



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



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CORVAN ANTIICS

#A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA



Ward Bourgondien's 1963 Rampside @ WFCC Corvair Lovers Holiday



Bill Rudolph's 1961 Rampside

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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 Schmuhl 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.

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FROM THE EDITOR

I continue to get articles and pictures from a few very dependable sources and I am grateful for their input but I would like to see others join in.

This publication is only as good as the material that I receive please help fill the pages this year with fresh pictures new articles. If someone is going to be able to go to the convention please remember to take pictures of the FC's. take notes and by all means send some to me as I won't make California this year.

Mike Moyer

Editor



My car and my wife Jennifer

WFCC Corvair Lovers Holiday Feb 23rd Ft Walton Beach Florida

Bill Rudolph's 1961 Rampside won first place in Peoples choice



A Spyder Dash and a molded ceiling with built in speakers are a great addition to Bill Rudolph's Rampside



Ward Bourgondien's 1963 Rampside won 2nd Place in Peoples choice

It turned out to be a very beautiful day for the 23rd Annual Corvair Lovers holiday despite the very nasty weather the days prior.

Only 3 vehicles competed in the FC class

Bill Rudolph 1961 Rampside 1st place

Ward Bourgondien 1963 Rampside 2nd place

June Lindsay Ultravan 3rd place

It was great seeing old friends and talking to new ones . Smitty's 1964 Wagon pulling the camper got farthest driven. Amazing 390,000+ miles and still going.

Unfortunately I didn't take an FC but I did get 1st place in Late model class with my recently finished 1965 Monza Convertible

From the Secretary

WOW! March of 2008 already! I hope you're all getting ready for Ventura. It's coming up fast.

This month I omitted those people whose dues were due in 2006 and who get paper newsletters. If you know someone who didn't get their newsletter in the mail, tell them why. A simple check to bring yourself current and all is forgiven.

Next newsletter I'll list the online dues that are due. I did this recently and the response was great. Thanks one and all.

Welcome new members:

Danny Jaeger - MD

Don Manen - TX

John Johnson- PA

Thanks
...Larry



Greetings from Ben's Bus!

Perhaps the biggest news to share with fellow Corvanatics members is that after fifteen years of daily (and I mean daily) FC driving, Lynn and I decided to buy another car for me to drive. Part of the reason is to preserve both of my pieces of vintage GM tin, and part is selfish...I like really good heat in the winter and an automatic transmission will spoil me! While the heat in the Greenbrier does work very well now (much better than in my college days!), and an automatic Powerglide transmission could be retrofitted into either one of my FCs, we felt it was the right time to buy something to just drive and not have to worry so much about. The Rampside and Greenbrier have been very reliable over the years, and I do not hesitate to take the van on long vacation and camping trips, but I do worry about the driving habits of other drivers and the FC's antiquated and inadequate braking system for today's highways. So, a very clean 1999 Jeep Cherokee Laredo is entering our driveway and will be used when the weather is too nasty, the salt is on the road, or for when we want to transport four or five people comfortably. I am not crazy about driving a common vehicle. Everywhere we look we see Jeeps. But it will be nice to drive a car that I don't have to "care" so much about.



Summer and Fall antics in the FCs included lots of camping, a lot of work to get the ride quality and ride height in the Greenbrier just right (this is ongoing), and also, inspired by Dave Parson and the adventures of Valveeda, we did some stump pulling with the Rampside. We also found the Ben's Bus to be a perfect choice to use at the local Sonic Drive-In Restaurant. We always order, then go to the back and set up the table to eat. The server is never sure where we are and expects to find someone in the driver's seat to take the food and pay the bill. True to form, my FCs always performed well in every situation they were



asked to. I have never really been disappointed in the performance of either of my FCs, although they have left us sit along the side of the road a few times. One time, in Canada, we could not get the van started. We figured on a dead battery, so removed it, took it to the local auto parts store and had it charged. We put it back in later and the van still would not start. We finally got it going, and then starting was sporadic. Finally, in the parking lot at the duty-free shop on the Canadian side, we cleaned the battery terminals with an emery board. Problem solved. One the other hand, some of those times we were left to sit, we actually just paused long enough for me to change a fan belt or fuel pump. I would not feel at all confident performing either of these functions on the "new-to-us" Jeep or Lynn's 2000 VW Jetta. Good luck even finding the belts...and the fuel pump, as in some converted Corvairs, is in the fuel tank. Best wishes with that one!



As I write, the Greenbrier is in the auto mechanics shop and the Rampside is getting a complete body and paint job in the collision repair shop. Both of these shops are located in the school in which I teach, so the labor is free. The students have to learn on something! The Greenbrier had its four wheel cylinders replaced in an effort to stop the drastic pull to the right upon braking. Other diagnostics have also been performed and the front suspension is being made more level. The Rampside is being stripped and new metal patch panels welded in for strength and skims of body filler are being applied. Lynn and I have yet to pick the exact shade, but some shade of dark blue will cover the body in addition to a Pearl White stripe. The students appreciate the uniqueness of the trucks and the fact that they may not have an opportunity to work on anything this old for a long time.



