



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



May / Jun 2008 VOL. 36, NO3

CORVAN ANTIICS

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



Mike Moyer's New 1965 Greenbrier



On it way home from Atlanta

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FOR 2007-2008

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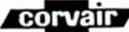
CORVANATICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

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

Well I have a new FC in the fold. Last month I was searching Craigslist and I happened upon a 1965 Greenbrier . Being 1 of about 1500 built (#535) I thought it would truly be a unique van to own. My father and I spent a long day driving just north of Atlanta and back home to FL. It had been un-drivable for about a year. Turns out it had a broken Cam Gear. I had the engine out rebuilt and back in in just a few weeks . Lots of long nights cleaning Sand blasting and repainting shrouds and am glad to say it runs very strong once again. I think it is worth all the effort.

Well that also meant something had to go so the 64 Brier and matching parts van found a new home and someone else to take over repairs I also sold my 68 Coupe and am down to only 2 vairs for the first time in quite a while.

Mike Moyer

Editor



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Riding With The President



Hi everyone, we have the up coming International Convention looming ahead, is everyone ready for that? Unfortunately I will not be able to attend this year, I have a new job at the GM proving grounds in Milford Mi. and also moving about that time or just moved into a new house. As of the time I'm writing this it hasn't happened yet but will.

It looks to be a good time out in sunny Ventura, Ca. It seems to me that it will be a little bit of a different format than what we are used to seeing but it looks to be well planned out. As a reminder our annual meeting there will be on Tuesday 8:30 PM to 10: PM. I am sure there will be signs and something in your registration packet to direct you where the meetings are being held. If anyone in the club wants to run for one of the offices or directors get with me and I will get your name added to the ballot, **NEED NOT BE PRESENT TO WIN!**

I don't have a lot to say about the club, I haven't gotten any reports or phone calls from anyone, good or bad, which is good, that means that everyone is happy. I do hope that everyone that is traveling with their FC has done all the preliminary checks for the trip, we DON'T really want anyone to get the Hard Luck award. Although, I did one year when I was pulling the trailer with my FC all over the country. It was really a trailer problem and not an FC problem but I "Pressed on Regardless" and made it to the Atlanta convention and wrote up my tale.

If anyone has any issues that need to be brought up at the annual meeting let me know and I will get it to the right person and have it discussed there and voted on if needed. I am sure that the minutes will be written up and published in the newsletter. Also if anyone has a story be sure and submit it to our editor, vairvert67@yahoo.com Mike Moyer. Let us know what you have been doing for your everyday stuff, not just the "trip".

I hope to be back in circulation again soon, hope to see everyone then.

Ken Hand
248-613-8586
www.corvairmechanic.com

From the Secretary / Treasurer

Well, is everyone ready for Ventura?

I'll be taking my motor home (not an Ultra Van darn it) and having my granddaughter follow me in her 64 coupe.

Wish us luck, and send me any spare gas \$\$ you have lying around.

I'll be running the annual meeting in the absence of our President and Veep, so please send me any agenda items you would like to see addressed at LSchmuhl@juno.com. Election of officers will also be held, so feel free to step up, or have someone nominate you.

Welcome new members:

Jim McLott – GA
John Johnson – PA
Spence Duffy – OH (8 FC's!!)

Thanks
...Larry



Photo by Ed Walker



Photo by Jessie Petel

Hello from Oklahoma,

This is a picture of our work truck, "Pinky". In Dec. of 2007, Oklahoma suffered a terrible Ice Storm that devastated most of our trees. We personally lost seven trees that were over 40 years old. There were whole trees laying all over our yard for over three months. Finally, a week ago, Tulsa County sent a crew out to pick up all the debris. Unfortunately, after picking up all our trees, the crew got side-tracked. Hmmm

J. C. took them on a tour of his "Corvair Museum." Most of them had never seen a Rampside. They were very impressed, and one of the young men ask J.C. if he would adopt him. Ha. They were in the garage for over an hour, causing our neighbors to wonder when their tree removable would begin. Fortunately, we have great neighbors and they know this always happens when new people come into our neighborhood.



The picture is of J. C. raking up all the small limbs and twigs that were left behind and loading them into the Rampside. Pinky is a 1961, with automatic transmission and a 140 engine. She runs great. Sincerely, Marilyn Ash



This is the **Miniture 1961 Rampside** that **J.C.Ash** built from sheet metal and welded together, for a Model Car Contest , at the Tulsa Corvair Roundup in Ok., in 2006.

It has tags, tag lights, head and tail lights, grill, aluminum bumpers, plastic windows, windsheild wipers, rearview mirror, steering wheel and seat. Interior bed of truck is correct shape.

The truck is 11" long, 3" wide. and 4 3/4" high at cab.

It won **FIRST** place. Painted and decorated by Marilyn Ash.

FC Gas Tank

My '62 rampside project is finally moving along and almost on the road. All that is left to get it into driving status is insurance, state safety inspection, and license. I was hoping to get it done this week, but more bad weather has moved in, so who knows when it will hit the road. Since I purchased it I have rebuilt the engine, front and rear suspension, installed all new brakes (springs, shoes, pipes, and master/wheel cyld's), and a brand NEW gas tank.

The gas tank came about when I had the front crossmember out and got a better look at the tank. The original one was covered in rust and had a sheet metal screw in the bottom. I thought about having it boiled out and then coating the inside and outside with a sealant designed for gas tanks. I must say that it was only a thought, since I have access to stainless steel sheet and the knowledge of pressure vessel design I decided to go for a new tank.

I first did a cardboard mock up of the tank since it is a complex shape to fit in the given area. Several trials were done until I was able to get everything to work out. After the cardboard mock up, I proceeded to do AutoCad drawings of the tank, which cut sheets could be made from (cut sheets included). My new tank was to have rounded corners except were the top and bottom join the sides, this was due to the ease of fabrication. Some scrap 14 gauge Stainless Steel sheet was obtained and sheared and broke according to the cut sheets.

