

The Bi-Monthly Newsletter of Corvanatics
The Forward Control Corvair People



Sportwagon
Greenbrier



Pickups
Rampside - Loadside

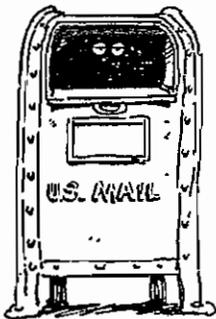


Van
Corvan



Vol. 25, No. 3 May-June, 1997

A Chartered Chapter of CORSA - Corvair Society of America



*Letter
From
The
President!*

Now that Spring is here, thought of preparing your beloved FC for this upcoming cruising season is probably on your mind. Plan to set aside some time to completely go over your FC. This will help insure a safe and pleasurable drive time.

Speaking of cruises, the CORSA International Convention at Lake Placid, NY will be the official Corvanatics Drive-In for '97. The dates are June 17-21st with our annual meeting being held on Saturday afternoon from 4:00 to 5:30. Hope to see everyone and their FCs there.

Since the CORSA International is our official drive-in, I would like to hear from clubs or members who would like to host a regional Corvanatics drive-in for those unable to attend the International. If interested, call me at 614-491-4688 with your plans and details.

I've talked with Bob Galli and he tells me that the sets of newsletter back issues and Tech Index Guide is selling extremely well and will possibly sell out before the convention. So contact Bob (805-466-2737) now to purchase one of the last remaining sets because once they're gone, they're gone.

The tech topics in our last newsletter were plentiful and very informative. A big "Thank You" goes out to all you tech-heads that contribute and keep the rest of us knowledgeable about our FCs. Keep up the great articles.

A special note of appreciation to Ben Stiles for his ongoing series of articles titled "Ben's Bus" and to our editor David Hartmann for his expertise with our newsletter. David has a knack for making article writers look good. You'll find David to be helpful with your article.

As I close out my letter I again ask Corvanatics members in the Central Division to support my candidacy for CORSA Director with your vote. Let's assure a Corvanatics voice on the board. I'll see you in New York as your president and also as your newly-elected director of CORSA, with your vote.

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Greetings from Ben's Bus

I now have the complete set of CorvanAntics made our assistant secretary/treasurer. I put two issues back to back in protective sheets and filled a 3 1/2" binder. I read every one of those issues front to back, then checked the technical index and reread at least fifty tech articles of interest. They never got dull. I had a great time reading about modification and improvements I can make on my van to make it more enjoyable.

Not much has happened with my Greenbrier lately, except that it has a brand new dent in the left rear quarter panel. I was backing out of a parking space at college when -- CRASH. A Buick wagon turned up behind me. I scratched the back corner and knocked off some flashing(?) which I promptly re-attached. What was left in the van was a very deep dent in the corner of the panel right below the bellline. Though I don't think she knows it, I had had some classes with the other driver. Since her car was not too badly damaged, I asked her what she wanted to do. I gave her my information and we parted. She said the only reason she might call would be because it was her father's car. And how was your week?

I haven't done much at all with the Travel Top, but I did buy another one. I found it on a Dodge A-100 van in a junk yard. Made completely of aluminum and a newer model than mine, it was a great thing to find. I also got a lot of optional Travel Equipment Corporation portable curtain holders for vans so converted in the 1960s. It was still January when I bought it and I was cold in the hour it took to remove it. I think the junkyard guy thought he was just selling a roof rack and did not know it was a pop-up roof vintage to the '65 van. His asking price reflects this theory anyhow. What is better is this one needs only a small amount of restoration. Now I just need another van to put it on.

Newsletter Full Sets Update

Sales of newsletter full sets have been going well in spite of the fact that no price was given in the March-April newsletter. The price is \$39.95 + \$4.95 S&H. More than half are gone, so if you think you may want one, send a check for \$44.90 right now to:

Corvanatics
Diane Galli, Sec/Treas.
5000 Cascabel Road
Atascadero, CA 93422-2302

This offer will never be repeated at this price, as more than 40 issues will be down to "Masters only", and reprinting that many would be cost prohibitive. Single issue copies will always be available for \$2.00 each issue or 6 issues for \$10.00. A new 12-page Tech Index is also available for \$2.00 covering most tech articles in past issues from 1972-1996. From this, you can select single copy issues covering the tech articles of interest.

