



RAMPSIDE



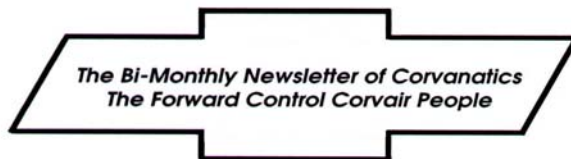
CORVAN



LOADSIDE



GREENBRIER



VOL. 32, NO. 6

NOV / DEC 2004

A BRIER IN THE WOODS



This is one of the pictures donated by Ed Thompson at this year's convention. One can only assume that these were GM promotional shots. Perhaps this one was for the camper package option. There are a few more of the pictures scattered throughout this issue. By the way, do you notice anything unusual in this particular picture? It may be hard to spot since the picture is sort of small. There are two interesting things in there. When you give up, turn to page 7 for enlargements of the items in question.

CORVAN ANTICS

A CHARTERED CHAPTER OF COSA, CORVAIR SOCIETY OF AMERICA

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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.

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 \$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: 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.

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Keep the cards and letters coming folks. I've still got a few articles to print, but they do tend to go fast! I appreciate everyone's patience in seeing their article published, and if you send in something that is time sensitive, please let me know that up front. I lost one sensitive announcement on this past convention, because I didn't pay enough attention, and then had e-mail saving problems. I really don't want that to happen again. My apologies if it has happened to you.

I recently experienced a flooding problem with my '65 Brier. When the left carb was torn down, I found that the seat had unscrewed itself. This is the first time I have ever seen that particular problem. During the rebuild, I found that the kit comes with two gaskets for the seat, a thick one and a thin one. There is no explanation as to why. I used the thick ones and set the floats according to the specs. But I still wonder why the two thicknesses. The seat that unscrewed originally had a thick gasket. Could this have contributed? If anyone has the answer, e-mail me and we'll print it next time around.

The '62 restoration crawls along. The front lower floor replacement is in, with the forward riser next. Slowly.....

Garry Parsley

RIDING WITH THE PRESIDENT



In the month of August I had the pleasure of spending a couple of weeks in the Black Hills of South Dakota. It was one of the best camping trips my wife and I have ever taken. I was visiting Mt. Rushmore for the third time in the same week and thought "What a great place to have a Corvair convention." If you have ever been to that part of our great country, then you know what I am talking about. We had a wonderful trip.

I have a question for you: Are you a member of Corsa? If the answer is yes, that's great. If the answer is no, then I would strongly suggest you join. It is a very small amount of money for a car and forward control and a club that we care for a lot, so join today. Thanks.

I hope everyone is planning to attend the convention in Portland 2005. I know it's only October, but the time will go by before you know it, so start now and be ready for

Portland.

This will be my last year as president of Corvanatics, so if you would like to run for president or any position next year at the convention, please let me know or have someone nominate you. I have enjoyed my time as president of Corvanatics. It's time for a change.

Until next time,

Corbin Jayloe



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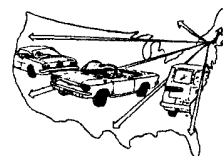
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FC Observations

I have owned a number of FC's over the years and I still have two - - a '64 GB and a '61 Rampside.. There are several reasons why I like them. One is the ease of removing the gas tank.

Last week I changed the filler hose on my Rampside and was relieved to be able to finally fill the tank - - FULL. I have been running it at less than half tank for quite some time, due to this bad hose. I proudly tanked it up and drove home with no gas smell. Later on I noticed gas dripping from the bottom of the tank and wondered what was leaking now! A quick inspection led me to the top of the tank. This meant R&R of the tank.

Since the hose was fresh I had no fear of tackling that job. A couple things that I found when I took out the tank: I oil all of my vehicles by spraying them liberally with old oil - - I found that my applications had missed the two inner sides of the frame opposite each other at the top of the tank - - practically no way to get in there. These spots were not orange or anything but they were dusty and dry.... but NOT anymore. Another thing I noticed was the stamped name on top of the tank. I thought it said AC, but when I looked closer it shows this 'A' in a circle with other letters, could be the D.L. A Company ...somebody tell me what the symbol stands for.

The tank came out quite easily as I still had about a gallon of gas therein. Going back was a little tougher but not bad at all. Again, the thing that had scared me off for so long...the hose attachment...is such a breeze on the FC that it's actually quite simple.



The leak I found was the big O-ring gasket at the tank's sending unit. It was 43 years old and had dried and

cracked. When my first full tank of gas warmed up, during the hours after I had filled it, the gas was actually at the top of the tank and ran out that cracked seal. I am planning to run in our Econo-run later this month so I have to be able to FILL the tank to the very brim! When the Econo-run Master fills your tank and records the amount to three decimal places....you can win/lose by a spoonful (there are 768 teaspoons in a gallon, so that third decimal place [0.001gallons] is about 1.3 tsp)!