Once the material was ready to be welded I decided that it would be best that I not do the welding myself, instead I asked one of the welders (ASME Certified) to do it at work. I first had him tack weld the top and bottom and one side together. This allowed for a final check of fit and also the making of a new pick up tube and sender.

Since the sender is part of the tank I will cover some background and source for a new one with you. As you are probably aware there is not a new sender unit available for the FC's. I think you can get your original sender rebuilt by a fellow Corvair enthusiast. I decided to make a new pick up tube out of stainless to go with the new tank. A 0 to 30 ohm rheostat was used in the FC's, which is hard to locate these days. I found a universal unit, which suited my needs at Don's Sport Vehicle in Detroit, Michigan (1-800-303-6211 or here is a link to the sender http://www.egauges.com/vdo_send.asp?Sender=Classic_30ohms&Cart).

With the new tank sender made to fit into the new tank the rest of the welding was done including installing the vent and filler necks and a drain plug for the tank. The new sender is attached to the tank using (5) screws to a 10ga ring in the top of the tank in the same location as the original one. I had new stainless steel straps (like the original ones) made to hold the tank in place.

The new tank was then installed into the rampside, a water fill test was then performed. I am sure my neighbors are wondering where I got an engine that would run on water since I used the garden hose to fill the tank! The only leak was at the filler hose, which a tightening of a clamp fixed. The drain plug worked like a charm.

While I was doing the water fill test I also checked the sender. It indicated a full tank and also an empty tank. I forgot to check it at the 3/4, 1/2, and 1/4 mark. I simply forgot in my excitement to get it ready for an inspection.

I still have more work to do before the project is complete. The body is in need of major attention, a radio is needed, HEAT, interior and the list goes on...

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Keith Hammett



Greetings from Ben's Bus

I recently read some back issues of the Corvan Antics and remembered all of the good times I have had with the Greenbrier and Rampside. I only recently got back into Ben's Bus after the students in the auto mechanics lab got the front suspension just right. It took lots of trial and error, and the front end was apart about eight times, but now all is well. The van sits level and rides quietly. I was almost ready to give up on it and go back to stock springs and shocks, but the "better ride" suspension kit finally worked.

Ben's Bus recently served as the perfect day-trip vehicle. We attended the Train Collectors Association Eastern Division's "largest toy train show in the country" in York, PA last week. I had just gotten the van back from the auto mechanics students and wanted to test the ride quality, and we almost always take the van on Friday of York week anyway, so we had the perfect excuse to drive it across the river. We initially parked in a sunny field, but walking back to the van to eat lunch, we noticed a nice shady parking spot had opened up. I went to get the Greenbrier while Lynn waited. I backed in, we pulled the awning for even more shade, popped the camper top, and raided the cooler. We enjoyed perfect weather and good conversation with lots of TCA members who walked by. It has been my experience that lots of train collectors are also car buffs and vice versa.

Yesterday I picked up and transported 200 pounds of bar steel. Being too long for the Rampside, even if it were operational right now, I opted to shuttle the metal on the Greenbrier's roof racks. These racks were created from a modified and sectioned J.C. Whitney VW Bus rack that was given to me many years ago. I have used the racks for transporting anything from coolers, tents, firewood, kayaks, and a canoe, but never anything as heavy or long as this metal apparently was. I got everything strapped down and took off for home. I chose the wrong (make that bumpy) road and had to go very slow as the flex of the extremely long metal was very noticeable. The trip to school this morning was not nearly as harrowing since I took main (smooth) roads.

The Rampside continues to languish in the collision repair lab. The body work is 95% finished, and it will soon be primed and painted. I told the students that the body work was straight enough for me a month ago, but the instructor is insisting on perfectly straight panels. This is a blessing because I never really knew how un-straight the truck was. I always took pride in knowing it was a "straight" California vehicle that only spent two winters (undriven) in Buffalo, NY before I bought it. The students found lots of botched bodywork from the past and filler that was way too thick. The lower corner valances are now straight as well as the rear wheel wells. These panels had always been noticeably dented and dinged. It really looks great. I can't wait until it has its new blue paint and I can cruise around town a little bit. Actually, I really miss having a truck in the driveway. This being landscape improvement time, there have been many items that needed to be moved or picked up. Nothing beats a pickup truck for this, and a Rampside is the best of the best. One doesn't know what he has until it is stuck for months in the body shop.



Have you ever owned something for a long, long time and realized after many years something that should have been obvious? It was that way for me when driving the Rampside one night a few years ago and realizing there is a light bulb that comes on to illuminate the heater control box in a warm green color. I had owned the Greenbrier for about twelve years at that point, and never had a light come on to illuminate the heater controls. I never really thought about it, but one day, about a year after my enlightening discovery in the Rampside, I finally got around to taking the Greenbrier's heater controls down and finding a burnt out bulb. A quick trip to the auto parts store for a new bulb, and I have been able to see my heater controls in both trucks when it is dark ever since. One can't imagine how much of a charge I get every time I drive the van in the dark and look down to see the glow over the heater controls. Just when I thought I knew my van really well...

To those of you attending, have a great time at the CORSA National Convention in California. It has always been a dream of mine to drive the Greenbrier cross-country, but this is not the year. The Caribbean again calls to Lynn and I as we celebrate our tenth anniversary this year.

Have happy and safe travels in your FCs!

Ben Stiles



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: 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**

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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Covered in the illustrations and descriptions in this catalog are some of the extra-cost Options and Custom Features for Greenbrier. A more complete list appears on the back cover.

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FIRST CLASS