



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



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CORVAN ANTIQCS

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Pictures of Gayle Finch's 1961 Rampside ! Story by Richard Finch on page 4



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CORVANATICS 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.

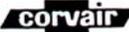
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Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor: Mike Moyer 2736 Sherwood Dr Navarre, FL 32566. All of these can also be sent by e-mail to: Vairvert67@yahoo.com. Technical material should be sent to the Technical Editor for review.

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RIDING WITH THE PRESIDENT



Hey everyone, have you been out cruising in your FC's yet? It is that time of the year to have the dust already off, all the cob webs out of the engine and on the road and rollin'.

How many of you are going to the Convention this year?

It is a good place to meet fellow FC'ers and Corvair people in general. You never know, you might learn something, I do!

If there is anyone out there that would like to do a tech session for the FC meeting contact me so we can plan the time for it.

I sort of like these reports, no problems to have to report and I'm not a wind bag. So, See ya' round. *Ken Hand*

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The Conspiracy.

By Bryan Blackwell

For those of you out there who think there's more to things than meets the eye, I have a story for you. It seems I was caught in a web of conspiracy Monday, one that shows that it's best not to upset the female heart. The major characters are a van, a truck, and an otherwise ordinary appearing refrigerator. Several years ago we decided we needed a minivan for the weekends and bought a '64 Deluxe Greenbrier - you may recall her from some of my previous posts as "Red Brier". Each spring, we load her up with baseball gear for our Little League players and drive her to practices and games. Nice thing is I can just leave the gear in the back, when it's time to go to an event we're all ready to go. She's gotten quite used to this, and apparently was looking forward to this year's season. Ordinarily I get all the pre-season maintenance done during Jan/Feb so Red is ready to go come the first weekend in March. Now, the only problem this year is we have been remodeling our rental property to re-rent it this spring, which has consumed pretty much all my free time. Thus, when the first practice rolled around on Sunday, I had to load all the baseball gear in the back of Ellie's truck, which we affectionately named after the character "Blue". Practice went well, and I loaded all the gear up and came home. My guess is that night is when the plan was hatched.

Red: "Hi Blue, where've you been?"

Blue: "First practice of the season."

Red: "Practice? Baseball practice? That's MY job, and you know it."

Blue: "Don't get mad at me. C'mon, it's never our fault."

Red: "Of course, I'm sorry. But what am I to do?"

Blue: "Don't worry, we'll think of something."

Mr. Refrigerator: "Maybe I can help, ladies."

Red: "Really? Tell me more!"

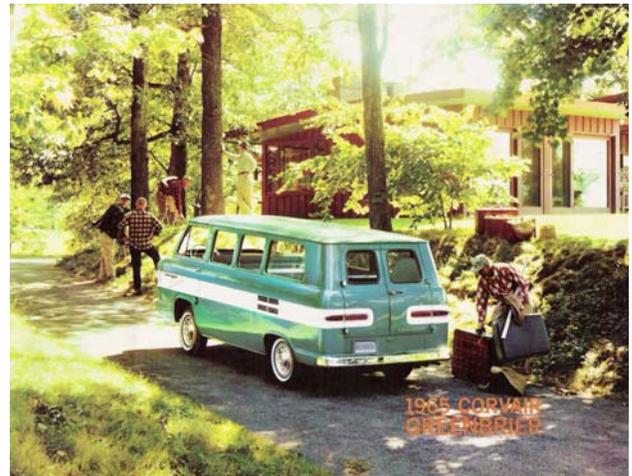
Mr. Refrigerator: "Well, what you ladies need is a day when they have practice and something else going on, right?"

Blue: "Yes, that would make them need you Red."

Mr. Refrigerator: "I can arrange it so they run out of milk."

Blue: "And then if I have a little 'trouble' then..."

Red: "They'll need ME again!"



Monday morning my phone rang. It was Ellie. "I'm at the dentist's office and my truck won't start." "Well, I'll come get you." When I got there, it turned out the battery had good charge, but all we got was a 'click'. Jumping the solenoid got the same 'click'. "Ok, we'll get it towed and I'll drop you off at the house," I told her. Then Ellie told me, "We need milk, you know, and I was going to get a bunch of other stuff. I need a car." So we went home, and I got the keys to Red. When I got outside, I turned the key and got really slow cranking and she wouldn't run. Red gave me a petulant look. "Oh, you ignore me and then just show up and expect me to start? Without even checking my oil? I don't think so." She stamped a tire in my direction. So, I did a quick oil and tire check, then put the charger on the battery. Then I sweet talked her a little bit. "C'mon, let's just get to practice, then you can have a nice oil change on Wednesday. How about that?" "Baseball practice, why I'd love to go to baseball practice. But not for you. For the kids. They REALLY love me, you know." "Now really, Red, you know we've been a little busy. I didn't forget you. Honest." I replied. "Hmm, well, I suppose. Make sure it's good oil."