While the '61 tank was out I inspected it and considered dropping in a '64 tank - - for possible later modification to a better shifter - - and found my '61 tank was in fine shape but my spare '64 tank needed cleaning and sealing. I do wonder why the General put those three big golf-ball sized indents in the flat portion of the tank.....a perfect place for junk to sit and eat into the tank. They are each an inch deep and two inches across (see photo).

The '64 tank has a hole at the bottom of one of those dents. I put the '61 tank back in.

Clark's sells a sealer I hope to use on my '64 tank. Now might be a good time to ask if anyone out there has a late-FC shifter for me to weld in when I get my '64 tank ready.



Before reinstalling the '61 tank I took out the little plug that seals the hole for the gas heater's returnI replaced the plug with a nice little brass hose fitting for a 1/4" hose. The idea here is to have a place to dump fuel that is returning from the fuel pump. See photo of tank top with two hoses.

Pertinent side issue: CORVAIR fuel pumps (from now on) are electric. Most modern electric pumps are rotary gear pumps, from fuel injected cars, that are cooled by the flowing fuel as they pump the fuel in and through the motor's windings and brushes etc.. I have seen several of these pumps that have failed in exactly the same mode. The fuel got hot while the pump was running...(perhaps idling with full carbs on a hot day).... hot enough to evaporate (similar to vapor lock) half an ounce of gas around the



brushes of the motor (thus losing the coolant effect). Once the pump is run without this coolant the pump self destructs. I have not seen this happen on a turbo, which doesn't prove the point but it does help the argument. So I looked for a place for the fuel to return "TO" and there was that nifty fitting soldered right into the top of my FC's gas tank. I put three feet of new 5/16" hose on the normal fitting and three feet of 1/4" hose on my new return line. It turns out that three feet is just enough for the fuel line and is a little short for the return line. Not a real problem but I was a little bummed that I had not measured better - - I bought three feet, thinking it was over-kill. See photo of hoses just barely reaching to rear end of the tank. On this picture of the two hose ends note the clean corner of the tank where the leaking gasket had washed it so nicely.



Another nice thing about the FC is all the room underneath for hanging stuff like an electric fuel pump and its filter- right behind the gas tank - and now a TEE in the line to allow some coolant flow back to the tank. I extended the 1/4" hose with a piece of metal line that I pinched down over a small drill bit (~1mm). I have no idea if that is a large hole or a small one, but I know it's better than none. I might have to measure the full flow of the pump if I notice any starvation. I am thinking about designing an assembly that would hook into one of those nifty crossmembers that would hold all of these assembled parts and wires.

I really approve of the recent move by car designers to run with the lights on during the day. So I wire my headlights into the Relay that powers the Fuel Pump and I run with my headlights on all the time.. This setup also gives me the opportunity to do an extended PRIME function by simply pulling out my headlight switch. This manual turning-on of the lights feeds current to the Fuel Pump back through the wires that ordinarily drive both lights and pump. I have wired the the FP to be 'primed' by a connection to the starter solenoid's "R" terminal. This works great in 99% of all starts.....the longer manual primes are just for spring start-up and after doing any gas-line or carburetor work. It's also very handy if you run out of gas and then have to start an engine that has an empty fuel line, pump and carbs. I can only use this 'R' terminal on the Starter's solenoid because I have changed my ignition to a magnetic pickup (one of the modern ignitors) where that little yellow wire is no longer used.

All of these things fit so well in an FC that it's easy to say, "Working on and under an FC is a breeze". If it weren't for my CORVAIR cars ('67 4dr, '64 Convert) I would be tempted to sell my floor jacks. OH, bite my tongue!

This Rampside also has a Saginaw 4 speed (with a custom FC/Saginaw crossmember) - a Late 3.27:1 Differential (in an Early [speedo gear] case) (obviously with custom Late/Early yokes) and a 140HP FC engine with manual secondaries. The secondaries are not only fixed-fuel-feed (to prevent gunking up) but are electrically activated so I know (control) when they open and close. I'll have to write more about this marvelous FC, one of these days.

Fran Schmit
CORVAIR Minnesota

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An FC Confession

by Bob Marlow

In the July/August issue, our hard-working editor, Garry Parsley, once again asked for more member submissions for the newsletter. Okay, here goes. This one might be titled, "What I Didn't Do on my Summer Vacation." What I didn't do was drive my Greenbrier. As a former Corvanatics officer, and as one who has driven a Greenbrier literally coast-to-coast, this is a sorry state of affairs. In fact, I've taken some good-natured ribbing from fellow members at the past three CORSA Conventions. These members look at me and the Corvair passenger cars with which I have attended these conventions, and ask, "I thought you were an FC guy." Well, while in years past I have more often than not been seen in a Greenbrier, the fact is that I have always been smitten by all Corvairs, and in recent years my Corvair passenger cars have been consuming my time and attention. But this may be about to change.