Bob Galli
Assistant to Sec/Treas
(self-appointed)

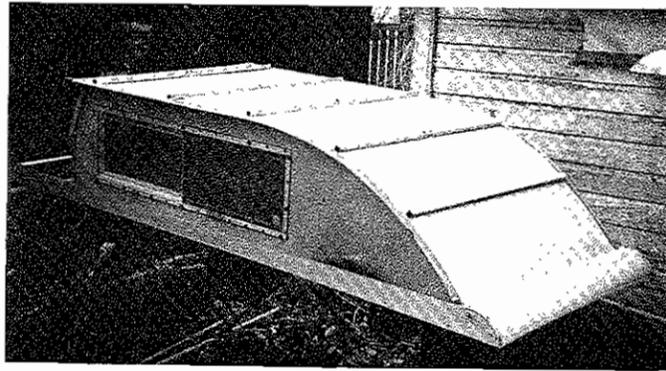
In reading articles by Jean Allan and Bob Kirkman about folding rear seats, I think I am going to make one for Ben's Bus. I have been struggling with a design for a bed extension for the camper for over two years now, and this folding seat seems like a good way to go about it. It will require a total rebuild for the custom interior, but I paid nothing for the wood its made out of. It's only time! I'll let you know how it turns out.

I hope you enjoy the other articles I submitted. I am trying to be active in this club, and I enjoy its benefits a lot. I've met many nice people over the years.

Does anyone have any information regarding putting a removable receiver-type hitch on a Greenbrier? (Such as those for mini vans by Draw-Tite Hitch Company) I want to put a hitch on the van, but don't want a bumper-mounted hitch. These systems look pretty solid.

Until next time . . . Happy Travels.

Ben Stiles



Classified Classified Classified Classified Classified
CLASSIFIED ADS
Classified Classified Classified Classified Classified

FOR SALE: Camper Top from '61 Rampside - includes top, side door, & filler panel and sink, toilet, stove assembly. \$200 or B.O. Gary Swiatowy, 7838 Chestnut Ridge Rd., Gasport, NY 14067-9503. 716 - 439-5194.

WANTED: One set of driver's side mid-cargo doors for an eight-door Greenbrier. Any leads would be appreciated. Corvan doors might also work, or does anyone have a cheap eight-door parts van? Ben Stiles, 21 Kershaw St., York, PA 17402.

NEW PRODUCT: Dual Brake Master Cylinder Conversion Kits. Steel brake lines meet or exceed specs. All adapters, fittings & grommets included, \$85. ea. The Source, Inc., 13975 Mira Montana, Del Mar, CA 92014. Telephone (619) 259-1520.

PARTS WANTED: For '64 Greenbrier (DeLuxe) all upholstered interior panels (green w/white) and 2 green sun visors, all complete and in good condition or better. Also need an auxiliary right hand front folding seat plus mounting hardware. Jim Pennell, 6951 Hogan Dr., Sacramento, CA 95822 (916) 392-1722.

SPRING CLEANING: 30 misc. Corvaire engines, \$50.00 & up. Misc. car & FC parts, all years. Call (216) 243-4115. (OH)

What do we do?

This question was raised by a fraternity advisor last year at one of my intercollegiate fraternity meetings. When telling prospective members about our fraternity and why they should be in it, what do we tell them we do? A room full of blank stares faced Mr. Smith. No one knew what we did! We just did it. But without motivation why would anyone want to join us? What's in it for them? How can they know what's in it for them if we, as active members, do not know? I can't answer that.