When we walked out the door Trevor saw the gear in the van. "We're taking the van? Awesome!" And all was again right with the world.

OVERHAULIN' a 1961 Rampside for Gayle Finch!

by Richard Finch

Many of you have seen the popular TV show, by the name of "Overhaulin'", on the Learning Channel, that is highlighting the auto customizing talents of master craftsman and designer, Chip Foose.

A lot can be learned about customizing and restoring a car or a truck, by watching that show. Co-incidentally, Gayle and I are acquaintances of master craftsman Chip Foose and his family. I worked with Chip for 2 years at a small design company (The ASHA Corp.) in Goleta, CA from 1992-'94. Gayle owned a condo in Solvang, CA and Chip's sister was on the condo advisory board and was Gayle's neighbor for about 3 years. Chip's father, Sam Foose lived just down the road from another acquaintance of ours. Sam produced many of his award winning hot rods in his backyard garage workshop in Santa Ynez, CA. Chip was laid-off at ASHA Corp. for lack of work! in 1994. We were designing and testing full-time 4 wheel drives for Ford, GM, Chrysler Jeep, BMW and Renault. You can now buy many cars that have our "Gerodisc" units as optional equipment. We even put a unit in Gil DeFerrin's, Jim Hall Chaparral Indy Car in 1995, and he won a few races with it. After Chip was laid-off, he went to work for Boyd Codington as a designer, but Boyd is not easy to work for, and Chip struck out on his own and soon got his own TV show's). So, I unabashedly took what I learned from Chip Foose and put these things to work for us while I am restoring / overhauling' Gayle's' 1961 Corvaire Rampside. In the TV show, the crews of about 20 or more people simply tear a car apart and put it back together in about 7 or 8 days and nights. My crew is me, not 20 or more, so I had to be more creative. I began buying parts and restoring parts of the Corvaire vehicle and then I would just put the restored and the new parts on the shelf for use later. And later is now! (I hope I did not destroy your belief in me when I wrote the April Fool's story about the flying saucer. This story is the truth, so help me!)



I will list some of the things we (me) are doing to "Overhaul" Gayle's Rampside. Wheels and tires: In my whole life I was never able to buy myself a set of new "mag" wheels, so I bought a new set for Gayle's Rampside. These are American Torque Thrust II polished and chromed wheels. They are 1" larger diameter and wider at 15" x 7" @ \$599. for the set, from Rodparts Warehouse in Nebraska. When the pretty new mags arrived, I did a fit check and sure enough, there was about 1" clearance all around. I then took them down to my local Wal-Mart and bought a set of Goodyear Viva II black wall tires, size P195/65 R15, 3-ply tread, 1-ply sidewall. But these tires have a load capacity of 1,279 lbs. per tire for a total of 5,116 lbs vehicle capacity. The GVW of the Rampside is only 4,600 lbs, so we have a safety margin of 516 lbs. when we are fully loaded. (Did you know that the > Rampside is actually a 3/4 ton load capacity vehicle?)

For the front suspension, I bought a set of Ken Hand's Mustang II springs and Gas shocks. Ken claims that the F.C. Corvaire will ride like a Cadillac with these springs and shocks. For the rear, I will just install new Clark's shocks, but after I get the Rampside on the road, I plan to build a Ultra Van type rear suspension that will incorporate Firestone Air Bag suspension (1,300 lbs capacity) with automatic ride height adjustment like the 1968-'69 GM cars had. I will have to build a new rear cross-member to accept the late model Corvaire axle hub and bearings. My Youngest brother, Phil Finch has air bags on the rear of his U.V. S/N 294. There is no camber change from full up to full down with the Ultra Van rear suspension. I should be able to road race the Rampside with the suspension improvements!! The drum will be painted light blue to match the accent stripe on the > side of the truck. They will show through the Torque Thrust II mags.

Lighting improvements include J.C. Whitney clear driving lights and J.C. Whitney L.E.D. stop, directional and tail lights for the rear of the tail gate where the factory reflectors would go. The high-beam headlights will be tri-bar, blue halogen 5 3/4" bulbs from Southern Air.



