



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



Nov / Dec 2009 VOL. 37, NO 6

CORVAN ANTIQCS

A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA



**Robert Tidwells 1963
Eight Door Corvair 95
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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.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

I have spent the time since last issue working on my 63 Corvan. The van at this point just rolled over 23k. I might consider a real restore at a later date but at this stage of the game finances for professional repaint were out of the question. It is still rust free so I want to try to keep it that way. I was tired of the paint peeling off so I did a sand and repaint in the back yard. It is about a 15 footer and I had a little fun by adding Graphics to the front and side. It used to get attention now it really

gets attention. Another picture on the back cover.

Mike
Moyer
Editor



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Riding With The President



Fall is beginning to show it's colorful leaves here in Western North Carolina as I write this letter. It has been an eventful year for all in the Corvair family. My local club, N.C Mountain Corvairs, has just completed it's first car show since the National in 1988! "Vairs in the Valley" was an outstanding success celebrating the 50th Birthday of the Corvair in Maggie Valley, N.C.. We were able to attract over 60 Corvairs including four 1960's and representatives of every year and style except a Loadside! We even had an "Ugly Duckling" class which attracted some very good representatives of that type to include my Rampside.

I hope that your year was as successful as ours was and that you were able to go to all the shows and events that were reasonable for you to attend. It will be winter soon with snow for those of us that are lucky enough to have it or for those of you that hate snow I hope that your winter is short. All you other people who live where there isn't any snow please enjoy it.

Our club is considering celebrating the 50th birthday of the FC and Lakewood next fall during our second "Vairs in the Valley". We would like to invite as many members of Corvanatics as can attend to bring their Greenbriers, Corvans, Rampside and Loadside. This show is a no pressure event that will include a Peoples Choice with awards, a Friday Birthday Party, Valve Cover races, Parade, Corvair Games and a ride along the Blue Ridge Parkway. Look for future announcements in the Communique and in this Newsletter.

We hope to attend the St Augustine show in November to race the Rampside again. Don't be afraid to show up there with your FC's and try to beat me and my wife!

I am presently rebuilding my 64-8-Door's powerglide transmission for the third time and hope I am more successful than the last two times. Wish me luck.

I wish you all a safe and joyful holidays

John Nickel



Facebook

I started a Corvanatics Face book Page in order to attract new members. It has a link to our home page and information about officially joining Corvanatics

<http://www.facebook.com/home.php?#/group.php?gid=147792847550&ref=mf>

Or from facebook search [Corvanatics - Corvair Trucks & Vans](#)

For those not familiar with facebook it is a social networking site similar to MySpace. As a member of the group you can add videos, upload pictures , add events and make comments on others. As of today there are 59 member of the facebook Corvanatics group including myself , Larry Schmul and Tim Swartz. I was also able to contact Thomas Stingal in Germany thru facebook . His E-newsletters kept coming back undeliverable. Turns out he changed his email . And forgot to let us know. Anyway if you are on Facebook check out the web page , add so pictures or leave some comments.

If your not on Facebook come check it out. I have been finding friends long lost and its been fun catching up. Oh and don't get started on Farmville , Farmlife or Mafia Wars (Some games you can play) for some the are very addicting

Facebook is the world's largest social network, with over 300 million users.

Facebook was founded by [Mark Zuckerberg](#) in February 2004, initially as an exclusive network for Harvard students.

Mike Moyer
Editor

From the Secretary

Convention 2009

Ken Hand's eagle eyes reported:

'I just read the newsletter and there is one correction that I see needs to be done. There were door prizes from **California Corvair Parts**, not Larry's unless Larry Shapiro was there and donated at the convention.'

Thanks Ken. As far as I know Larry was not there. It was my mistake.

Welcome new members:

Kevin Thompson – Hayward, CA 64 Rampside

Eric Taylor – Surrey, British Columbia

Fran Schmit – St. Louis Park MN – 61 Rampside

Jon Jantz – McPherson KS – 62 Rampside

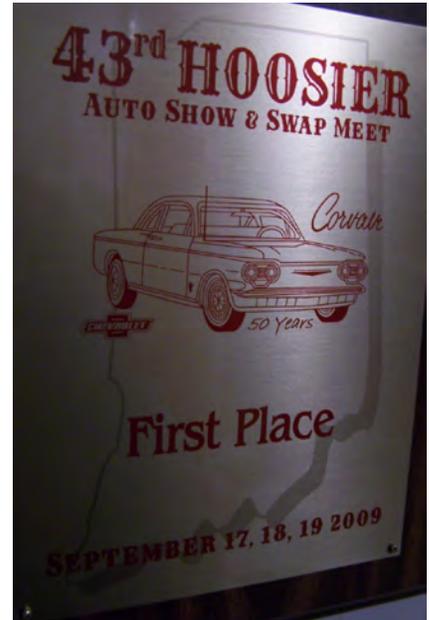
Edwin Clapper – Beaver PA - Looking

As promised here is a roster. Please do not abuse the information. If you want yours removed from future listings, please let me know. This will be the last newsletter for those of you due in 2008 or earlier.