Next question. What Do WE do? What does this cute little organization filled with Corvaire truck lovers do? I can't answer that either really. We have this bi-monthly newsletter, right? It sometimes has some really neat stuff to read, sometimes just stuff to read and other times even less stuff to read. The very first newsletter I received some two years ago was a joke! That was when I decided to help the cause, and I haven't repressed it. At least it gives something for David Hartmann (the editor) to print. That man is ambitious and I really don't think we appreciate just what he does enough.

With the newsletter usually comes some technical advice and some feature articles on FC trucks from around the country, and some regular columns like mine. This alone should pay for the \$6.00 annual membership, right? Well, maybe--but this is a mediocre goal for our members.

Also included in the paper of our beloved *CorvanAntics* are announcements about Corvanatics Drive-Ins. I will tell you right now; I've been a member for two years, and I still do not know exactly what this means. What is a Corvanatics drive-in, and why don't I already know? Who arranges these things and who attends them? How can I be interested if I am uninformed?

As I see it, these drive-ins and the annual meetings at the National Convention are all we do as a group. Otherwise we are just individual Corvaire truck owners floating around the country, reading an occasional newsletter from an organization which supposedly bonds us together. Is that really enough for all of you?

Here's another question. What do our division directors do? What is it that they direct? I have no idea what our officers (except for the president, secretary-treasurer, editor) are for. I would assume that these people are supposed to be directing something, but I feel undirected. This is not to belittle the people who hold these offices or the offices themselves; I'm just confused about what it is they do.

I know I talk a lot about camping in my column. That is how I most enjoy my FC. There are many other ways to do so, but as I read back over almost every back issue put together by our self-appointed assistant secretary-treasurer, people use these things hard as campers (or at least they used to). Perhaps we could make a Corvanatics camp-out an annual national event at the conventions and smaller ones within our own divisions. This would not require all Corvanatics to fully deck out their trucks as campers -- a few sleeping bags will do. Mosts camp-

grounds provide most other necessary amenities to survive a weekend or a week in your FC. This is just an idea, but I wish we would do more and that I could meet more of you. I enjoy the benefits of this club, but there could be more. We could make that happen, you and me. How about it? The next time you have a prospective member on the line and they ask "What do you do?" -- what will your answer be? Think about it!

One of the National Volkswagen Bus clubs boasts 800 members and advertises regular "picnics, meets and camp-outs". We are smaller, but why can't we have such activities? Perhaps even by division. Tim Schwartz and I attended a VW campout in New Jersey and bus owners from 6 or 7 states attended. A good time was had by all.

Ben Stiles
21 N. Kershaw St.
York, PA 17402

FOR SALE: 1962 Corvaire Rampside p.u., 4-speed, front & rear sway bars. Needs carburetor, body & electrical work. Many extra parts & manuals. \$1,750. Also liquidating many parts for Corvaire and other trucks. DMPA Car Parts, 144 S. Lotus Ave., E. Pasadena, CA 91107-4506. 1-818-584-6957.

WANTED: Rampside in good condition, any year. Will Elliot, Spencer, TN. 615 - 946-7116.



CORVANATICS Back-Issue SETS!

For a limited time only, complete sets of *Corvan Antics*, the newsletter of Corvanatics, are available at a special price:

\$39.95 + \$4.95 S&H

Included with each set is the new and up-to-date
Corvanatics' Tech Index!

Corvanatics is the only organization devoted to the Corvaire 95 vehicles -- Greenbrier, Corvan, Rampside and Loadside. These Back-Issue sets include more than 100 issues, from 1972 through today. Quantities are extremely limited, and when they are sold out, that's it!

No FC owner should be without them,
but you must act now before they're all gone!

Send \$44.90 (\$39.95 plus \$4.95 shipping and handling) to

Corvanatics
c/o Bob Galli
5000 Cascabel Road
Atascadero, CA 93422

Don't forget to include your complete street address!

Individual issues are also available at \$2.00 each, six for \$10.00.
Tech Index is available separately at \$2.00 per copy.
Contact Bob Galli for details on these options.

TECH TOPICS



FC Gas Cap Beauty Ring . . . it's easy!

If you really want to dress up your FC, and only want to use Corvair parts, may I suggest a chrome beauty ring around the gasoline filler neck.

