



RAMPSIDE



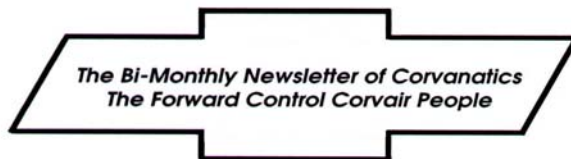
CORVAN



LOADSIDE



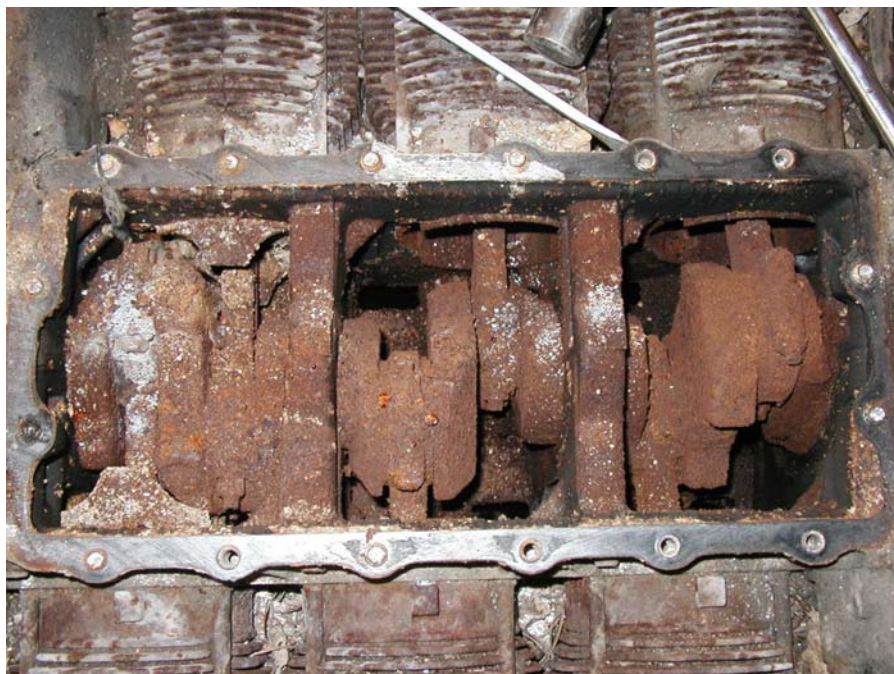
GREENBRIER



VOL. 32, NO. 4

JUL / AUG 2004

NIGHTMARE ON ELM STREET!



I told you once that I would tell you about this picture some day. . Today is the day. The previous owner of my '65 Greenbrier, Louis Guion III had asked me for several years if I wanted the original drivetrain from the van. Well, who wouldn't want it to keep all the numbers correct. Well, in the beginning, he wanted \$100. for it, and I didn't really want to part with the money at the time. After about a year of him asking, he finally said I could have it as long as I brought enough helpers that he wouldn't have to help load it. I finally went over to get it. It was complete, but what I failed to realize was that it had sat outside, uncovered for over twenty years. After dragging it home and attempting to tear it

(Continued on page 7)

CORVAN ANTICS

A CHARTERED CHAPTER OF COSA, CORVAIR SOCIETY OF AMERICA

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Membership in Corvanatics is open to any CORS 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.

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Well, as I sit here writing this it is Wednesday of Convention week. What a drag. Right about now I should be at the Corvanatics meeting. Such is life. For those who did not know, our son is scheduled to depart for Iraq soon, and his last leave began the week following convention. The choice was a no-brainer. Denise and I decided to take him on a cruise, along with his sister and her family. Not quite the same as a convention, but not bad! We are really missing this convention and hope everyone had a great time. Don't forget to send me lots of FC pictures and stories.

I appreciate the submissions that came in after the last issue's stern warnings. Not quite enough to fill this issue, but without them, there would be no newsletter. Keep up the good work. Next month, hopefully, convention stories!

My '62 Corvan is almost ready to have the new floors go in. The patch panels have all been sandblasted and coated with rust preventative. The small rusted section of the driver's wheelwell forward section has been replaced, and with just a little more work, the floors will go in. Sorry, no pictures this month!

