

RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



Jan / Feb 2011 VOL. 39, NO 1

CORVAN ANTIQCS

A CHARTERED CHAPTER OF COSA, CORVAIR SOCIETY OF AMERICA



Charlie O'Hare's
Newly Restored
1965 Greenbrier

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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 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: **corvanantic@gmail.com.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 hope the New Year finds you all happy and healthy. As for me I am busy as usual. Just about done with the 1984 Corvette I purchased for my wife. I think it is the first project I dragged home that she has been excited about. I repurchased a 1968 Monza couple I sold a few years ago and working on putting it back into shape and the Load-side fits in were ever possible. I still have not gotten the 65 brier moving yet

but it is in the line
up

Mike Moyer
Editor



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Riding With The President

our resolutions for 2011 be met, especially those that included our beloved FC's. It's only 6 months until the next CORSA convention in Denver, and I'm already behind the curve in getting ready. I suppose the lack of heated garage space and the onset of another snowy NC mountain winter doesn't help to get things done herre. Just prior to Thanksgiving I came into possession of another rampside parts truck, but right now (Dec 29) it's buried under 21 inches of snow and sub teen temps. It is a 61, and will provide many body parts and a spare 80 hp engine for my 62 Ramp. Oh well, maybe by March...

I had planned to begin construction this fall of a 3-Bay two story shop with lift, but that is delayed a bit by weather and the fact that a new roof for the house comes first. Strange thing about that roof thing, Barb thinks that it would be better for us to be covered than my Trucks. I don't know.

In January, I begin another job in our Corvair Community, I volunteered to be nominated for President of CORSA/NC and of course, was elected. I'm beginning to think that being President is like our Corvairs, You can't just have one. This is three and counting. I wish that there were more people who would volunteer for those positions in their clubs and organizations. Not one of these jobs even compares to putting on a car show, and usually involve very few meetings to preside over. Corvanantics takes 1 hour every 2 months and has only one meeting a year; CORSA/NC takes 15 minutes each month and has four meetings a year; NC Mountain Corvairs has mostly monthly meetings and most of them are generally other than formal in scope. The time involved to do the job is relatively little, and you always have one or two officers to help. I encourage those of you who have never held a position in your club, your state club or nationally to please seriously consider volunteering. I can't think of an easier way to promote or Corvairs than that.

I hope that you all have a decent winter and a great new year.

John Nickel

President

From The Front Cover

I just finished a 3 year restoration of our 65 rust free Greenbrier. Here are a few pictures, Charlie O'Hare, Pittsburgh, Pa.



From the Secretary

Welcome new members:

Finn Halbo – Menlo Park CA 64 Rampside
Dennis Cain – Farmersville OH 61 Rampside, 65 Greenbrier
Mark Whitman – Weatherby MO – 63 Corvan

Welcome back **Eddie Iglar** – He's been away in the Army! Thanks for your service Eddie!

Dues Due report:

DROP List

This list is folks who are overdue as of September 2009 or earlier. If you are on it, this is your last newsletter unless you pay your dues. There is no penalty as I haven't been able to notify those of you who get it online. Please pay up so this list becomes manageable.

| | | | |
|------------------|---------|--------------------|---------|
| Richard Zabinski | 6/2008 | Steven Brown | 7/2008 |
| Howard Horne | 7/2008 | Steve Kirkton | 7/2008 |
| Dennis Pleau | 7/2008 | Lon Wall | 7/2008 |
| Craig Wilson | 7/2008 | Larry Claypool | 8/2008 |
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| Adam Morenski | 12/2008 | Don Palmer | 12/2008 |
| Danny Jaeger | 1/2009 | William Meglen | 1/2009 |
| Jim Pennell | 1/2009 | Bill Rudolph | 1/2009 |
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| Don Manen | 3/2009 | James McLott | 3/2009 |
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| David Hanks | 5/2009 | Robert Martzo | 5/2009 |
| Michael Burgio | 6/2009 | Charlie Garthwaite | 6/2009 |
| Spencer Shepard | 6/2009 | Randall Kelly | 7/2009 |
| Larry Asheuer | 7/2009 | Duanne Luckow | 7/2009 |
| Clyde Jones | 7/2009 | Ken Richardson | 7/2009 |
| Harold Layher | 7/2009 | Russ Thuleen | 7/2009 |
| Robert Marlow | 7/2009 | Fred Bangle | 8/2009 |
| Charley Biddle | 8/2009 | Mark Corbin | 8/2009 |
| Richard Jenkins | 8/2009 | Fred Nowling | 8/2009 |
| Francis Tanner | 8/2009 | Earl Vogel | 8/2009 |
| Duane Wentlandt | 8/2009 | Dan Wheeler | 8/2009 |
| Terry Worley | 8/2009 | Walt Matenkosky | 8/2009 |