Note: for Email Newsletters the Roster is a separate email due to size.

Hoosier Auto Show

This year's Hoosier Auto Show, 3rd weekend of September in Indianapolis, was a great success. We had over 50 Corvairs, including 9 FC's, a record for recent years. The featured car for this year was the Corvair, which means it (a 1960 coupe) was on the dash plaques and on the awards, in honor of its 50th birthday. The FC's were judged in two classes, stock and modified, with 3 awards per class. We hope this has established a precedent and that all these FC's and more will come to next year's event.



On a much sadder note, a Corvanatics member, Phil Haper of Lafayette, IN, died on his way to the show. He had a one-car accident in his Corvair convertible after reportedly driving very erratically. His Corvair, which had a rollbar, overturned in a ditch. We have assumed that perhaps his diabetes or some other condition was the cause. He will be sorely missed by club members and friends. He was very active in our club and attended almost every recent CORSA convention. He had just returned from Jacksonville. If his name is not familiar, you will remember his magnificent white handle-bar mustache. He was one of a kind.

Jean Allan
Indianapolis



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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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The many adventures of Corvairs

Keith Hammet

Being an FC owner we naturally open ourselves up to new adventures every time we drive or beloved vehicles. The adventure might just be the usual questions from someone while we fill the tank at the gas station. The new adventure that I had this summer was not of this variety but rather of the mechanical kind. Let me set this up for you, some time ago I got the rampside running and developed a slippage on starting from a stop. I performed the usual check of the fluid and quickly discovered that it was not the cause. After checking around I found that there was an adjustment of the low band and it might help me out. The low band was adjusted and the slippage was improved but still there a little. The decision was made to go ahead and drive it anyway and hopefully it would make it until the convertible was done on its restoration.

Along came an opportunity to get some flagstone for the right price (free), just had to get it now and I was driving the rampside. The ramp made loading the flagstone very easy, the lower bed filled quickly to a level that was even with the engine lid. I had a load. Did I mention that the slippage was still there some? I took it really easy getting home and soon forgotten about the load of flagstone in the rampy. Next thing I know vacation is upon us. After returning from vacation the jungle needed to be mowed, no big deal I'll throw the gas jug into the rampside and go and get some gas for the mower. Does anybody remember that slippage! You guessed it half way out of the back yard up the hill I stopped going forward and started going backwards. Since I couldn't work on the transmission in the back yard I simply drove the rampside out of the back and to the driveway in reverse.

You might be wondering where the adventure is in this. Well to me the automatic transmission is kind of like doing open heart surgery (I am not even close to being a doctor). Just taking the pan off is scary enough for me. Looking in the shop manual and reading the PG papers from Bob Ballew (available from Covanatics) I decided that I could do this. I also ordered the PG rebuilding movie from Harry Yarnell. I quickly studied and became a Dr. The patient was prepped for surgery (power pack was removed). The PG was then taken apart with lots of pictures being taken of the tear down. After cleaning all those parts the inspection process began.

The inspection quickly revealed the cause of no forward gears. The low band was no more; the friction material was missing in several spots. Inspection also showed that all the bushings were worn, the drive dogs for the pump were loose and the holes were no longer round, and the pump gear contact surfaces were badly damaged from the drive dogs being slammed around. Another PG, this time a LM one was pulled from the shelf and torn down. I must inform you that this transmission came from the same PO as the rampside. Tear down showed that it was in better shape, but the drive dogs were also damaged in the same manner. Since I was restoring a '65 monzavert I decided that I might as well tear into that PG as well. This transmission showed a lot less wear and only slight damage to the drive dogs. What caused the damage to the drive dogs? We may never know, some say old fluid is the cause.

I obtained a good used set of pump gears with housing and planetary gear assembly with good drive dogs to put in the rampside transmission. Inspection of the late PG case showed that it had a broken bolt boss, the decision was made to us the EM case with the LM guts and valve body. This should be better since I have a 110 hp in the rampside.