Garry Parsley

RIDING WITH THE PRESIDENT



Since this is being written prior to the convention, I can't tell you how things went. You'll have to wait until the next issue. Maybe I'll still be the president, or possibly you will have elected to make a change. In either case, it has been a great ride for me. I have really enjoyed meeting as many of you as I could, and sharing many, many wonderful stories.

By the time you read this I will have retired from a long career with American Airlines. Future plans call for a lot more travel that I've been able to do in the past. . Perhaps we can meet up somewhere along the highways of America.

Well, summer brings out the car shows and road tours that we've all been waiting for. Here in the Dallas/Ft. Worth area we are blessed with lots (and lots) of car

shows. Hopefully you are able to get your FC, or other Corvair for that matter, out in front of the public eye where it belongs. I don't think I have ever attended a show where the Corvairs did not garner a lot of admiration. Kind of makes all the hard work worthwhile.

Well, that's about it for now. I hope I saw a lot of you in Kentucky. Lets see lots of stories in the newsletter over the next few issues for those who could not attend.

Till next time...
Corbin Jayloe



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Valveeta.... the story continues,

Well It's been a while since I wrote you all about the adventures of my 64 Greenbrier, Valveeta. But frankly there have been few exciting adventures since Valveeta was retired. I can say though, that we have put about 27,000 miles on the odometer since the retirement, and if things just keep going like this, we will be re-tiring the wheels with new rubber again soon.

But can it be? How can one possibly drive a 40 year old Corvair Greenbrier with a total of 325,000 miles, for another 27k miles without any adventures or repairs to report on? Well, I have to think a little bit..... OH yea, there was this little pesky oil leak that developed. There are no drips from the engine... pretty good with 80k since the last overhaul....really... no drips! The rebuilt Powerglide transmission I installed in February of last year is performing quite well, and there are no drips there. But I should expect that, with the original P-Glide trans going 316,000 before I had to replace it! So, what's that silver dollar size drip every time I park? It's origin is easy to detect. Just touch the oil with a finger and give it a sniff. Yup, the undeniable smell of gear oil!

It's up on the lift and take a look. Seems the spindle seal on the left hand side is leaking just a bit. Right side is dry. So we clean things up and I run back home to get two axel spindle seals. No reason to just replace just one side. Back up on the lift and I remove the wheels, brake drums, and axel retaining nuts. Out slip the axel shafts and yokes and there we have the old seals. Going back in the record book shows that these seals are about twelve years old. No problem, out with the old and in with the new. Top off the gear oil and we are good to go, right? Well, almost. things were nice and dry in the driveway, until about three weeks later. Then there was this familiar spot on the floor. I knew it earlier because I occasionally got that familiar whiff of burnt gear oil on rare occasion when a drip hit the hot exhaust. So it's back on the lift and.... Hey... now the right side is weeping! It wasn't weeping before, so perhaps it's a bad seal or I buggered it on installation. Shoot, I have done so many of these that I couldn't have damaged the new seal! So let's just call it a bad part. "Wrong"! Now at this point I just plane knew better. But when you have done this repair stuff so

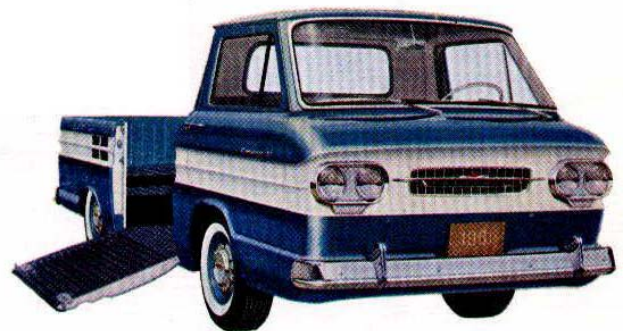
many times over thirty years, the project is like operating on auto pilot. You don't have to think too much because of the familiarity of the repair.

It's a quick replacement of the "defective" seal and we are on the road again..... for a couple weeks..... then there is that familiar drip!!!! OK Now, it's time to stop and really think about what's going on. And in this case I had forgotten that we have over 300k miles on OI Valveeta.