Last Chance

| | | | |
|--------------|---------|------------------|---------|
| BobSkinner | 10/2009 | Christopher Teer | 10/2009 |
| W. Barden | 10/2009 | Patrick Olson | 10/2009 |
| DavidHoskin | 11/2009 | Donald Cekus | 11/2009 |
| DennisDorogi | 12/2009 | Walter Johnson | 12/2009 |
| FredPalmer | 12/2009 | David Sanger | 12/2009 |

Thanks
...Larry

CORSA NEWS

It is with much excitement that I announce to you the first ever CORSA "C" Cruise. Daniel Lupton, long time member of Mid Ohio Vair Force, Friends of Corvair and CORSA has provided corvair enthusiasts with this great opportunity to enjoy a 7 night Western Caribbean Cruise aboard Royal Caribbean's new cruise ship Allure of the Seas. Dan has reserved 30 cabins of various price levels to provide the accommodations that suit you best. The ship leaves from Ft. Lauderdale, FL and sails to several ports of call including Lebadee, (Royal Caribbean's private resort), Haiti, Falmouth, Jamaica and Cozumel. The dates for the cruise are October 23rd thru the 30th 2011 and will not only give you a different venue to spend time with friends but will also be a fundraiser for CORSA. Part of the proceeds from the cruise will be paid back to CORSA by Royal Caribbean and provides a new way to help with CORSA's budget expenditures. There are plans to hold a Corvair Photo Concours on board the ship and there is so much more to do on board that you cannot see nor do it all in a week.

Dan will be handling all cruise reservations and I have included Dan's contact information at the bottom of this e-mail and a printable PDF registration form will be available on the CORSA website at www.corvair.org soon. There will also be a full page ad in the January Communique and a registration form printed on the dust cover. Please feel free to distribute this information to all your corvair friends and we hope to see you in October aboard the ship.

Communique

All, For some time now I have been talking about some of the challenges that CORSA is facing in these changing times. Today I am announcing one of the changes the CORSA Board has made to help with these issues. Starting in January of 2011 CORSA will publish (9) 32 page issues of the Communique. The production schedule will be as follows: January-February, March, April, May, June, July-August, September, October, November-December. This is an exciting and innovative approach to how we communicate in this organization, and it will not only save CORSA a significant amount of money in 2011, but will present us with the opportunity to include more content in each magazine.

In addition to the new production schedule, CORSA has a new Feature Editor. Terry Kalp has stepped forward and volunteered to take on the position and will add a fresh, new perspective to the look and feel of the Communique.

Also, the CORSA Board members, along with the website committee and other individuals are at this time alpha testing the new website. The site looks and feels completely different than the old site and I know you will be very happy with the end results. I am hoping that sometime in early 2011 we will be able to go live with the new site. I will keep you posted.

Please feel free to post this message on your websites, put it in your newsletters, and send it via e-mail to your fellow members.

Thanks

Jamie Reinhart

CORSA President

1961 Rampside Restoration Project

By Duane Wentlandt

Photos by Duane Wentlandt and Duanne Luckow

I purchased a 61 Rampside some months ago and have been making it road worthy. Besides putting a new engine, transmission, differential, brakes, gas send unit, speedo cable, choke, heater motor and numerous other repairs, I decided to look for and repair four rusty spots on the ramps body.



This is a picture of the truck as received. Notice the color scheme and how rust free it appears in this picture.

While checking for the rust, I found that the lower left side panel between the wheel wells had some rusty areas that needed attention. On closer inspection, I found several rather large holes that needed to be fixed.

You should be able to see the small rust hole peaking out along the bottom of the panel. This looks like an easy fix with just welding up the holes and painting being called for. However, on closer inspection, I learned the whole bottom of the panel was entirely rusted and needed to be replaced. Since I am not a stranger to replacing this piece with help from Duanne Luckow, I consulted with him and we decided to make a repair piece that could be welded in and eliminate the rust out for hopefully years to come.



This is a picture of more rust out that was found on the same panel and it should be noted that this is typical of many 49 year old rampside that have not been repaired.



Here is a close up of the small rust hole near the front wheel well. Some of the paint has been removed and a line scribed to indicate where to start cutting the panel to remove as much rust as possible.

