



RAMPSIDE



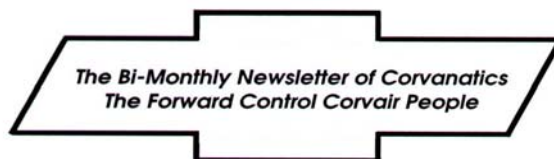
CORVAN



LOADSIDE



GREENBRIER



Jan / Feb 2009 VOL. 37, NO1



Bob & Elsie Grant's New Rampside



*Happy
New
Year*

CORVAN ANTICS

#A CHARTERED CHAPTER OF CORSA, CORVAIRE 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.

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.

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FROM THE EDITOR

I am currently out of Copy for the next issue .

Please send your stories and pictures for 2009 to corvanatics@gmail.com as soon as possible for the next and future issues.

Thank you to every one that contributed to this issue and all issues in 2008.

I am looking forward to another good year
Editing CorvanAntics

Can wait to
see you all at
Nationals in
Jacksonville.

Mike Moyer

Editor



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Riding with the President

Hi everyone, for a fair share of us it is winter time and the time that we usually put up our FC's. It is also time to be thinking about any little repairs that you have been putting off. If you procrastinate then you will be wanting to drive your FC come warmer weather and STILL not have that little problem fixed. You all know that one little problem leads to a bigger problem or multiple little problems adding up to stop you on the side of the road somewhere where you would rather not be. For those of you in the warmer climates, reverse the timing of the repairs!

The only bad news I have to pass along is about Mark Ellis, I am not sure if he was a Corvanatics member but many of us knew him. He passed early in November. I know he was a friend of mine and will be missed. Check the Communiqué for other details.

I don't really have anything club related to report, well, maybe I do. I plan on attending the Convention this year and with that I will see what the food situation is at the host hotel and if they won't allow food in, maybe we will have our own off site party this year or in several FC's in the parking lot! Anyone near Jacksonville that would like to help with that? I know, everyone there probably has several jobs already.

Everyone take care and hopefully we can all meet in Jacksonville, FL.

Ken Hand



1961 Loadside

Well I finally did it. I brought My Dad to the FC side. He had been a Corvair owner for over 20 years . First was the 1963 Monza Coupe then the 1964 Monza Convertible. A couple years ago he finally bought a late model sedan but at last he has purchased a 1961 loadside. This one will be our Father son Project.

We picked it up Sunday Dec 14 on a just north of Orlando in Longwood Fl. It was 7 1/2 hour drive one way and we went down and back in 1 day. The truck is solid but the engine was out and in the bed along with the transmission , differential and boxes of other parts. The Front seat was reupholstered and in very nice condition.

The previous owner as many do stripped it down for body work but lost interest and parked it in a storage building. The 80hp engine just will not do so we purchased a 1965 164 CI FC block from David Clemens. Thank you to Bill Clemons for finding us this block. I will be building an engine in the near future I am going to install the 1965 engine when completed in my 1965 Greenbrier and then put the 1964 engine that is currently in the Greenbrier in the truck. My goal was to get it drivable under its own power then park it in the barn till I finish some other projects. Wanting it mobile so I can move it in and out of the barn as needed so I can access other projects and parts.

We installed a 1964 110hp Car engine for now and I drove it on the trailer to put it in my barn for now.

Dad will be working on cleaning and painting all the small parts while I finish projects and catch up. Then the fun will begin. Should be a good project and I sure enjoy working with my Dad . If you see him at a show Welcome Jerry Moyer to the FC World.

Mike Moyer



Over My Shoulder, A Backwards Glance

MISCELLANEOUS MUMBLINGS AND MUSINGS FROM A GRANDFATHER

By Russ Long

A Bittersweet Day

Yesterday, July 16, 2008, was bittersweet for me. I watched ruefully, a ton of memories flooding my mind while my last Corvair rolled off into the morning sun. I've owned this van since early 1970, literally 38 years of memories:

Some of those include:

The great deal I got on it from it's previous owner because it wouldn't move - and fixing it in his driveway with borrowed tools!

All the wonderful little trips Bev & I took in it while we were at Chico State, a couple of which especially stand out in my mind. Care-free days!!

A trip to Colorado with Mom & Barbara to see family, and breaking down in Reno, NV on the return leg - over a \$2 part. Fortunately there was an auto parts store just two blocks away and we were back on the road quickly.

Working with Jim to get the Spyder dashboard and all the other new instruments up and running before we left to attend the big Corvair show in Seattle.

Taking a break in Redding, CA on the trip to Seattle because it was so hot and Jim & I were concerned about the high engine oil temperatures - never mind that we were hot, too!

Rolling slowly along the shoulder of I-5 in Northern CA at some point in time while taking photos of the odometer turning 100,000 miles. Still have those photos in a box somewhere. . .