Reassembly went very smooth until I got down to the valve body. Suddenly I realized that the LM cases have a valve that the EM cases do not have. There is no mention of this in the shop manuals that I have and looking back in the pictures I didn't have record of where or how it went in.

Thanks to Mike Dawson the valve was identified as the down shift timing valve. This valve must be used with the late model valve body and transfer plate. Mike confirmed that I had the late transfer plate (look for a small square notch on the driver's side and a much larger hole (0.189) for the low servo).

The valve is to soften the harder and quicker down shifts caused by higher pressures (change from 145 to 164). There is a hole that the valve just fits in on the case (the hole is present on both early and late cases). Mike says the pointed end goes towards the transfer plate. Thanks Mike for the help.

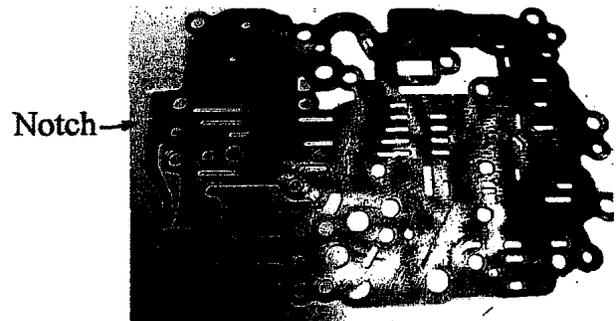
My adventure has not yet ended. Since I had the differential out any way I decided that new seals were in order on it. Tear down and cleaning only revealed some pitting on the ring gear teeth. Advice from VV was to drive on. The transmission was reunited with the differential and the differential to the motor.

My dead line is quickly approaching for this project to be complete. I have already committed myself to the Great Plains Corvair Roundup in Wichita on Oct 2. What a date to reveal my adventure! Keep tuned to see if it works!

Thanks to Smitty Smith, Mike Dawson, Chris Teer, Harry Yarnell, Bob Ballew (for writing the papers), Matt Nall and the many others that provided advice and parts. Very special thanks to my wife for putting up with the mess in the garage.



Downshift Time Valve (Late Only)



Valve Body Reaction Plate (Late)

FC'S @ Delaware Car Show!

Submitted by Jerry Moyer



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For Sale: 1964 Rampside Deluxe 4-spd. First of only 94 known, 4R124S100130. Eagle Alloys 17x8 with 245/45/17. Grant steering wheel, Spyder dash. Bucket seats. Chrome bumpers. Good glass. Smooth running 180 engine w/2 new carbs, internal alternator, fuel pump, plugs. Rust areas. Cruised I-10 from Jacksonville to Santa Monica, 2400 miles in 72 hours, 24 mpg without incident. \$5,000 before e-bay. Photos. Jack Pinard, corvairjack@yahoo.com, 805 340-6533.



For Sale 1961 Chevy Corvair 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.

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

Bill Van Lieshout
Oshkosh, WI



For Sale 64 greenbrier as is without powertrain for \$3000 f CASH firm. first cash talks! new tires on olds rally wheels new brakes and hydraulics rebuilt with silicone fluid installed etc. gas heater included not installed new carpet not installed other stuff tossed in the door
gas tank needs cleaning, another used tank and sender included.
very minimal rust, but needs paint and details
it is set up for pg, but the clutch cable and pedal arm is still on it for std shift, with late gas tank
it can be trailered as it sets. it is indoors
i can send lots of recent pictures.

TIM COLSON MEMPHIS, NY 13112

call me at 315-415-4243 for details soon. it is a cell,
also dont forget i have a very nice LOADED 2004 sedan deville for sale.

this stuff must go before winter!!!!!! way too much on my plate



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: flat-six145@yahoo.com phone: 850-380-7053 leave a message if I cannot answer.



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

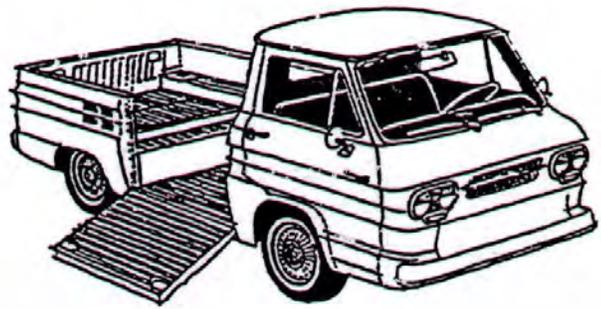
For Sale:

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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