

RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



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CORVAN ANTIQCS

#A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA



FC's at Ventura Pictures Submitted by Larry Schmuhl

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FOR 2007-2008

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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.

Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. Membership applications are available from the **Secretary/Treasurer, Larry Schumhl 4563 Deep Grove Ct Jacksonville, FL 32224**

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: Mike Moyer 2736 Sherwood Dr Navarre, FL 32566**. All of these can also be sent by e-mail to: corvanantic@gmail.com. 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/corvanantics/



FROM THE EDITOR

In order to simplify my job I have added a new Email Address just for CorvanAntics.

It will be corvanantics@gmail.com

Please make note for all Newsletter issues

I still will retain the old emails for personal emails

Mike Moyer

Editor



#

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Riding With The President



Hi everyone, I hope you are enjoying the summer with your FC. I don't have any astounding news as I have had no reports of anything good or bad going on in the club. as the saying goes, no news is good news.

How about sending me and/or Mike an article about what you have done with your FC, like travels, modifications you have done, upcoming plans to modify your FC and if you have pictures send them along. You can either do it electronically or with paper and pen with pictures if you wish. If you do that then be sure to send a self addressed envelope with stamps for the return of the pictures.

Just a little update about what I have been doing, Beth and I have found a house in Fowlerville Mi. and I should be up and running with a PART TIME business by the winter time. I can do small things now but anything major will have to wait. It sure takes a lot to get things put away when you have a real job! In the process of putting stuff away I have been putting a few things on ebay. Here goes an ad, I will be depleting my inventory of parts so keep an eye out for auctions with vair-mech as the seller.

Be all you can be but for sure be Vairy FC'ing

Ken Hand
248-613-8586
www.corvairmechanic.com



From VV

Mention of Corvair 95 in the September 2008 Auto Restorer Magazine

On Page 23, they mention 61-64 Corvair 95 as one of their Gas Crunch Cruisers. It is in quite a few other esoteric trucks/vans. Good article.

Pictures From Ventura

Submitted By Larry Schmuhl

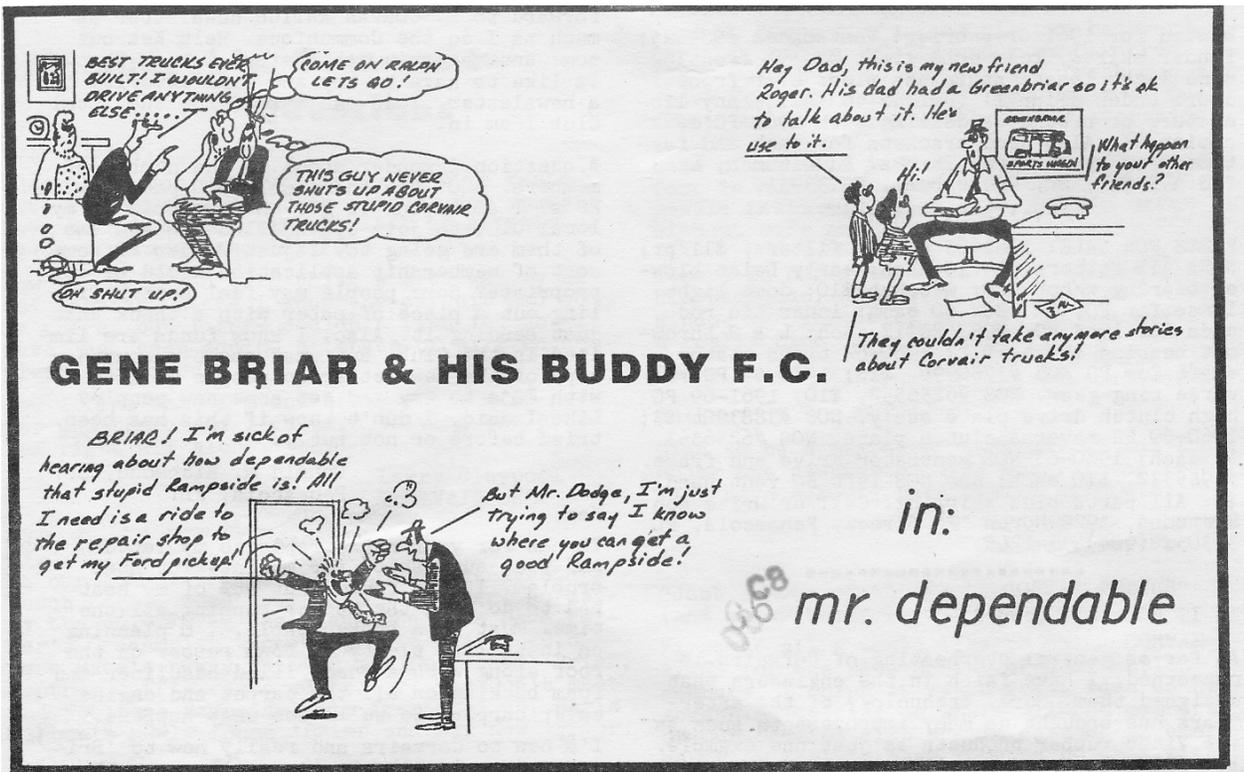




A Bit of CorvanAntics Nostalgia

Published in CorvanAntics many years ago

Submitted by Don Richmond Pensacola then and now.