And so, even though I am replacing the Greenbrier as a daily driver, I still want to make sure it is taken care of and ready for any adventure. Will we still use it for camping? You bet. Will the truck, with its smooth, straight, freshly painted body still be used to move firewood, appliances, and building supplies? Without a question. These are some of the most innovative and useful vehicles ever built. I intend to use them as long as absolutely possible for the same purposes I have for the past fifteen years, just on a slightly more limited basis. If the use is too limited, who knows...perhaps in the near future a freshly redone 1961 Rampside will go on the market.

I hope the end of winter is in sight for many of you and that your FCs will soon again become useful to you as well. So, dig them out of the barn, uncover them, and use them for all they are worth. Nothing beats the questions, comments, stares, and glances that only driving an old car can bring.



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: 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 919-269-2041 (would prefer e-mail if possible)



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: 1964 Greenbrier deluxe interior with 3 rows seats all there but has 164 ci 110FC engine disassembled has nice chrome bumpers. needs bodywork Brake wheel cylinder were replaced and new rubber brake lines. Front and rear sunroofs rear spoiler Too Many projects. Best offer May consider parting out if no serious offers. **Mike Moyer 850-261-1709** 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**

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Rampside Politics

In the summer of 2007 one of our members Tye Howard decided to run for Mayor of the small town of Forsyth, Ga. It seems that it was a very heated race. Tom Mays one of our member's and a close friend of the candidate and owner of a very nice Rampside got the idea of building upright boards to mount in the 61 Rampside. Tom put the boards "Vote for Tye Howard for Mayor" and speakers in the bed of his Rampside. Tom proceeded to drive through town to help Tye's campaign, with vote getting songs from Patsy Cline getting the population all stirred up. From time to time he would park at the local Wal Mart for short periods of time. Of course it caught the voters attention. They started to come over as Tom readied himself to talk regarding Tye's political views. Of course (!) the first question asked was. What kind of truck is this?

Tye credits much of the success of his election to his friend Tom and his Rampside.

Submitted by Lillian Law, Heart of Georgia Corvair Club



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.

TOTALLY NEW CORVAIR 95 MODELS

For 1961, Chevrolet has taken another giant step ahead of the industry, with three unprecedented-shattering Corvair 95 models! They're totally new from nose to tail, in concept, configuration and components, and they're built to handle more payload for their size and weight than any other trucks on the road! Body and frame are "unitized," combined in a single assembly, featuring high strength, low weight, and lots of load space. The year-ahead Corvair 95 power team also reflects the unit design principle, combining engine, transmission and rear axle gearing in one package, tucked between the rear wheels. Further, Corvair 95 proportions create the bulk of the major stabilizing, retaining near-perfect weight distribution whether empty or fully loaded. And coil spring cushion the ride at all four wheels, with fully independent suspension, front and rear, for handling no conventional chassis can match.

MODEL WITH LOADSIDE PICKUP features an amazing 1,500 lb. payload capacity, with deep well bed floor loading surface to facilitate loading from action level bed floor in optimal of extra use.

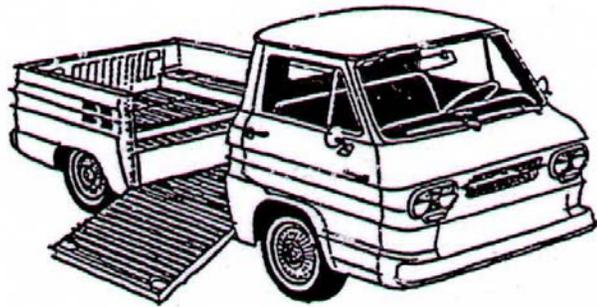
MODEL WITH RAMPSIDE PICKUP offers unmatched ease for loading heavy objects. Budget loading built-in ramp provides level, no-swing access to deep well bed space. Strong doors and locking assembly. Flush with body side.

MODEL WITH CORVAN means good news for night-duty delivery van operators everywhere. Big right-side double doors offer easy load, with no opening in front of operator's seat. Load space. Wide-opening rear doors are standard and left-side double doors are optional at extra cost.

SPECIFICATIONS
STANDARD EQUIPMENT
 A/C, REAR: 8000 lbs. net.
 BRAKES: Hydraulic, front & rear 11" x 1 1/2" lining area 187 sq. in.
 CLUSTER: 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000, 1100, 1200, 1300, 1400, 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600, 9700, 9800, 9900, 10000, 10100, 10200, 10300, 10400, 10500, 10600, 10700, 10800, 10900, 11000, 11100, 11200, 11300, 11400, 11500, 11600, 11700, 11800, 11900, 12000, 12100, 12200, 12300, 12400, 12500, 12600, 12700, 12800, 12900, 13000, 13100, 13200, 13300, 13400, 13500, 13600, 13700, 13800, 13900, 14000, 14100, 14200, 14300, 14400, 14500, 14600, 14700, 14800, 14900, 15000, 15100, 15200, 15300, 15400, 15500, 15600, 15700, 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