



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



Jul / Aug 2009 VOL. 37, NO 4



Dave Bearup Sr.
RT 37 Building Supply, Inc.

CORVAN ANTIICS

##A CHARTERED CHAPTER OF CORSA, 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.

Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. Membership applications are available from the [Secretary/Treasurer, Larry Schmuhl 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.

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From The Editor

Well its almost time for Nationals and I'm excited! This will be the first national event that I will actually be bringing one of my vairs to. (unfortunately not one of my FC's)I'm bringing the convertible. I can't wait to see all of you at the Corvanatics meeting. Thank you to all that added to this months newsletter. A Special Thanks to my Dad for taking pictures for me at all the Car shows he attends. Please keep those articles coming . They are what makes this newsletter interesting.

Mike Moyer

Editor



#

Riding With The President

Hey Everyone, I bet if you are going to the Convention this year you are scrambling to get the last minute things readied for your trip! I don't have any advise there but keep on pluggin' away and you'll make it there. I am trying my best to get things around myself so I can make it there. I have a reservation at the host hotel but still not positive that I can make it. I won't know for sure until I leave the door here! I probably won't be in a Corvair if I do make it. I toyed with the idea of flying but then I estimated gas against the flight fee and they were the same, that given, I would rather drive. I want to remind everyone that I will be trying to organize a party of some sort, either during our meeting or after. I have door prizes from various vendors to give out, I will have to figure out how to make it fun to give them out. Keep in mind that this meeting will be short but thorough with the emphasis on having fun.

For those of you that cannot attend the Convention I am sure that people will be posting things on Virtual Vairs, Fast Vairs, and hopefully here on the Corvanatics site. with a report in the next newsletter.

Ken Hand

From the Secretary

Sad Note

Pam Reisenweaver, report that her father Fred Johnston, passed away in September 2008. Our condolences go out to the family.

Welcome to new members

Larry Fry	Beloit WI	62 Rampside
Donnie Bird	Lyman SC	64 Rampside

If you move or change e-mail, please drop me a line.

Jacksonville update

Our annual meeting will be at 5 till 6:30 on Tuesday. Our President has requested we cut loose a little, so we will be having free pizza, beer, whiskey, unlicensed firearms, ladies of the evening, gasoline and anything else we can get away with. Seriously, we will have snacks at the meeting. This is mostly because of those of us who get our newsletters on-line. Our expenses are way down, and a big "thank you" goes out.

I've published a DROP list. These are dues due in 2007. We are getting things under control, and I'll soon have a small enough list of dues due to insert in each edition. Thanks for your patience and cooperation.

Thanks
Larry

Membership Dropped List

Larry Ashley	9/2007
Ed Bittman	8/2007
Dan Brizendine	1/2008
Russell Burgio	4/2007
Les Campbell	12/2007
Walter Carter	7/2007
David Castiaux	10/2007
Edgar Corson Jr	8/2007
Jim Craig	10/2007
Richard Dahmer	7/2007
James Davis	8/2007
Will Demastes	2/2007
Mark Domzalski	8/2007
Jack Donovan	12/2007
John Dozsa	9/2007
Herb DuPlant	8/2007
Jimmie Eanes	8/2007
Barney Eaton	12/2007
Harold Eigenman	8/2007
Gayle Finch	11/2007
Dean Foote	5/2007
Hugh & Peg Fowler	7/2007
William Garrison	8/2007
Keith Graham	12/2007
Ronald Hartman	8/2007
Dennis Heis	12/2007
Jim Howell	8/2007
Bill Hubbell	9/2007
David Huntoon	11/2007
Kerwin Nailor	7/2007
Ronald Parsell	10/2007
Bob Piper	9/2007
Vance Piper	8/2007
Don Ralph	4/2007
George Renz	5/2007
George Robson	8/2007
Paul Sergeant	8/2007
Steve Simmons	12/2007
Eugene Skalsky	12/2007
L. Smith	7/2007
Tom St. Amand	3/2007
T. Still	5/2007
Thomas Sting	12/2007
Samuel Streiff	11/2007
Jim Stup	8/2007
Corbin Tayloe	8/2007
J. Tulley	8/2007
Tony Vizyak	7/2007



I bought this camper top a few years ago and was going to put it on the rampside I have just finished. The ramp turned out so nice that I do not think I want to put the top on it, plus I needed some storage. So here is what I did. I can remove the top at any time and put it on the ramp.