Take any good used early model car tail lamp housing. The back-up lamps are usually in better shape used than stop light units. Now remove all of the light socket parts and cut away just enough of the center of the light housing to fit the unit over the FC tank filler neck. Trim as needed to center the ring over the recess on the FC body. Now take a Corvair car rubber neck grommet and cut away the back section of the grommet so that now you have a rubber retainer ring to secure your chrome beauty ring. The beauty ring goes on first, and the rubber grommet second to retain everything. That's it and, if you can scrounge the parts, the whole job could cost you nothing.

David Palmer

Fan Belt Adjustment Critical

In my opinion, the most important factor in keeping a fan belt functional on a Corvair engine is pulley placement. The pulleys should form a nearly perfect 90° bend of the belt over the rear of the engine. Anything that alters this 90° relationship will lead to a fan belt derailment.

A belt too long or too short will cause the idler pulley to act as if it were pulling (or guiding) the belt off the harmonic balancer and fan pulley. The wrong size pulley on a generator (alternator) would also cause the same behavior.

Belt size is usually the culprit and the availability of a commonly-found belt is probably the biggest fear in using Corvairs as daily drivers. This shouldn't be since most auto stores stock Gates 7565 (1440mm) or it's equivalent. Not only does this belt maintain the correct geometry, it is also narrower and sits deeper in the pulley grooves for more security.

Using wrapped fan belts and pulley guides helps, but I believe the correct 90° set-up is more important.

Ron Yaskovic
522 Saw Mill River Road
Yonkers NY 10701-4927

Ed. Note- I found this in some old materials. It dates back to 12-93, but should be as current today as then.

Dash Pod Hole Cover

My Greenbrier came with a trouble light switch where the lighter was supposed to be. Because it did not work, I removed it. This left a large hold in the dash pod. After about a year of driving without the hole being covered, I found a perfect cover at Lowe's, a hardware store here in York. They sell a small, round, steel hole plug with small tabs on the back. The size I needed was 7/8" and the tabs had to be pushed outward slightly to give it a snugger fit in the stock hole. Lowe's calls these "metal hole plugs". Their part number is 1178-D and they cost less than \$1.

A New? Source for Bucket Seats

As I read through the past issues of *CorvanAntics* in my new complete set, I noticed a lot of articles about bucket seats. It seems that many FC owners have desired the comfort and versatility of buckets over a standard bench seat. I was surprised at what some folks were able to make fit -- '66-'67 Mustang seats, Fiat seats, Spitfire seats and Datsun seats. Most of these required a good amount of modification, especially of the front wheel well as these seats were not thinner on the side and then the middle and inner side as stock FC seats are to accommodate that large wheel well. What I did not see was an obvious choice, which is certainly more available than '66-'67 Mustang seats!

Also made during the 1960s were flat-front vans such as the Ford Falcon wagon and Econoline panel van and pickup, Dodge A-100 vans and pickups and Tradesman window van, as well as the Chevy van after 1965. These, of course, were not as nice or well-built as our Corvair trucks, but they also had to have one thing. Due to that large engine box in the front of these vans, they all had to have bucket seats. Corvair trucks with rear engines were the only American vans in the 1960s that could accept a full front bench seat; all of these other vans had buckets. Because these too were forward control models, the wheel well encountered in the Corvairs was also in these other models. And the seats were thinner at the sides to accommodate this wheel well.

I have checked the measurements of Dodge seats and Chevy van seats and they are similar to Corvair. Mounting hardware is also similar, but I suppose if you are going to add these bucket seats to a Corvair FC, you are not keeping it stock, so a few holes for mounting would not be a problem. These vans are also plentiful in junk yards. One I went to had two or three of all the models, and I am sure that these old "truck" seats would be less expensive than Fiat or Datsun seats. Check it out. These old FC van seats may be just the thing if you want or need bucket seats in your Corvair.

Ben Stiles

Tech Question?

Is the AC diesel fuel filter (TP863), and other comparable filters, usable as a Corvair oil filter?