What a surprise package I found when cutting open the rust area. Inside I found oval plastic caps, wood, tree debris and extra nuts and even a bolt that I suspect was left behind when the truck was built 49 years ago.



Duanne Luckow has a wonderful shop that can reproduce almost any piece of metal using a variety of machines. Together we built dies to fabricate a replacement panel including the clips that are inside the panel. Notice that the new piece even has the correct drain holes fabricated in the right place.

After test fitting and cutting the panel, it is time to recheck to make sure that once the weld is finished that the fit is as expected with no surprises. (Notice the sturdy jack stand.)



Remember the clips. This picture shows the clips welded in place prior to attaching the repair piece to the ramps body. A welded nut on the clip is as original so the panel can be held in place with a large bolt.

The inside of the panel was rusty as the factory did apply a limited amount of paint inside the panel. This picture shows the insides painted with POR 15 (Paint Over Rust). Before using such a product it is important to clean as much rust off the item to be painted. This paint is intended to be put on rust and seal it.

This is what the panel looks like after being tack welded, spot welded and glued into place. The next step will be to finish welding the sides, grind the welds, prep the body for the body filler, sand, prime, sand again and paint with body color.

I know this all looks simple and it is if you have the tools and some skill or professional help like I did. This rampside needed four such repairs but this was by far the biggest one. From cutting out, to welding in a new piece, took about 2 ½ days. I know it sounds like a lot of time but now that it is done I am happy that this rampside may live many more years. A special thank you goes out to Duanne for his assistance.



RAMPALA 8 FUNCTION CONSOLE

During the winter of 09-10 I finally made time to build a centre console for my Rampside. Rampside with Impala hubcaps = Rampala.

Most of the features/functions were planned however, two ideas formed as the prototype was being built. In final form you can see the interior lights, the stereo speakers, a coffee holder, tissue box compartment, and a clock. Not seen is the valuables compartment and the window washer bottle.

Left over vinyl from the bench seat recover was used to cover the ½ inch

plywood base.

The coffee holder is a plastic base bought here in Canadian Tire.

Speakers came from a Ford that was being re-cycled and the lights came from my son's DL Motorsports shop display board. All in, less than \$15.00 was spent.



Below the Honda CRV stereo you can see the clock. It is Velcroed into a removable panel for access to the speaker wires. The Kleenex box is below the steering wheel rim and a corner of the coffee holder is down in the lower right corner.

There is a "secret" compartment immediately in front of the direct air heater outlet. One of the pictures in this article shows a wallet (empty) and a camera set in this otherwise dead space.

A standard Corvair washer bottle is between the radio speakers.

Rear
End
view



Installed console
There is ample
foot room for the
passenger and
the driver.

**Did I mention
that this Ramp
was a 4 speed in
'09?**

**With the Powerglide
installed it
allowed room for
this console.**



Front end view (picture taken on the Rampside tailgate)

It is a tight fit but it works. All the necessary wiring is hidden up behind the clock and under the dash. Some connections were the bullet type so the console can easily be removed. Other connections were soldered and shrink wrapped. Last year this was a gas heater vehicle. I removed the VW gas heater and installed all the necessary ducts for the direct air heater, overall a big improvement over what was there.

**The floor duct in the cab was modified to send heat to the sides. No heat is pumped into the console, however a small amount of heat rises to warm the coffee holder...Martha would love it!
Jim Diell, Corsa Ontario**

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Pinard, corvair-jack@yahoo.com,
805 340-6533.

Wanted: Camper Kit

If you have any connections that would help me find a Greenbrier camper kit Please Contact:

Pete Koehler pkoehler01@atlanticbb.net

Wanted the DELUXE glovebox door for a 1964 Deluxe cab Corvair Rampside that I am restoring.

Can you help me find one? jc.ash@cox.net J.C. Ash



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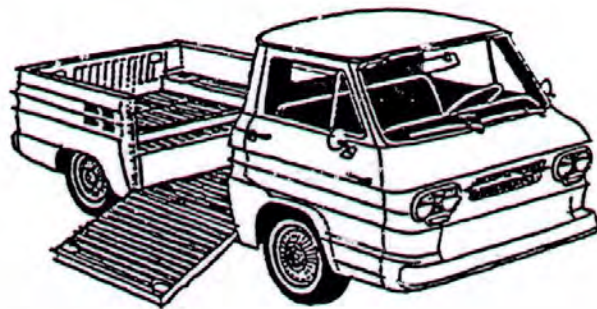
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