

CORVAN ANTICS



Greenbrier



Loadside



Rampside



Corvan

A Chartered Chapter of CORSA
Corvair Society of America

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The Forward Control Corvair People*

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSAs). 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, Diane Galli, 5000 Cascabel Road, Atascadero, CA. 93422-2302.

Dues are \$6.00 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. Club window stickers are \$1.00 each and jacket patches are \$2.15. Club stationary is .05 each sheet, and rosters are \$2.00. These are available from the Secretary/Treasurer.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor: Garry Parsley, 402 Forrest Ave. Cleburne, TX. 76033-5343. All of these can also be sent by e-mail to: geparsley@att.net. 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/

COVER PHOTOS....

This issue's front cover photo is of Steve Lovejoy's 1965 (?) Greenbrier. Steve, Cheri, and Dan the Van live in Modesto, Ca. Back cover top: Speaking of working FC's, here's Larry Schmuhl's 1962 Rampside loaded down with donations for the Irving, Texas food bank. Back cover bottom: Scene from the 2001 CORSA Convention.



EDITORIAL DEEP THOUGHTS....

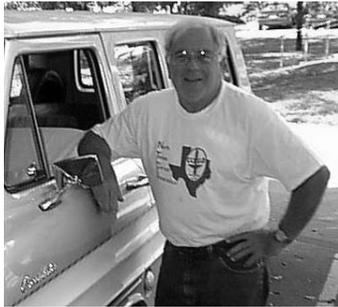
I'd like to thank those who took the time to offer input on my first edition. I received several personal e-mails, some snail mail, and several comments on the Corvanatics list. They all feel good, and are much appreciated. It does make the job a little easier. A few more articles and pictures would make the job even easier than that, but, I won't get up on my soapbox just yet!

I recently purchased a 1962 8-door Corvan that has been sitting in a backyard for twenty years. Despite it's recent treatment, it is in remarkably good condition. No driver for sure, but the body is in very nice shape with only one small area of rust under the passenger door and a few small dents. Look forward to many, many stories about this van if the above paragraph's last sentence is not heeded! The van is pictured in it's native habitat to the left. To the far right is how it looked after getting it home.

I hope you're making your plans for Flagstaff. Denise and I are, and we plan to be there in the Greenbrier if all goes right. Till next issue....

Garry Parsley

RIDING WITH THE PRESIDENT



I would like to ask you a question. When was the last time you attended a national convention and entered all the events and contented for the Cole Award? Well, that's been too long.

This year at Flagstaff I would like to see everyone that attends the convention in an F.C. "Go for the Cole." Now I know your first question is "I don't have a 100 point F.C. for the concours." And my answer is "You don't need one." Why you ask? Last year at the Chicago convention my Greenbrier scored 89.51. Did I win the concours? No. Remember the concours is only one part of the Cole Award.

After the concours it makes no difference what your F.C. looks like; however, it does make a difference how it runs. Take the economy run. Your F.C. needs to be tuned up and a light foot preferred. Stay on the route and a good navigator will be a lot of help. As far as the autocross, a heavy foot is preferred plus a good set of tires, and most of all check the course out first so you will know when to use that heavy foot.

On to the rally. To me, this event makes you or you come in somewhere down the list. It is most important you have a good navigator for this event. This is a two person event and I would suggest you choose anyone that will still talk to you after you finish.

CORSA has all of the rules for all events from concours to the size wheels you can run stock in the autocross. So when you fill out your registration for Flagstaff, enter all of the events and "go for the Cole."

Until next issue,
Corbin Jayloe



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WHERE ARE THEY NOW?



Do you remember when and where this picture was taken? Don't look now, but the answer is on page 4. Does anyone know whose Rampside it is? Write in and let us know who owns it, and where it's at now.



The editor's new toy. Remember folks, it's up to you to put a stop to my shameless exploitation of blank pages for my own personal gratification. Send in those stories and pics!



F.C.
(FEATURED COLUMNIST)

WORKING F.C.'S

Hi, my name is Dan the Van and I would like to respond to your request for articles about working FC's.