I collect Corvair oil filters and I came across these filters which appear identical to the Corvair's except for a moisture drain plug on the bottom.

A more knowledgeable collector (Paul Steinberg) knew of the filters and was told by a company representative that the elements inside the diesel and oil filters were made with the same material.

If this is true, it would be an extra source of filters for our Corvairs. It would also break a commonly-held belief that the only thing a Corvair filter fits is a Corvair!

Ron Yaskovic
Resurrection Corvairs
522 Saw Mill River Road
Yonkers, NY 10701

As of the publication date no reply was available from the Tech Editor. He was going to purchase the filter mentioned and check it for Corvair usage. -Ed.

WARNING -- Buyer Beware!

Needing replacement sheet metal for my 1963 Rampside, I called several vendors listed in Hemmings Motor News asking about the availability of rust-free panels for same. One vendor, East-West Auto of 4605 Dawson Rd., Tulsa, OK stated that he had the panels I needed but were not rust-free. It was stated that they were good, some surface rust and a few dents, but no perforation by rusting. I agreed to buy these panels based on this description. When the panels (rear fenders) arrived I was dismayed to find that the front edge (body seam) was rotted off and covered by body filler. The right side bottom was also rotted out. Both panels appeared to have been removed with a hatchet. They were in fact removed with an air chisel, but no care was taken to maintain the body seam. There were several cut-throughs on the panel; the whole seam was distorted to the point of unusability. When East-West Auto was contacted and I registered my complaints, I was told that a little dolly work would fix the edges. As for the rust-through, they were surprised to see it when the panels were taken off, but they still shipped them to me (at my expense). I told them the panels were worthless and that I was not happy with them. I was told that they would not take them back because they were cut-offs. After much discussion, they agreed to issue me a credit. I have yet to see it after two months. As it now stands I have been ripped off to the tune of \$290. Let this be a warning! Do not patronize this company.

Dave Ziegler
1306 Friar Road, Newark, DE19713

Nine-digit Zip Code Now Necessary

More and more the US Postal Service is returning mail that does not have the full five plus four digit ZIP code in the mailing address. Please check the address label on your copy of *CorvanAntics* to see if we have your current nine-digit ZIP code. If it does not appear there would you please call your local Post Office. They'll be most happy to give you the last four digits for your address (or the whole nine digits, if you don't know your first five).

Then please inform the secretary/treasurer of this complete number. Please send it to:

Diane Galli
5000 Cascabel Road
Atascadero, CA 93422-2302

Thank you
for your
help!

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JIM JIMENEZ
414-793-1982

How to Buy a Corvair Rampside

OR

A Tale of Just Going Out and Dragin' One Home

I warned you that if I didn't have enough to fill an issue I would bore you with some of my own tales. Well, this appears to be the issue. The following article was first published in 1992. Ed.

Ever want a certain Corvair real bad? -- I mean really bad? All of a sudden I took a notion that I wanted a pickup. Now I don't mean your run-of-the-mill, off the shelf S-10 or Ranger or Silverado. I wanted something different--something I could be proud of and still something that I could enjoy driving.

I'm no stranger to Corvairs. I had a Solar Cavalier for over 20 years (see Oct. '91 *CORSA Communique*), a '69 500 that I purchased from a wrecking yard in 1978 and dressed up ala Monza that I drove for over 15 years, and a total restoration of a '65 Monza convertible. It was so bad when I got it that the top was shreds, had hail damage all over, engine rusted tight and two inches of water in the interior--truly junk. After spending countless hours on it (it was to be my crowning glory and last complete restoration) (where have I heard that before?) only to complete it and learn that I was really not the rag-top type and my wife hated it -- it mess up her hair. So I sold it at the '89 Chicago mini. And I recently redid a '68 Monza. So I'm no stranger to Corvairs. . . But I digress. We're talking Rampside here.