Removing half the interior so I could fit my motorcycle inside and then stuffing the van full all around the bike when I moved to Fresno in the early '70's. More trips with Bev as we settled in Fresno, often to Corvair-related events.

All the little customization things I did to it over the years, like the Spyder dashboard and extra instruments, side marker lights all around, Chevy Pick-up exterior mirrors, Chevelle station wagon wheels and the fattest tires I could stuff into the rear wheel wells without cutting up the body, and, of course, the wire wheel covers (on a van??)

Driving it around Laguna Seca racetrack near Monterey, CA - no, not racing, but in a parade lap:

Planning for years to have the two dents in the rear fixed, and the whole van repainted, but never getting it done. . .

Somewhat sadly stopping it's use as my regular daily driver because was going through a quart of oil with each tank of fuel, and I was getting spoiled by a vehicle with air conditioning.

All those years of using it as a storage shed alongside the garage on Fourth St.

Several years of using it as a storage shed inside a mini-storage unit. (Weird, I know. . .)

Finally having the courage to let it go. . .

Good bye, old faithful friend. . .



it

Our New Rampside

Robert Grant

The Villages, FL / Martinsburg, West Virginia

When the April Issue of CORSA came out, I checked the For Sale section as I do each month for Rampside's being offered. Then what to my wondering I should appear but a miniature sleigh and eight tiny reindeer? —no it was a 1961 Rampside located near Macon Ga. Immediately I called and asked if it was still Available. The voice on the other end said yes it is.

Having been looking for a restored Rampside for several years I convinced the owner how serious I was and asked him to hold it for two days until I could get there. He agreed. At that time my wife Elsie and I were completing our winter stay in Florida before heading back home to Martinsburg, West Virginia. After Packing our tooth brushes, We headed to Forsythe, Georgia to take a serious peek at the Rampside.



After driving about 6 hours our GPS brought us to the home of the Co-owner and the man with whom I had been corresponding— Clay Grant. What a coincidence— another Grant Corvair owner? Shortly thereafter we took the rampside for a drive and immediately I knew that this blue and silver Rampside would soon belong to another owner with the same last name.

A deposit was given to Clay Grant and arrangements were made for the new owners to return with a trailer in early May for the return trip to its new home in West Virginia. Who knows this beauty may return south some day here to Sunny Florida



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Emails to the Editor

Mike,

The Newsletter looks good as usual, Thanks!!!!!!

This is a couple of shots of my '63 GB now, hope to have paint on it by the end of the year. We'll see-----

Should have done this before but kept forgetting. I have decided to keep the Front Tire mount and put it back on the car. Thanks for running the AD.

Missed your Dad for the NC Show here in Raleigh last weekend, pass it on to him and tell him I said HEY!

Thanks--- Earl Jones



Greetings From Ben's Bus

The summer brought good times with my FC. I say FC, instead of the plural form, because my Rampside still sits in a paint booth at the school where I work. The windshield was broken when the instructor and a professional glass worker were trying to install it. That halted things until I could get another windshield from one of my parts vans at Corvair Ranch in Gettysburg, PA. The trip to Gettysburg prompted a campout at Caledonia state Park where I was greeted by all passersby as having the most wonderful little camper van they had ever seen. Except for our excited little puppy, Hudson, relieving himself on our bed Friday night, all went well. We retrieved the windshields from the parts van Sunday afternoon after a visit with my brother and his family and I took one in to school a few days later.

As I write this, the replacement windshield is still sitting safely on a large trash can in front of the truck in the paint booth. I also have lots of finish work to do including installing fuzzies, door weatherstrips, some bright work, and all of the other tedious things. I had hoped to have the Rampside ready for the first State Corvair Show in early August. As it stands, I hope to have it on the road again for NEXT year's First State Show. Seriously, within a month, I think I will have it out again. Just in time to start buttoning it up for long winter storage. Such is life.

The Greenbrier did serve us well for the camping trip and we are heading out again this upcoming (Labor Day) weekend. We have hosted Kampers near Knoebels for the past eight years. We have had as many as three Greenbriers among the many VW van owners that always come. We all have a good time with air-cooled camping camaraderie. The VW Bus owners can't help but be jealous of our extravagantly larger motors. I always dust them on the way up the hill to Knoebels Amusement Park during our Saturday morning caravan. I had the Reese Backpacker trailer tongue lengthened and modified to accept the bike rack and the wood storage rack. We were loaded down for the two-and-a-half hour trip to the campground. It has always amazed me that we pack so much heavier for these short, local trips. When heading out on a much longer mileage and time-wise CORSA convention trip, the van usually looks like we have nothing in it, not to mention enough for a two or three week trip.