Out comes the axel shaft and yoke again. This makes it three times, if you are counting. I am looking for a possible problem that I should have checked and noticed the first time I replaced the axel yoke seals. I took a close look at the yokes them selves. And sure enough, there was the culprit! There was a nice smooth yet slight groove where the seal rides, most of the time, on the axel yoke. That little groove was working on the new and NOT defective seal, just enough to give me that little pesky leak. I changed the yoke with a good low mileage unit and new u-joint. I also put in another new seal for good measure.

Why I had a leak on the other side and not this one too, is a mystery. So now both yolks have passed inspection, and my driveway is free of drips again, and all is good in the world. So the lesson learned here is simple. Even though we have tons of experience with repairs, it is easy to do them on "auto pilot" and overlook simple things that are right there. Oh yea, I also learned to "shut up and pay attention" when other guys are hanging around while I'm working on my Brier! Valveeta keeps rolling along!

Dave Palmer





WANTED

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FOR SALE

1964 GREENBRIER Deluxe - Turq/White, Turq interior, 110 hp, 4-speed. Purchased in California 1997. Body very good condition typical of western vehicles, but not absolutely rust free, 20 year old repaint--needs repainting. Interior fair condition, original door panels and seats have typical wear, original rubber floor mats are in very good condition, front retractor seat belts, lap belts for 2nd seat. Optimus AM/FM/Cassette radio and 6X9 speakers in front doors. Engine rebuilt ~25,000 miles ago for PO by Corvair shop in OR, shrouds powder coated, runs very strong. New Silicone Wires, points, epoxy cap, coil, Wolf performance rebuilt carburetors. A collapsed lifter was repaired at Corvair Ranch in PA. Differential rebuilt with 3.27 gears for PO, new clutch in 1998. Front and rear suspensions completely rebuilt with new bushings, upper/lower ball joints, boomerang arm, motor mounts, 4-wheel alignment. Front brakes rebuilt 2001, rear 2003, dual MC conversion, new hoses, silicone fluid.

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FOR SALE

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61 Rampside - car engine, manual transmission

64 Corvan - 8 door, good straight body, no engine

62 Corvan - was AT&T service van, has engine, last ran 1994

62 Rampside - no engine, some rust

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This is the often heard about Mustang spring already modified and ready to go in. The full kit with shocks is \$160. Springs only, if you want to try your shocks, (not recommended), \$105 for the set. All plus shipping, 30#.

This will lower the front of the FC and take away that roller coaster ride up front. The lower A-arms need to be slightly ground at the shock mounting hole to fit the shocks.

HANDY CAR CARE

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RAMPALA

Rampsides are rare in Canada. Tax laws in the early '60s burdened importation of vehicles with no Canadian content. There were sales of FCs here in spite of the handicaps. There was a Rampside in North Bay, Ontario that had been used to haul dynamite for a mine in Cobalt. My Rampside had been used by a utility in the Niagara Peninsula to haul fire extinguishers along the high tension power lines. Over time it had been refurbished and repainted. Chips and pits revealed at least five colors with a dark green at the bottom of the pits.

The P.O. had purchased the Rampside in the St. Catharines area and painted it once again (Tahitian Turquoise). He used the truck in cruises and parades and didn't sweat the details. Doors didn't close well, electrical wiring was cobbled and the drums were somewhat eccentric.

For 15 years I worked on one problem at a time and managed to change my 95 into a highway cruiser. The 80hp engine became a 95, the 3.89 diff became a 3.27 and the bias plies were tossed in favor of some Hancock radials. Weather, time and some hidden oxidation meant that the paint was flaking off and becoming a rusty brown in spots. Time for another re-spray.

Dave Binnie, in Carlisle, Ont. and I have bartered and traded before and managed to reach a handshake deal. His work was a little slow in coming but the wait was worth it. At the Carlisle Convention we wandered about to find just the perfect color scheme for the about to be refurbished RAMPside-impALA. Finally we saw a marina blue car near an ermine white car and the combo clicked.

Nearly ready to come home, Oct. 2003. My job was to remove all the attachments to allow the body and paint job to proceed. Work was usually done between 9.00pm and midnight. My best intentions to label, bag, sort, and pack parts were forgotten in the rush. Rush now, pay later. The marina blue was continued onto the tailgate.

Dave works for a company in Milton, Ontario that makes a spray bed coat. The



company was trying out some new formulas and this Ramp has a marina blue tinted bed coat. The same formula was tinted ermine white for the cab roof to hide some "imperfections."