This passion sort of came over me suddenly. I mean I'm sitting here in mid-Winter Wisconsin when it hit me, sort of like the 3-day flu. What do you do in winter when you want to buy a Corvair FC? A perusal of the then current *CORSA Communique* turned up little, so I started going thru back issues (after all, who advertises Rampside in the dead of Winter?) I got back to about October before I came across anything promising. I knew one thing -- I wanted a southern car. I had had enough of the Wisconsin cancer, Rustus Consumis, when I went thru that convertible. Anyway I ran across a Loadside in Utah. Never heard of a Loadside--didn't even know what it was. But a phone call later I was wise to that. The man had bought it from a Naval Base at Kalispel, Montana (honest to God truth). He sent me pictures and it looked pretty good. He would even deliver it part way. But the more I thought about it the more I wanted a genuine Ramp. After all, what's so special about a Loadside, except rear engine and air-cooled.

About then I saw this '61 Rampside for sale in Richland, Georgia from, I think, the September *Communique*. Another phone call. Wyatte Pittman answers. "Do you still have that Rampside?" "Yes." "Tell me about it." "Well, I've had it about 12 years. Doesn't have an engine in it, but I have 2 engines that go with it. The box floor is all rusted out from water standing in it. I started restoring it, but ran out of time and lost interest." "Could you send me some pictures of it?" "I guess I could take some and get them up to you." Time passed. I'm really anxious now.

Finally, the pictures came. All angles, inside, outside, sides, front, rear, etc. Hey, this doesn't look too bad. On the phone again. Wyatte says, "I cut the floor out and have

How to Buy a Rampside - from page 5.

a new one all ready in my machine shop." "Would you weld it in?" "Yes." Wyattte says, "I don't want you to buy something and be sorry. Why don't you and your wife come on down and visit us. We'll put you up in our guest house and you can leisurely look the truck over and decide." "We both work, and can't get away. Besides you don't know my wife. She couldn't care less about a car--much less a Rampside pick-up." Beside, I think, I'm not going to drive or fly 1000 miles to see a truck, only to decide that I don't want it. "I'll decide from the pictures. If I come down there I'll take it. Let's wait until Spring. If you still have it, we'll talk.

More time passes. Anxiously. ANXIOUSLY! Now, I wanted that truck--I mean I wanted that truck! About the middle of March I call Wyattte. "How about if I come down toward the end of April, when we are fairly sure we won't have to drive home in a snowstorm. Say, do yo have a title for that truck?" "No, I don't." "I've got to have a title. Wisconsin gets downright fussy about that sort of thing", I say. "Never was a title. Georgia has only had a title law for about 8 years. I think I've got a Bill of Sale. I never even licensed it." "Can you get a title?" "I don't know. Let me check into it."

Meanwhile, I call the Wisconsin Department of Transportation. "If I buy an old truck in Georgia, a non-title state, can I get a Wisconsin Title from a Bill of Sale?" "No way, You've got to have a 'transferable document' " "What is that?" "If he has a registration from Georgia that will have a place on it to sign if over to you, and then you can get a clear Wisconsin Title." (This got even hairier later after I had the truck up here, but I won't go into that here)

Back to Wyattte Pitman on the phone, "Wisconsin D.O.T. says I have to have a 'Transferable Document' to get a title. Can you get a registration for that truck?" "Ya, I think so. By the way, one 'ol boy down here says that truck is a '62. Something about the taillights." At this point I don't know a '61 from a '62 from a turnip truck. But I figure--one year newer, I can handle that.

I didn't know it until later, when I got down there, but for him to get that registration Wyattte had to license the truck--and Georgia law says to license a vehicle it has to be insured. So he had considerable trouble and some expense in getting me a 'transferable document'. Gettin' a southern Rampside is simple, right? Piece of cake, right? Just drive down and haul her back, right? Riiight?

Well, by now it's the first of April. Time to start making some serious plans to get "my" truck home. I figured it would take a good two days down to Georgia and probably three days back towing the Rampside.