The Corvair FC/VW Camper van trip yielded me an unexpected surprise as well. After much local searching, the Wal-Mart near the campground finally yielded me two Fourth of July Vairy 8 Hot Wheels cars. I just wish that one of the die cast toy companies (preferably Johnny Lightning...their cars have so much detail!!) would come out with a Corvair FC!! It would be really easy for them to get all four models of FCs with simple molding of the front end and the rear details up to above the tail lights, then just simple modifications to form the two types of vans and two types of trucks. Does anyone have any contacts there?

I also used the van to move product between a storage building and the model train shop where I worked for the summer. It was a great summer job for a bona fide train collector like myself. I have found that many train collectors are also vintage car owners. The two hobbies seem to intersect in many ways. I also used the van with roof racks to haul home sixteen foot lengths of 2 x 6 treated lumber for the outdoor garden railroad Lynn and I are building. With the van towing the small camp storage trailer, I have hauled home several tons of dirt, 800 pounds at a time, to fill the retaining walls built from the treated lumber on the garden railroad. The van has not argued much about all of the hard work.

I learned the value of having the van outside in the driveway occasionally. Often, people see it and come across the street to take a look at it. We live across from an antique furniture store, so there are always people and tourists coming and going. One particular gentleman actually pulled into my driveway to chat about the van. Turns out he lived less than a mile from me and had just bought a 1964 Corvair Monza convertible sight unseen from Florida. We talked for quite a while about the merits of Corvair ownership, and then I invited him to the First State Corvair Show. He attended and had a great time learning about his car. I will get him interested in CORSA as soon as I see him again. This just goes to show that Corvairs are meant to be noticed, to be admired, and to bring people together.



Puppy Hudson watches the side doors of Ben's Bus while set up for camping.



Ben's Bus at the head of the line up of VW camper vans in the parking lot after the caravan to Knoebels Amusement Park.



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 Bell housing Complete minus carbs \$400 You arrange pickup. **Bill Clemons Panama City FL 850-763-1605**

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. **J C 818-362-3489**

For Sale:1963 Greenbriar 3 Seater, Original paint and shows very original and presentable interior Low profile tires new, Aluminum wheels Nice little ride Located in Carson City Nv Will consider delivery, **775-721-0428 Vern**

For Sale:1962 Rampside Pickup is complete with a straight body, needs valve work. . for more questions please call **503-843-2568. please no calls after 9pm.**

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 Heads will need cleaning up prior to use Have bee on the shelf in barn for many years \$100 Plus shipping **Mike Moyer 850-261-1709 Navarre, FL**
Vairvert67@yahoo.com

For Sale:1962 RampsideVery rare and solid rust-free Oklahoma truck, Runs and drives perfectly, 4 spd., Carbs and brakes rebuilt, Needs paint, Clear Oklahoma title, Low production #s truck - only 4102 built. Drive anywhere. More pics. Might consider trade with antique and classic cars and trucks only. \$5500. Windsor, IL **773-615-4790**

For Sale:1962 Rampside110 hp engine. 4 speed transmission. recent oil leaks repaired. new tube o-rings etc... new tune up. has correct tin and seals for 110 hp motor. everything works, heat, fans, wipers, ect. turn signals don't work. has some rust. runs and drives ok. registered and licensed with classic plates. sold on registration only. \$1700.00 obo. **360-876-1449 ask for mike.**

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.

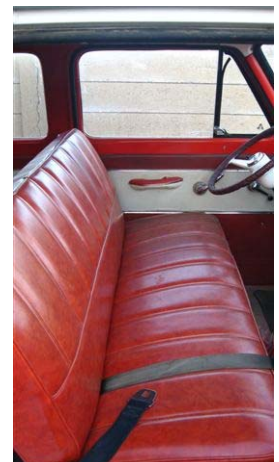
- At that time--years ago--I became fully disable and all normal things stopped, including work on the Corvair. And since one head (the lifted valve seat head) was in the shop for R&R, that head stayed in the shop and it was lost. So the taken apart 110 engine is ALL there except for one head.

- 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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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 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.



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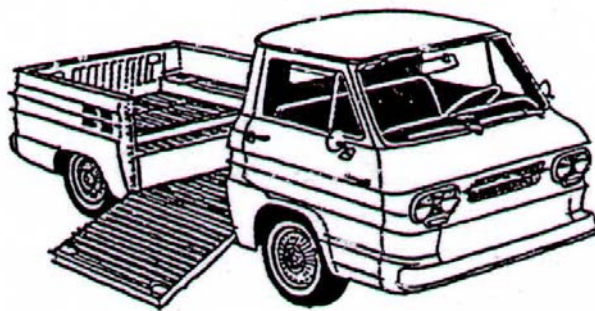


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