The Rest of the Story by Gary Baxter

The story about Pinky in the May/June issue is only part of the story. Those of us who know the J. C. and Marilyn Ash know they have at least one of each year Rampside, most restored, and that they hardly ever carry anything in them, so seeing Pinky actually being used was a shock. The green truck in this picture, known as Zug, is a truck they had owned for a long time, but not restored. It and Toy Truck are shown doing



ing the type of thing they have had to do since becoming part of our herd.

I intended to fix Toy Truck up and quit hauling scratchy stuff as it does mess up the paint, so my wife, Mary, said she would need her own Rampside to use as a garden truck. When Marilyn heard this she told us about Zug and a deal was struck. He was not running and had the original 80 HP 3 speed. That got converted to a car 110 and truck PG along with new brakes, hoses, etc. The above picture was just normal pruning before the ice storm. Since then Toy Truck has carried few branches, but Zug has had to carry many loads including some of the more usable pieces for firewood. We still

have several more loads as about 20 trees were damaged and Tulsa County hasn't been out our way to help carry off the large stack.

The name Zug came because Marilyn had gone to great effort to get tags for their trucks that had the year on them and Zug was the prefix on this truck's tag. We have had Zug for 3 1/2 years and are very grateful to the Ashes for parting with him. He always is eager to get to work and Mary loves him for carrying garden soil and plants. Before he came to them in 1989 he was a yard truck for a brickyard in Sapulpa, OK., which is why he has the headache rack.



Mechanical Oil Pressure Gauge

I have changed the Oil Pressure gauge from an Electric to a Mechanical, on my Rampside. Here's the "sender" - - just a tap off the oil passages inside the Delcotron Adapter. The 1/8" plastic tube is shielded by a piece of vacuum hose where it is tucked behind the generator. The remainder of the hose - all the way to the dash is unprotected, under the truck, so it's possible I might have to rethink its route. I secured any spots -using silicone - that looked as if there could be rubbing.

You see in the photo the brass Tee that directs the oil pressure [pressure tube is filled with WD-40] to the dash gauge.....next to it is the Oil Temperature sensor...on the right is the dummy oil filler hole, because this is an FC the filler tube is not on the Delcotron adapter but is behind the access door....and the big bolt in the bottom right of the picture is a fake bolt in the Fuel Pump hole....since there's not a Fuel Pump there I thought I'd give your eyeballs something motor-ific to look at. I suppose I could cut the head off a bolt and glue it on top of that absent filler hole.....!/?

The Driver's eye view of the Mechanical Gauge is shown below. It is mounted into a panel I made to fit where the ashtray used to be (above the radio). The Oil Pressure and Oil Temp are labeled in the photo. The round buttons on the left are for the Wiper&its Delay and Cigar Lighter. Because my dash is from a Spyder these two knobs had to be mounted elsewhere. That door bell button on the extreme left side is a temporary hookup for the Electric-Secondaries. I can snap open my Secondary Carbs at any throttle position - just for FUN!....sometimes it's even a thrill since the rear wheels like to break loose! There's a red LED next to the button to show when the Secondaries are opened [automatically or manual]. The red button between the dials is my Windshield Washer pump....I mounted a tank in the cab where it's easy to refill (behind the seat) and when I push that button the Windshield gets a real hosing! Above the Oil Temp gauge is a green LED that shines at the driver whenever the Fuel Pump has power. Next is the up/down radio antenna control and last on the right is Time/Temp display.

The truly upsetting thing about this whole program was made known to me the other night as I was driving someplace and glanced down to check my new ACCURATE oil pressure gauge. The numbers were very bright (well lit) and I could see them clearly.....but I could not see the POINTER at all. The designers of the gauge lit the numbers beautifully but not the pointer.....ggrrrrr. It is such a nice clear display in the sunlight but

Fransuch a pisser in the dark! I may have to mount a light pipe to take some of the Fuel Pump LED's light and splash it onto the oil pressure pointer. Any suggestions of how I can light that nice big white pointer?



