



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



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CORVAN ANTIICS

A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA



Tim Colson's Greenbrier

Happy New Year

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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.

Web Page Address: www.corvair.org/chapters/corvanatics/



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JIM JIMENEZ
920-793-1982

FROM THE EDITOR

Well it's a new year already. Boy time is sure flying by. My holidays were busy. In Nov I helped the widow of a friend surprise her son for Christmas. We and I say we as the Corvair Community came through by delivering a 1966 Corvair from Gulf Breeze, Fla to Bayville NJ. You can read all about it on the website <http://www.buckridge.us/tedscorvairmap.html> It will be mentioned later in the newsletter under items of interest. Hope you all had a good Holiday Season

Mike
Moyer
Editor



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Riding With The President



Greetings and Happy New Year from the frozen South! I'm sure that nearly all of you have had pretty unusual weather during December, so I'm not going to bore you with our weather here which seems more like western NY than western North Carolina. This is the time of year to get ourselves in the planning mode for this year's projects and deciding what shows we want to attend during 2010. For some of you that means you have to wait for warmer weather and for others it means you only need to wash your FC and drive it.

I thought that I would be much farther along with getting my 64-8-Door back on the road so I could show it this year at the national convention in Cedar Rapids but it has not been cooperating with that plan very well. Oh sure, the Powerglide transmission has been completely disassembled and the new torque converter is here along with all the shiny new bearings and seals that were so desperately needed to make it reliably drivable. I had even arranged to get the large dent repaired on the left rear corner that occurred last year at Christmas (2008). Well it seems that this Christmas was even worse for it. It has been sitting out on my concrete pad on jack stands next to my steel pole and canvas shelter waiting for me to reinstall the engine/trans since August. I haven't reassembled the trans yet so during the 15" snow storm we had on the 18th of December the shelter collapsed, and pushed the van off the jack stands and into the side of the Rampside which was parked next to it. Now I have a larger dent on the left rear corner and two large dents in the right rear doors to get fixed. Of course, the Ramp needs more repairs now too. One of the things that I just learned is that if you think that a vehicle will remain safely up on jack stands indefinitely while you futz around on other things don't depend on it! It is still dangerous to you and other things around it. If you can't repair what you intended within two days, get it down off the jack stands! The tires and axles can be re-secured to the vehicle (if its an FC or early, anyway) and the vehicle can be put back on it's four feet during your delay and will certainly be a lot safer for all to be near it. We all must remember that these vehicle that we love can, and just might, hurt or kill us if we aren't always careful. Please assume that a vehicle on jack stands is going to fall off them when least expected.

I want to invite any of you that can to come to our FC/Wagon birthday party and all Corvair show in Maggie Valley, NC on October 15-17. This will be at peak leaf season in the Smokies and our host hotel is going to keep the same rates as we had for last year's Vairs in the Valley. The format is very laid back, but with a lot of things to do as well. Friday evening birthday party/BBQ, valve cover races and parade. Saturday is a people's choice car show, Corvair games, door prizes and awards ceremony. Sunday is a leaf peeking convoy on the Blue Ridge Parkway. More information will be published in the Communique.

Hope you had a great Holidays and will have a safe and rewarding 2010

John Nickel

From the Secretary

SORRY!

This newsletter is late because I dropped the ball and did not send the editor the mailing labels and email list before I went away for the holidays.

If your dues were due in 2007 or before, you will be reading this courtesy of a friend. Anyone can be reinstated by sending me your dues, so pass that on.

Welcome new member

Kent Harrington – Flourtown PA 64 Greenbrier camper

Thanks

Robert Langdon – donation \$10.00

Thanks

...Larry

Items of interest

Yes I know its is not FC Related but of Corvair interest none the less.

As I mention in my editors block I was involved in a special Christmas present this year. I and many other Corsa Members helped Deliver a 1966 Monza Coupe to Bayville NJ to Curt Carlson.

Roy Buckridge of Bayshore Corvair Club Made a Website to Document the Pony Express Style Deliver used in what I called Operation Corvair Christmas. Roy's website contains a map of the journey , emails and pictures along the way, Each Volunteer. Submitted pictures to document their part. Gas money was offered to help but surprisingly very few accepted. As for my part of the Journey .I had a very nice road trip with my Father and Got to spend a few hours with Chuck Armer (Chuck Thanks for lunch!)

Roys Website:

<http://www.buckridge.us/tedscorvairmap.html>

I was amazed in the amount of response I got when I asked on Virtual Vairs for volunteers in this endeavor .

Our Efforts did not go unnoticed and the made the newspaper in NJ

Asbury Park Press link:

<http://www.app.com/article/20091203/NEWS/912030371/1278/>

LOCAL02/1966+Corvair+makes+unique+Christmas+gift++stays+in+Berkeley+man+s+family

Jay Leno's Garage : Jay spied his derelict Rampside by Big Dog Garage, abandoned and in terrible condition. Recognizing a unique and now fairly rare diamond in the rusty rough, Jay acquired the vehicle for \$600 and set upon a ground up restoration that began with totally dismantling the pick-up down to the screws. Although Jay and his team made a few adjustments, the restoration is primarily stock, thanks to a few extant companies which manufacture all parts for the still popular Corvair.