The casual observer will think that the cab has a vinyl roof, a thick vinyl roof. Inside the cab we worked to scuff the old paint to get ready for the new.



The gray primer is now white behind the seat and the dash is now blue.

It was raining heavily when we trailered the Ramp 20 miles home to Burlington. The

towing vehicle wasn't properly equipped to operate the



electric trailer brakes. We did slide through one intersection as the light changed to red and I wasn't "in synch". I guess I was anticipating arriving home rather than anticipating the red light. You

can see the reflective license plate and the reflective bow tie tape in the grill bar.



One Nov. day was warm enough for the right side vinyl label. That's a correct '61 Impala hubcap installed. The front has most of the attachments reinstalled. Hours of sorting caused by my rush a few months earlier. Must learn!

These rattle cans had the correct paints injected into them for later touch-ups. If I can find the correct screwdriver for the screws in the panels below the cans I plan to replace those panels with diamond plate. Over the back of the cab, the holes are drilled for a high mount



brake light donated by an Astro van.

March 2004. The weather here is warming. A chrome bumper from the Corvair Ranch is installed and wiring

glitches are being traced, spliced, soldered, taped and fastened down correctly. More needs to be done behind the grill as the right headlights flash on the turn signal... blame me.

What you see here is, maybe, 50% completed. The bench seat has been reupholstered with perfectly



matched blue and white vinyl in a period pattern. It may be ready to go but my work area is too narrow for doors to fully open. Warm, really warm weather will make me really start to

move. I'll be able to take more photos too.

Jim Diell,
Corsa Ontario

(Continued from page 1)

down, I found the following. Carburetors literally disintegrated, the blower housing was packed solid with dissolved metal, the rear housing had to be beaten off with the distributor still attached, and the inside was a mass of rust that rivaled the discovery of the Titanic. And you would not believe the aroma that emanated from inside the crankcase. I should have been tipped off by the fact that the oil that came out of the drain plug was thicker than any 150 weight oil ever devised. When all was said and done, I had wasted about 20 hours on this absolute waste of iron and aluminum. The only parts that were salvageable were the air cleaners, a few bolts and screws, and possibly, just possibly the alternator adaptor. I wonder how many of you out there have had the same hopes, and crashing realities. Live and learn, just not all at the same time!

Garry Parsley



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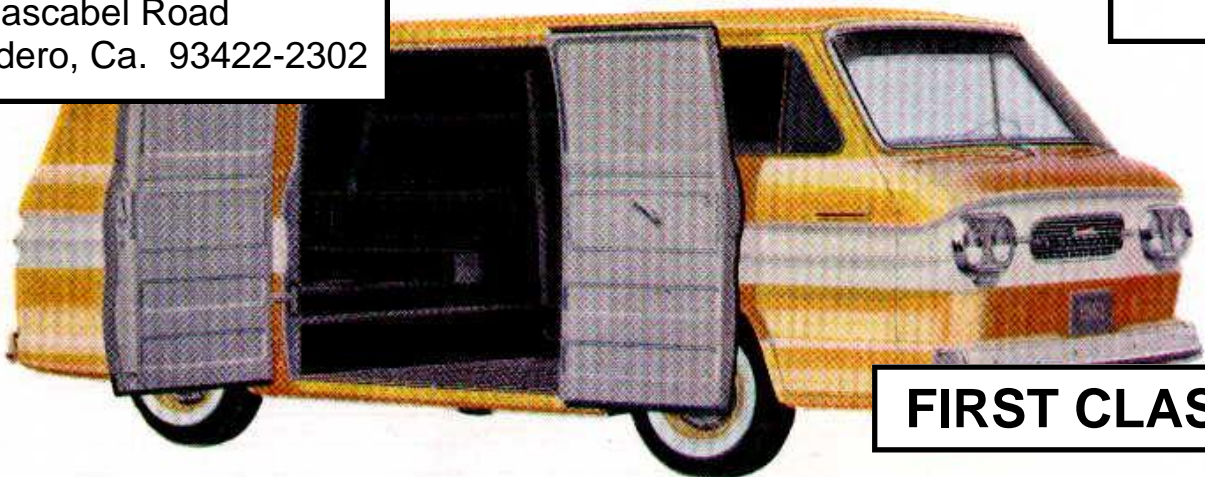
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