I am owned by Cheri and Steve Lovejoy of Modesto, Ca. I share a Corvair-only garage with Gus, their '66 Monza Conv. and Woody, a '65 Corsa turbo 140. Needless to say, I do most of the work around here. While Gus is a fair weather only car, and Woody is planned to be used mainly as a "fun" auto-x and sometime winter car, I get stuck with hauling everything from nine humans to loads of Pellet Stove Pellets (1000 lbs. this trip).

I have also been able to carry many other items such as Corvair powertrains, suspension parts, concrete (in bags, thankfully), redwood fence items, household retrofit windows, and many various construction items for the aforementioned garage.

Yes, I do feel that I am a working FC. It may not be every day, but I sure have earned my spot in my new dwelling place. Especially since last year I had to stay out in the weather while Gus was in a nice, cozy, fellow Central Valley Corvair Club member's garage (Donna Oppelt). I heard that Woody was out in the snowy cold of Boulder, Co. last winter, but that was his problem!

Do I sound bitter? Naw, but I sure do let Gus and Woody know who is the most needed around here. Thanks for letting me get all that off of my chest, or should I say floor pan.

Happy Corvairing,
Dan the Van



Another Corvanatics member writes....

The pictures enclosed are of a 1962 Rampside. The owner was supposed to have had a lawnmower repair service. My understanding is that he used the Rampside in his business. For whatever reason, he decided to put a two-barrel Holley carb with a home-

made intake manifold on the engine. The best part, I thought, was the air breather cover. As you can see from the second photo, it was made from a hubcap!

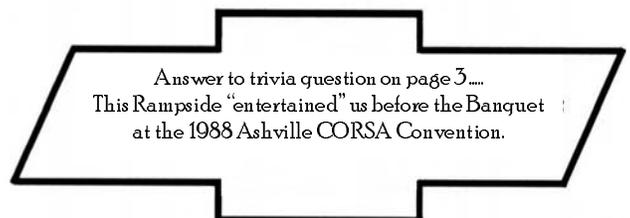
The previous owner modified the bed / engine compartment by building a steel wall at the forward end of the engine compartment. That was done to raise the engine lid and protect the manifold / carb / air breather assembly. I wonder how well it ran!?



Neil Huddle



Now where did that !? *#&!! 5/16 socket go?



Answer to trivia question on page 3....
 This Rampside "entertained" us before the Banquet at the 1988 Asheville CORSA Convention.

Something in Common

My husband has enjoyed Ben's Bus stories since inception. My husband and Ben are both Alumni of Millersville University, PA, from Pennsylvania and enjoy traveling in Greenbriers although they have never met or spoken they seem to have a lot of the same interests. So I thought it would be interesting to share my story.

My husbands 1st Greenbrier 1965 8-door was purchased after graduating from Millersville in 1984 and it was used to transport his belonging to South Florida in 1985, I met my husband; he still owned the Greenbrier and a 65 Monza coupe. I really didn't like the van and often commented to him that he should sell it. I at the time preferred the cooler, sporty looking vehicles and thought of vans as hippy status vehicles. My husbands always replied "I will never sell this van, I keep things forever, I never get bored of things" We then began traveling to Corvair shows and I found that I actually preferred to take the van since it was more comfortable, carried more luggage and we got lots of positive comments on it's rarity.

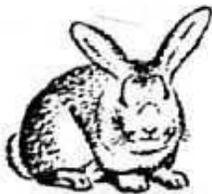
Now I'm fast-forwarding a few years to 1994 with marriage under our belts. The 8-door van was starting to show it's age and we anticipated a \$15,000 restoration.



We didn't have the time or the money to devote to it. We unselfishly sold it to someone who wanted to restore it immediately, which he did. That 8-door can now be seen at most of the Florida shows. I cried that day the van was sold, I had become so attached to it and all I could remember was my husband saying "I keep things forever, I never get bored." Was I next to go, would he get bored of me, I hoped not. I'm happy to report after 8 years of marriage, he is still not bored and we have a 1964 Greenbrier with the camper package we are currently restoring. Our plans are to use the Greenbrier for car shows, traveling and camping. We would appreciate any input on installing the repro weatherstripping or any other input.

Sincerely a Greenbrier fan,
Gail Policella
Margate, FL

....to be continued.....