Link to Jay Leno's 1961 Rampside

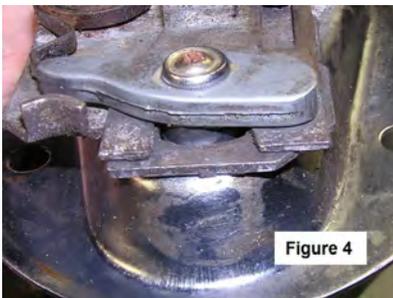
<http://www.jaylenosgarage.com/photos/gallery#item=72518>

The latches of the Rampside's two gates are unique...four separate devices that each work like the others but are not interchangeable. This way you have to save every one of them that you come across. A common failure mode is to have the swaged handle material, shown in Fig 1, crumble away leaving the inner activator (Fig 2) no choice but to fall into the innards of the gate. This is not all that bad as you don't lose this crucial part when it's inside the door. Of course it's pretty hard to open the ramp without its being in place. This has happened to me before, on one or two of the other latches but those times I didn't bring a camera along during the rebuild.

The factory assembled the latch and finished it by stamping the last piece tightly in place. Never dreaming that 50 years later somebody would be trying to reconnect those inner and outer pieces! All I needed to do was to clean the dirt out of the mechanism (any sand/gravel that is shoveled down the ramp goes right into that latch!), collect all the parts from the cleaning tank and put it together to see how it fits. The swaged out part of the outside handle is what breaks off. To duplicate the clamping action of that stamping I cut away all the loose/torn stamped material and pared down the square end that penetrates the inner activator so that it ends below (Fig 3) the original swaging level. It appeared that a #8 screw was about the right size to strengthen the new joint (but up to 1/4-20 will work). I also selected a screw with a large enough head to reach out where the swaging had been. Recognize that CORVAIR trim screw? Figure (4) shows it all put together but without the grease. It's not pretty all slathered with the lube juice, but that's the best thing for it. I would suggest that each of us have a plan to R&R our latches annually to clean out all the dirt that gets in there. And then cover all the exposed machinery with abundant levels of goo!

Here's a little analysis on how/why it breaks and how to prevent the next break. Two figures show the wear pads and the rubbing surface that were originally built into the latch...obviously the pads wore out but did leave a little mark on the chromed latch plate's rubbing surface. When the pads wore the internal mechanism could tilt – that's what put the sideways stress on the original swaging and tore it loose. The squared shaft of the 'dingus' (Fig 2) is strong enough to do the job if it had not been tilted. To tighten up the assembly – and prevent future tilting – some shimstock was epoxied to the rubbing area. Some latches required more shims than others. Shim it and reassemble w/o grease to check for clearance. When you have selected enough metal, epoxy the whole smear together leaving a nice flat piece of steel at the top. When cured and fitted that top piece can be filed to exact dimensions. Again, grease is really valuable inside this unit.

Fran Schmit



Questions from Members

Please answer them directly to the member if you can help

I own a nice 1962 Rampside. Recently, I bought a good-conditioned 1973 Argosy (Airstream) Travel Trailer. My question: Will I be able to tow or haul this travel trailer with my Rampside PU? I have seen some of the owners of Ramp-sides hauling their boats on trailers, and some utility trailers, but I have often wondered how heavy of a load, will the Rampside be able to haul.

Second Question: Have you ever seen the "false, or accessory metal floor" for the Rampside PU? What is the correct name for this item? What exactly function would it serve? Do you know of anyone who has one?

Thank you.

Darrell G. Woofter Nixa, MO woofcorvair@aol.com

Well, here I am again, months after writing you about stock wheels for my Rampside. Yes, I found a nice set here in Florida last year. I was back down here for 2 weeks this past August when I found and bought a nicely restored '62 station wagon. Found it in Largo. I took it to our monthly cruise-in Saturday (250 cars) and had very much interest and comments from the spectators. Although I have been in Corvairs since the 1970's, I have little knowledge about station wagons and also my Rampside----- my reason for writing. Can you recommend a/several publications with statistics, etc about these 2 vehicles? My station wagon ---Lakewood??????? -- is painted yellow (not factory color) but is a real eye catcher. It has a 140 engine, alternator, disc brakes, and other "non stock" items. Many questions were asked for which I had no answers. Any publications you can recommend will be greatly appreciated.

Bob Grant Granteb2@embarqmail.com

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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.

\$6000

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

Bill Van Lieshout
Oshkosh, WI



I have four corvairs that need a new home. Like lots of guys I have too many projects and not enough time so something has to go and I hate to say it is my corvairs. I am selling the house where they are located so they need to go. I am not asking much for them, not much at all really, I just don't want to take them go to the scrap yard, but I will if it comes to that. '61 Greenbrier window van, all intact. This one is in the best condition of the bunch for a redo. The interior metal is in great shape, missing the center seat, all windows work. '65 Monza 110 hard top, manual, '65 Monza 110 4-dr., wrecked, no engine, interior good '67 Monza 110 hard top, manual, no engine. I have lots of parts, two engines (not from the two cars). Do you want photos? Location = southwest of Georgetown Delaware.
K. Mason Smawley

Camper shell that fits a Rampside---FREE! ! I have been storing it for a man back east, but he is unable to get it shipped that far. It is in good condition--but must be moved in 1 week. It is free, but you must pick up and bring help. Health only allows me to watch. It is on Craigs List but the response has not been from Corvair people. These are rare and I prefer a Corvair person to have it, if possible. John, 1-714-227-9867, ipilot66@yahoo.com, Santa Ana, Ca

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

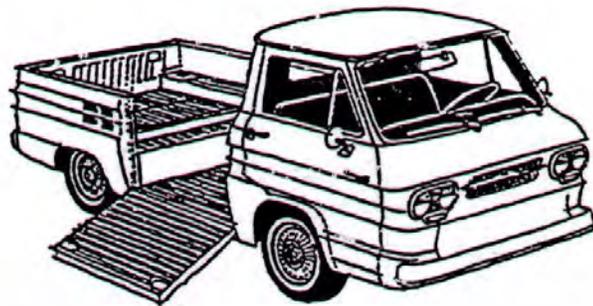
For Sale:

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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