Over the winter of 2000-2001, my 1964 "500" coupe underwent the transformation from ugly unloved un-running old car, to good-looking track car. It made its debut at Pocono in the Spring of 2001, and since that day it has continued to evolve into the sort of fun track-days car that I had in mind when I first towed the derelict shell home. It has now been on the track at Lime Rock, Pocono, Blackhawk Farms, Virginia International, Summit Point, and BeaveRun. I am enjoying it greatly.

Over the winter of 2003-2004, it was my 1966 "500" coupe's turn to be transformed. This transformation was considerably easier, because the '66 was a great-running low-mileage original at the time. But the car's original little old lady owner tended to park by the Braille method, and so there were minor dings and scrapes all over the car. I decided that it needed to have the bodywork and paint done in preparation for the Lexington convention. It turned out beautifully, and it garnered many compliments at the convention.

Okay, that's one early model, and one late model. But there's one more Corvair in my fleet, the 1964 Greenbrier that my father purchased in January of 1966, the same 1964 Greenbrier that was featured on the cover of the CORSA Communique in June, 1981. The van still looks very much as it did in that photograph, having enjoyed indoor storage and only hobby-related use in the intervening years. But the fact is, with the two cars freshly re-done, the van is now the least-spiffy of my three Corvairs. And sadder still, it has not been driven any appreciable distance in more than three years.

As I rolled the '66 coupe out of the paint shop in the Spring of 2004, I reminded my painter of this situation. I told him, when thinking about the upcoming winter of 2004-2005, to "think Greenbrier." Truth be told, I am still pondering this myself, because this Greenbrier is an

un-restored, unmolested original (unless you consider an upgrade to an alternator to be molestation). Mindful of the adage, "a car is only original once," I am somewhat reluctant to repaint it. But the paint is tired, and there are blemishes. Many of these blemishes I can tie to a specific moment in time -- the time I skidded off an icy road, the time my sister dinged a fire hydrant with the door, the time a stored windshield fell over in the garage.

But at the very least, with the other two cars lookin' good and ready to go, I need to get re-acquainted with the Greenbrier. I need to get caught up on all its maintenance (I haven't so much as changed the oil since last Fall), buy new tires (they're not worn out but they're old), check out the braking system (it has been several years since I last did this). I need to take it on my local club's annual Fall color tour this year, and then maybe, just maybe, roll it into the shop for a winter-long rehab.

So, despite my having fallen under the spell of Corvair cars for the past several years, I still am "an FC guy." Heck, as I write this I am negotiating the purchase of a Rampside, because my wife thinks a Rampside is both cute and practical. If I buy the Rampside, the balance of power -- currently one early, one late, and one FC -- will shift back in favor of FCs. So forgive me my indiscretions, I have not strayed as far as it may appear.



One of the Ed Thompson donated pictures

CLASSIFIEDS

FOR SALE

My dad has a 1961 Rampside for sale. Auto trans, Corsa pistons & cylinders, chrome air cover, rocker covers, push rods & tubes, 4 carbs, tires have < 2000 miles. Extra engine, transmission and starter. It is a nice vehicle! It has been kept inside. Located in north central Oklahoma. Call 580-758-3738 evening, or 580-758-3930 daytime. Ask for Bob. Thanks, Vickie

WANTED

63-64 Rampside with PG. Need not run. Would like to sell or trade for my 1966 Monza with '65, 140 HP engine. See description below:

'66 Monza coupe, with '66 4 spd transmission, and 140 HP motor. Good seats, new metal floor, new carpet, new ball joints, new cam, and timing gear, just installed last year. runs fine \$1000 OBO.

Craig Wilson Cedar Falls, IA 319-266-6343

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1963 Greenbrier Deluxe, 80/PG, white w/red belt line and red/white interior, FC front "bucket" seats, new Clark's upholstery, overall very good to excellent condition, NO rust, \$4,200, more info and pictures available on request, Jim Pennell, 805/474-1316, almajim@ecoisp.com

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1961 Rampside, 110HP / PG Blue/white runs well, no rust. Owned 24 years Asking \$6500.00

Ricky Meals 903-427-3390



PICTURE TRIVIA ANSWERS



Is this boy wearing any clothes? The dad looks a bit miffed! Please don't write. Yes, I know he has swim trunks on!



Give up? Look at the front door carefully. There is no insignia on the door. I noticed that several of the pictures Ed donated were like that. Remember back in the 50's-60's. perhaps even later, when no car emblems were shown on television shows or commercials. Boy how things have changed! Makes you wonder if several of these pictures were GM pictures or for movie promos, or for somebody else.



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