Bill Van Lieshout
Oshkosh, WI

For Sale 1961 Chevy Corvaire Rampside.

-4 speed -215 miles on newly rebuilt engine from scratch, by Jim Jimenez technical advisor to Corvair engine from 1965, 110 horse, code TO323RN -New tires, ball joints, shocks -No rust -Newly Painted Fall of 2008 -New window fuzzies, door seals -New seats Clarks deluxe) - New windshield gaskets front and rear -West Coast Mirrors original -MANY EXTRA PARTS, do not have time to list each one, ask for particulars. 99% complete, just a few bugs, horn not working, blinkers need adjusting, battery shorts out

I do not have time or space to finish, too many cars already. It drives excellent, highway as well.

\$6000

If interested, feel free to contact me at (920) 420-6156, or email me at billvl@vbe.com

Bill Van Lieshout
Oshkosh, WI



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go to our new items page to see <http://www.corvair.com/user-cgi/pages.cgi?category=whatsnew>

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Camper Combo

Submitted by Earl Jones & Dave Bearup

Earl Jones saw this rig on his way home from the Syracuse Show. He stopped to take pictures and got me contact info. Hopefully Mr Bearup will be our next new member.

Good morning, Here is some information about the van. It is a 1963. We have owned this Corvair van since 1990. We purchased it from the Redwood Fire Dept., it was one of their first emergency vehicles, when we got it, it had 15,000 miles on it. Today it has 40,000 miles. We have had it painted twice. The first time we had it painted yellow & blue. And we used it for Company advertising & local parades. Then we had it painted it's current paint scheme. Two yeas ago I purchased the Scamp trailer from a gentleman in the local area. The Scamp is a 1985 and in great shape. I had it painted by Checkered Flag Auto Body, in Theresa, NY. We had the Scamp painted to match the paint on the Corvair.

Dave Bearup Sr.

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FC'S @ The Vair Fair

Submitted by Jerry Moyer



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Get Ready For A Whole New Corvair Experience!

My Greenbrier

Rod Murray

STATUS: a running, driving project – straight overall with 1 major rust area over rear doors already fixed. No major dings, just a few minor rust spots in normal locations remaining. plan is to restore to nice daily / weekend driver status...obviously power train is not stock, and plan to replace w/ rebuilt FC 110 w 3:55 diff. will keep PG hoping my wife and daughter will enjoy driving it too.

BG: bought van last January in Vista, CA for \$1,100 from “surfer chick” who moved to Hawaii for big waves and tasty bud.



RUST REPAIR...The 64 greenbrier I purchased last January was pretty straight with only a couple minor dings and rust in usual places save for a challenging rust-thru roof support over rear doors that ran up over the both side fixed windows. While my plan is to do as much bodywork myself as I can, that repair over the rear doors was beyond anything I could attempt. So I picked up a replacement clip from CA Corvairs then delivered the van and clip to a local body shop where it was installed over the past few months by a guy who specializes in classic car restorations. Have to admit the repair took longer than I expected as it required separating the roof and support layers to make sure all the cancer was eliminated. Repair was recently completed to primer mode, and is now back at home ready for eventual sanding and paint – part of a larger process involving the WHOLE van! Another story for another time.



THE PREVENTATIVE MAINTENANCE SERIES

Mike Dawson

The Preventative Maintenance Series begins again this month (the last startup was in 1984) with a statement of purpose: *Be comfortable driving your Corvair anywhere.* Someday I would like to see Larry Claypool have to give the Hard Luck Award at the convention to somebody who lost their room reservation. That came very close a couple of times, and it's entirely possible! We must share information, use common sense and follow a definite course of action in preparing a car for dependable service. Each month we will cover a topic with enough information for you to either dig in or provide a reference for additional help.

Let's look at the overall picture. First, you are usually catching up on any number of years of neglect. Second, there are a certain number of parts that wear out because of use and there are a certain number that cannot be trusted because of age. Once you accomplish inspection, replacement or maintenance, from that point on all you do is the normal service any quality car requires.