Fran Schmidt

Cool Video Link from VV

Some of you, like me, had heard of a mythical piece of film showing a Corvaire FC vs Ford FC comparison made back in the day. This legendary piece of film purported to show a Rampside and a Ford/Dodge (depended on who was telling the story) doing a braking test in which the rear of the Ford/Dodge comes off the ground so far the truck scrapes along on it's front bumper.

How many of you have actually SEEN this before? Raise you hands, be honest> Well, now you ALL can see it. Just follow this link.

<http://www.youtube.com/watch?v=2D1nqEqs0iY>

1963 Corvan Update

Mike Moyer Editor

Last Month you got a glimpse of my new 1963 Corvan

It is now at the point now that it is very reliable to drive.

I bought paint to touch up some spots from the garage rash till I have money put away for a total new repaint.

Still getting horrible gas mileage 13.5 and no power no matter what I try. Any suggestions?

I am debating installing a 140 pg engine which should easily do better than what I get now.

Either way I still enjoy driving it . It gets a lot of attention where ever I go.

I drove it to Home Depot this weekend to pick up lumber and boy did it draw a crowd when I pulled up to load.

I am looking at a custom van style when I have time and money to do . Which brings me to the next subject

I was looking at a Greenbrier that was on Ebay that had the camper interior when I thought you know that would just be a great thing to do to the new Orange Beast.

I am looking for pictures and measurements to build a camper interior . I am told others may be interested in the same so I would like to do a news letter on campers if I can get input from those who have them.

I personally like the one with the sideways couch behind the drivers seat

Send info to corvanantics@gmail.com

FC REGISTRY

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

Make: Greenbrier, Rampside, Loadside, Corvan

Year:

Model:

Vin Number:

Features:

Location:

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.



CLASSIFIEDS

For Sale: NEED MORE ROOM in your FC? This may solve your problem. Front Spare Tire Mount Would like to sell for \$50 plus shipping. Earl Jones E-mail at Evair@nc.rr.com 919-269-2041 (would prefer e-mail if possible) evair@rr.com



Wanted: Rampside Prefer Powerglide but will consider manual Must be Restored or very nice original Bob Grant 352-259-9776

For Sale: I have a white birch plywood blank for the optional table for the Greenbrier. It is 2' x 4' with a cut-out for the window handle and slight angled cuts at the other side. It is ready to finish and the price is \$50. My name is J C and the phone # is 818/362 3489

For Sale: Set Greenbrier 2nd & 3rd row seats Will need recovering but are a good start if yours are missing Make offers **Mike Moyer 850-261-1709 Navarre FL** vairvert67@yahoo.com

For Sale: 1964 110HP Truck engine Needs rebuild TO918vb distributor 110319 head 3813516 9:1 102 62-63 102 heads on 164cu give 110 HP Automatic Bellhousing Complete minus carbs \$400 You arrange pickup. **Bill Clemons Panama City FL 850-763-1605**

Your Ads here Free for members

Want / For Sale / Will Trade

FOR SALE 1961 Greenbrier that's in very clean condition...the body and insides are in wonderful shape; no rust, never dented or dinged and has all its original parts. It has never been in an accident and has no dings or dents whatsoever, even small ones. It's clean inside and out, no kidding.

- Is a 4 speed. It's a 110 engine but it is not together and not running...It lifted a valve seat--only one valve seat, and it was a noisy one. engine was taken apart, mainly because, at the time of the incident, when the engine was making the noise, it was not known what WAS wrong with it. One head--the head with the lifted valve seat--was taken in to be repaired, at which time I was told, by the Corvair mechanic and shop owner, that "both" heads should be done... and since we're going that far that I might as well go all the way and have it rebuilt completely--since the engine was taken apart anyway.

- At that time--years ago--I became fully disable and all normal things stopped, including work on the Corvair. And since one head (the lifted valve seat head) was in the shop for R&R, that head stayed in the shop and it was lost. So the taken apart 110 engine is ALL there except for one head.

- Would like CASH for it – green money only...I have the pink slip

- The car is in my backyard. I'm retired and at home always, as I'm disabled.

CONTACT...

Mr. Lance Montgomery
661-822-7512



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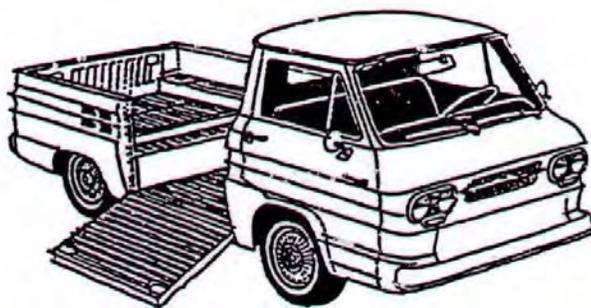


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