Friday, April 19, 1991 dawned a beautiful, sunny Spring day. I pickup up Bob Ehrenreich, a fellow member of North East Wisconsin Corvair Club, in Sheboygan. I had my tools along and I thought it might be a good idea to take the spare tire from Bob's Greenbrier along in case of tire trouble with the Rampside on the trip home. Bob also suggested that we take his light bar along in case of unexpected trouble with the lights on the towed rig. We planned to rent a tow dolly in Georgia and tow the Page 6

Rampside backwards since there was no drivetrain in it. We left Sheboygan at 7:30a.m., right on schedule. Bob's wife, Edie, had sent along a bag of goodies. Life was good. I was excited.

We were driving my '77 Mercedes Benz. (I have since sold it.) It was somewhat of a fooler. It had a 4-bangin' diesel with a 4-speed. At that time it had about 160,000 miles on it, but they were happy miles and the car looked and performed like it had left Daimler-Benz about 6 months previously. Our plans were to drive to Nashville the first day. That was slightly ambitious, but we thought it do-able. Figured to be about 700 miles. After the first hundred miles of amicable chit-chat we settled down to serious driving. Pushing the Benz hard we found ourselves in Nashville at 7:30. The Benz thrived on the long miles and rewarded us with 600 miles on the first tank of fuel. We stopped several times at waysides to rest and for a lunch of apples and peanuts, and we put a big-time hurt on that bag of goodies that Edie had sent along. All-in-all it was largely uneventful, except for Bob turning pale after the fuel gauge reserve light in the Benz had been on for about 50 miles. I was pushing for a 600-mile run on the first tank, but in the wilderness of Tennessee and the thought of pushing the two-ton Benz down I-65 being less than appealing. . . . Well, when Bob announced that he wasn't going to push, that was it. My goal of a 600-mile tank ended at 581 miles.

We pulled off the freeway in Nashville at 7:30. What is it about strange noises coming from the underside of your car when your 700 miles from home, at dusk, on a Friday night, in a strange town, that sends a shudder down the spine? Coming off the Interstate I thought I noticed that it didn't seem to be running quite right. That diesel was just a little hot from hurtling that 'ol Benz down the pike at 70-75 mph. Wasn't it? By the time we pulled up in front of the motel I had the feeling that it was definitely wasn't. But what was it? Sounded like it was missing. Bub suggested that we have the timing checked. (Bob isn't real familiar with diesels.)

We went to eat at a PoFolks restaurant, which I always like to do when I'm "down south". But the edge was off of it with my concern over the way the Benz was running. When relating our plight to our waitress, she told us of a nearby gas station that had a mechanic who was "real good". He suggested a couple things. No improvement. He even made a couple phone callss to diesel repair shops. Nothin'. Well, after all, it was closing in on 10:00 on a Friday night. Not even 'southern hospitality' can change that.

Back at the motel. "Ya know, Bob, it almost sounds like an exhaust leak." So I pulled the front end up on a curb, donned my coveralls and slipped under. There did seem to be exhaust leakage in the pipe between the engine and the muffler. But that wouldn't make the engine run "funny"-- would it? Bob allowed as how he didn't know.

Next morning we headed out with an extra yellow pages toward downtown and the local Benz dealer. I didn't really want to go there--a stranger with a Mercedes in a strange town. Escaping with my eye teeth would be unlikely. But, hey, I'us desperate. Well, luckily, or unluckily, depending

Continued on Page 7

How to Buy a Rampside - from page 6.

upon your point of view, the Mercedes Benz service department was closed. (It was a Saturday morning.) But the guy in the sales department steered us to a nearby Sears store.

When I told the service manager at Sears of my plight . . .you know the look . . . kind of a glazed staring of the eyes. Nope. Sorry, we can't help you with that. He pointed me up the street to the local Midas shop. When we appeared at the Midas counter with our tale of woe the guy says, "I don't have it in stock--I can have it by Monday." I said, "By Monday I've got to be down to Georgia and half way back to Wisconsin. Can't you just cut out the bad section of pipe and splice in a new section?" "Yeh, I guess we could do that." For a half hour of time and a twenty we were on our way again. There was no paper work and you sort of had the feeling that that twenty never found it's way to the cash register, but sort of eased it's way into that good 'ol boy's private slush fund. But, what the hey, we were on the road again -- and you know what? That Benz 4-poppin' diesel was running happy again. Something about back pressure I guess.