A Corvair is an excellent example of good basic transportation, requiring no complex electronic diagnosis and only a few special tools for servicing. You must keep a log for each car, without which you will begin to duplicate service or forget a step entirely. You should use a written list as a guide whose accomplishment signifies your readiness to "Drive It Anywhere".

We begin with a look at two common avoidable catastrophes and then move on to maintenance. The first is a "dropped" valve seat. Corvair heads are aluminum with hardened steel inserts for the valves to seat on. The seats are "shrunk" in to the heads with a .004 interference fit to keep them there. After years of heat treatment and valves hopping on them, they lose their fit and come out. The most common failures occur in Turbo, 140 or air conditioned cars, and are usually intake seats. The seat (looks like a steel ring) will either lodge under the valve, holding it open all the time or it can shatter in which case the piston in that cylinder and possibly the two adjoining will be destroyed. The prevention: anytime you have a valve job done, **THE SEATS MUST BE PROFESSIONALLY STAKED IN THE HEAD.** In some cases they must be replaced with oversized seats to be safe. If you are preparing a Corvair for the "drive it anywhere" class, I strongly recommend having the heads done by Tom Noland at **Noland's Automotive Machine Shop** here in Kansas City (816 471-5167)

The second preventable disaster is the broken original cast piston. The cast aluminum pistons used in the 164 CI engines are the usual offenders. Age and mileage with the excesses of heat and detonation you may not have known about will initiate cracks at the oil ring groove. The speed you are driving will determine the extent of damage when the top comes off. Unless you love bragging about being a gambler, never rebuild a 164 engine using the original pistons. Not only can they break, but they will never even be close to the allowed clearance specification in a honed used cylinder. The loose pistons will slap in the cylinders (sounds like a diesel at a cold idle) until they fail. The prevention: use new forged aluminum pistons which are oversize and fitted to bored cylinders anytime an engine is rebuilt. The early model pistons (140 & 145 engines) are not as prone to breaking, but you still can have the loose fit if you hone used cylinders and reuse pistons.

FC's @ Syracuse

Submitted by Jerry Moyer





CLASSIFIEDS

For Sale: 1963 Rampside white with red stripe 164 ci truck engine
Four speed transmission Positraction rear
Painted in 1988 and garaged since
\$6800 Located in Central Florida
Ward Bourgondien
352-347-0393



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**
clemwh@aol.com

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For Sale: NOS AC spark plugs
42, 43, 44, 45, 46 & 47 FF, these are NOT "F" these ARE "FF" plugs. The odd #'s (43, 45 & 47) are extremely limited. These are still in the box. I do have a few R44FF also. If you want some for that SHOW ride, get them now! \$3.00 each. Don Richmond, 8220 Florcita Drive, Pensacola, FL 32534, email: flatsix145@yahoo.com phone: 850-380-7053 leave a message if I cannot answer.



For Sale: 1964 Greenbrier 164 cu in engine parts in a modified 63 FC engine block. Rust in all the usual places \$500 Don Richmond, 8220 Florcita Drive, Pensacola, FL 32534, email: flatsix145@yahoo.com phone: 850-380-7053 leave a message if I cannot answer.

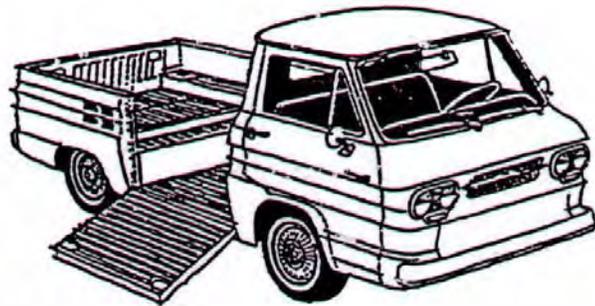
For Sale:

1964 Greenbrier Deluxe Sport Wagon. Low Mileage 110/powerglide, all 3 rows of seats, New Clarks upholstery and carpet. Purchased at the 1991 D.C. Convention, Van was featured on the cover of the Communiqué Dec 1989. Artzberger inspired Paint style, Is in very good condition and always garage kept. \$7000 Dave & Hattie Todd. Keene, NH 603-831-0075 dhcory@yahoo.com





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