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Chasing Noises

Recently I posted a query on the Corvanatics list asking about an unusual noise I was encountering with our Greenbrier. The noise started as a slight tick, every revolution of the tire, sort of like a stone in a hubcap. This noise had been intermittent ever since I owned the van, and I had always suspected a wheel bearing. After I indeed had a wheel bearing seize, and replaced the axle, the noise was gone. I thought that was the end of that. Several months later, I noticed that the noise had returned. I had several people try to listen to it, but you know how noises go – silent when you're listening. After another month or so, the noise progressed to a series of ticks. It's what you would hear if you put several ball bearings in a metal tube, then slowly let them roll to the other end – tic-tic-tic-tic. This was during coasting or deceleration, never during acceleration. I tried jacking up each side and spinning the tires, but nothing seemed amiss. The noise got bad enough, I would no longer drive the vehicle further than around town. It was at this point that I posted the query on the list.

One promising sounding reply was to disconnect the speedometer cable and drive it again. Since I had forgotten about a similar noise many years ago that was caused by the cable, I thought it was worth a try. At this point I should digress just a little to tell you that I was also in the middle of changing the rear suspension bushings while all this was occurring due to extreme squeaking. This may have been why the noise was so hard to pinpoint. I had already done the right side, but hadn't had time to do the left yet. Anyway, I disconnect the cable and drive the van. At first the noise is gone, and I started to dream of an easy way out. Then, when leaving a stop sign, there was a very loud bang from the rear end. Startled at first, I soon realized that it was just the right side rear coil spring snapping back into place. I must have left it slightly out of joint when the bushings were replaced. A short distance later, I thought I could detect the ticking noise again, but it was drowned out by a new squeaking noise. This was a noise that I had not heard before, and seemed to be engine related.

I quickly turned around to head for home, when it became very, VERY, apparent that the "ticking" noise was still there. Suddenly there was another very loud bang that seemed to come from the floor directly under my feet. The van kept moving, and nothing seemed to be wrong, so I continued for home. I pulled into the garage and left the engine running to try and locate the new squeaking noise. When I opened the access door, I could barely hear the squeak. Closing the door revealed the noise to be coming from under the vehicle. I crawled under and started pinpointing the noise. It was coming from the muffler. I figured it must be a broken baffle inside, and that I would eventually get used to the squeak. Then for whatever reason, I pushed on the muffler, and it moved way more than it should. Turns out that the bolt that tightens

the strap around the muffler had backed off around 10 turns! After tightening, the squeak was gone. Thinking that a really lucky guy might also have just solved his ticking problem, I went out for another drive. I'd like to meet that really lucky guy sometime. Oh, the second loud bang? I have no idea, never found anything out of place, nothing broken, nadda, zilch, zippo. Possibly with all the jacking up in the last few days, perhaps more than one spring was out of whack.

When I got back, I decided to go ahead and pull the left side rear A-arm to replace the remaining bushings, figuring with a few less squeaks, I might be able to locate the ticks easier. When I took the axle out I automatically pulled the caps on the U-joint to inspect. First side looked good, but when I took the second cap off, dry needle bearings flew everywhere. A close check of the shaft revealed deep diagonal grooves all the way around it. Could this be the elusive tick? The answer will have to wait until the bushings are replaced. After a few day interruption, I finally got the bushings replaced, and replaced not only the offending u-joint, but also the one on the right side. I then loaded up the wife, and her cell phone, for the test drive. This was the quietest drive we had ever had in this van. No squeaks, creaks, ticks, bangs, knocks, or any other annoying sounds! What I had found truly amazing, was just how many noises could be eliminated while trying to get rid of just one. So, start chasing those noises, you might be surprised!

Garry Parsley

CLASSIFIEDS

1962 Rampside White with green stripe. 4-Speed trans, 14" x 6" Ultra wheels, front and rear Addco sway bars. Petronix Ignitor. Needs body, motor, and electrical work. Has clear title, may come with extra parts. \$2250. Obo David M.C. Pilpa-Augustyn 626-584-6957



Remember this scene from the 1988 CORSA Convention in Ashville? Taken at the Concours site.



CORVANANTICS
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FIRST CLASS