By now it was after 10:00 a.m. and we had to get to haulin'. I had a tow dolly reserved at U-Haul in Columbus, Georgia and they closed at 6:00 p.m. We pulled in there with time to spare. While their guy and Bob got the dolly all hooked up to the Benz and made sure all the lights worked, the manager and I waded thru the paper work--deposit, insurance, rental, the whole bit. We drove off with the exhortation in our ears that it would be illegal to tow that truck backwards, and the admonition to observe the speed limit driving thru Fort Benning.

The next stop and our destination -- Richland, Georgia -- was just 35 miles away. After missing our turn-off -- ever back a tow dolly 100 feet along a state road in Georgia? -- we arrived. We knew we had the right place 'cause sitting there in their garage under the house was a sharp '65 Corsa convertible. A rap on the door brought Wyattte Pittman to the door. He was not what I expected really-- are they ever? But that he was a genuine Georgian was unmistakable once he started to talk. I love it! He invited us in to meet his wife, Anita, and we could feel our immersion into southern hospitality. It was great! They were great! 'But you came down here to see a truck. Just follow me over to my shop.' To say I was anxious wouldn't quite cover it. But after a trip of right at 1100 miles, what could a couple more be?

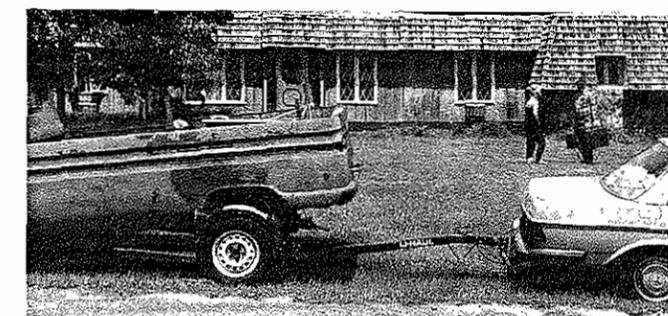
What is there about photographs that glosses over imperfections? Large imperfections? And its not to say that the pictures covered up anything. They were, in reality and in retrospect, very accurate and well done. Somehow the desirous eye covers up what the logical mind tells the brain.

When I first saw my Rampside I must have glanced around to be sure the men in white with the restraints weren't lurking nearby. To say it was pitiful would have been charitable. I guess I have the habit of "putting the best construction on everything". How do you begin to describe something that appears so lacking in redeeming

qualities? Initial words failed me. Not wanting to appear that I wasn't confident or that I had any feelings of backing out, we began to load the "thing" up. It rolls -- that's something. And Wyattte had done a really creditable job of welding in the new box floor and it was painted black. The truck had been red. It had been painted over by someone who obviously shouldn't have, as large chunks were peeling off. Both engines that I got with the truck were already in the box. The one, a '66, we knew was "froze up", but the other was a truck engine that "ran when I got it". The " '66" later turned out to be a '60 and the truck engine turned out to be a '61 stationwagon engine, and it wouldn't turn either. The loading was largely uneventful, but the questions that loomed in my mind remained unquelled.

Later we went to Wyattte's "warehouse". In it he had stored various Corvairs ranging from early 900s and Monzas to station wagons and late sedans and convertibles. He also has an MG Sprite and an Amphicar, both rare.

To be continued next issue.



The Rampside all loaded with the Mercedes Benz towcar.

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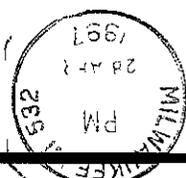
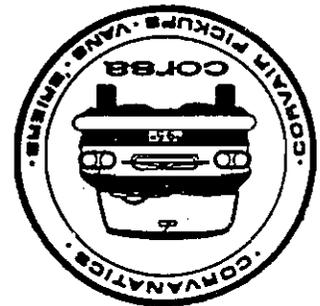
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