of Bakersfield CA. Really do not want responsibility of shipping anywhere, so if interested, plan on picking it up or arranging your own shipping. I bought and paid for this sign 11 years ago and waited 2 years to pick it up when traveling through rural Colorado. \$700 firm **Tom O'Leary 1-800-488-2105**

Any interest in 2 sets FC Bucket Seats ?
Randy Kelly 801-485-1472 rkvair@yahoo.com

For Sale: 64 700 4 door, 110 hp, white with blue interior, 21,000 miles, de-flashed, new seals everywhere, new gas tank, new gas tank gauge, new rear shocks, new Firestone 440 white wall tires, interior good, good glass, new weather-strip, new billet idler pulley, remanufactured pressure plate (bolted) and clutch (all balanced), new disc and release bearing and pilot bearing and release shaft, new plugs, points, condenser, cap, rotor, brakes rebuilt, bearings greased, new pitman arm bushing, nearly new battery. Original spare tire still holding air Gonna take a bit of a loss on it at \$4000 Merv Krull Salmon Arm, BC krupross@sunwave.net

For Sale: FC Radio box & mounting bracket (red) good condition \$15 plus shipping to your location Mike Moyer vairvert67@yahoo.com 850-261-1709

For Sale: 164 CI 110 HP or 95 HP Car engine Both turn freely 95 HP just removed for 140 transplant and runs good \$300 each O.B.O Mike Moyer vairvert67@yahoo.com 850-261-1709

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Saved another Brier

Work continues on the 64 Brier at a snails pace. Brakes have been completed. Gas tank was removed cleaned and resealed

Most of my spare time is spent on the new property and great strides are being made there. The new shop floor (Barn) and new Garage floors were poured. Garage walls are standing, house wrapped and windows installed. Siding on and painted, Roof shingles in place (at least over the garage) Still no Garage doors yet!

Now that the Shop floor is finally poured and dry the parts shelves are put together, work benches in place & interior walls painted. Hope to have the (CORVAIR BARN) organized soon. Still looking for a 2 post lift and I will be ready for projects. 36x42 still doesn't seem to be enough space but is almost double what I used to have.

Well hopefully I will be back to working on Vairs soon enough

Mike Moyer



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 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.





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FIRST CLASS