The interior of the cab is a real work of comfort and convenience. I have installed / fit checked, a refrigerated air conditioner and hot water heater unit (from Vintage Air, San Antonio) under the glove box, and have fitted an early model Corvair air conditioner outlet under the radio housing which now holds a new Road Gear CD from Wal-Mart. The A/C condenser is a > shrouded, fan cooled unit from Barry White Street Rods. It is ducted to > cooling air by a Chevy S-10 front spoiler. Temperature sensors and relays let the fan run in town and shut off on the highway. The compressor is a Sanden unit with custom made pulleys and brackets. We will be using R-134 refrigerant. We have a pair of speakers in the doors, and another pair that are mounted in the back of the seat like on Pontiac Fieros have. The extra sound should vibrate you in the back! The hot water heater could later be used as an auxiliary engine oil cooler and heater in the winter.

Steve, Rita and Jake of House of Covers have made all new door panels just like they have on their Rampside, except ours are medium blue. They also sewed us a new blue carpet, a new blue headliner insert, and a new blue dash cover. Cal Clark personally picked out a custom seat cover for us while we were at his place last August.

I purchased a Spyder dash and glove box door at Palm Springs two > years ago and later decided to replace all the factory gauges with AutoMeter cylinder head temp, fuel, and oil temp gauges plus a Dixco tach and Auto Meter trip speedometer. We also have a volt meter and an oil pressure gauge in the dash by the ash tray.

I bought a brand new Chrysler Le Baron 4 door in 1987 and after driving it for around 200,000 miles, I liked its interior so much that I cannibalized it's overhead console with outside temp gauge and electronic compass. The overhead console also has compartments for garage door opener and Gayle's sunglasses. The console also had padded and lighted mirror sun visors that fit into the console, so they are now fitted to our Rampside. The center arm rest console from the Chrysler, is now in my 1965 Corvair 4 door and it works just great. Chryslers have some really nice interior features. The new seat belts and retractable shoulder harnesses came from J.C. Whitney. There are also new toggle switches for lights, etc.

We bought power window kits from EZ Wiring for \$145.

The power door locks are much modified units from J.C. Whitney. They also incorporate a burglar alarm and headlight flasher and horn beeper, just like the new cars have.

I am looking for a fluorescent light for interior lighting to augment the stock light.

And no good vehicle should be without a cruise control, so J.C. was the source of an Auto Logic unit. Gayle also has Italian air horns and an "ooga horn", plus the stock Corvair horns.

And yes, the arm rests are new 1964 Monza units from Clark's. The > center console is also a 6-can pop cooler and cup holder, in blue of course.

The aluminum tool box on the bed of the truck is mounted to the left bed rail in the normal manner and the right side is mounted on a piece of 1 1/2" angle that is also bolted to the front side of the bed frame rail, so that the ramp will still open and close. Right now, the tool box is full of overhauled and restored parts, like carburetors, distributor, overhead console and etc. Gayle wants me to install a linear actuator to open and close the ramp at the push of a button!! She is pretty smart!

Clark's Corvair furnished a clear windshield, (it was ordered in tinted, so they gave me a \$25. credit) and the outside paint was pretty good when Gayle bought the Rampside from Howard Boso at Palm Springs 4 years ago, so I just waxed it and will touch up some chips. This is going to be Gayle's daily driver, so we won't try to make it a 99 point show car. But it sure will be fun to take to town and to Cruise Night at the Sonic Drive In! And it will be very comfortable !!!! Well, that is it for now. I will send some pictures when we are back on the road again. And incidentally, I sold the cannibalized 1987 Chrysler to my neighbor for \$400 to use as a work car, and it is still running just fine!

Richard Finch.



CLASSIFIEDS

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E-letter Update

All is well in the Email World!

I would like to thank all the volunteer testers that helped in the trial stages We received many helpful ideas and suggestions.

We have had very good reviews from those that have Elected to receive CorvanAntics Via Internet. Down load times are acceptable even for those with Dial-up.

So far over 60 of our members have elected to make the switch! Not bad for our first month offering this type of delivery .

If you are interested in giving it a try Email me @ vairvert67@yahoo.com and I will send it to you ASAP.

Please don't forget to send me your pictures, Articles, & Classified ads also!

Thanks
Mike Moyer

FC REGISTRY

Merv Krull of Salmon Arm, BC, Canada has graciously volunteered to start a registry of all known Corvair FC models. E-mail Merv at krupross@sunwave.net and supply the following information:

Make: Greenbrier, Rampside, Loadside, Corvan

Year:

Model:

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E-mail or phone number:

Status: Running, under restoration, parts, junked

I'm sure any interesting short notes would be appreciated by Merv. He says you can send up to 3 jpeg pictures with the information. Thanks from all of us for taking on such a large task Merv.



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