



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



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CORVAN ANTIICS

A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA



Pete Koehler's Crampside

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvaair 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 Corvaair 95 Series.

Corvanatics is open to any CORSA member with an interest in Forward Control Corvaairs. 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 am looking forward to to warmer weather and the start of Car show season. I have been busy working on some new projects . First is the 140HP powered Sand Rail. The Corvaair power train has been installed. I am using the rear cross member out of a 1962 Corvan (So it is partially an FC) and a 1968 140 driving a 1963 Differential with a 4 spd transmission.

Then the second project is a 1961 Loadside restore That my Father and I purchased last year in Orlando. Hope to make better progress now that it is warmer again.

Mike
Moyer
Editor



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Riding With The President

The winter weather is finally on the way out and spring is soon to come so its time to think of where we'd like to go this year. There are many shows already scheduled and more to be announced that promise to be a lot of fun to attend. My plans are to attend as many as possible, both local and national, and I encourage you all to do the same. I can't believe that in only a few months we will meet again in Cedar Rapids, IA, to renew friendships, make new ones and to have a great time.



I hope that your winter projects are nearing completion, or at least progressing toward your goals. Somehow, mine have seemed to slow down more than I expected. The 64-8-door PG transmission rebuild is finally nearly done, but I need to do a lot more things to the van before I can actually drive it. My other projects (65 Monza and my 66 Monza 'Barn Find') are even farther behind and are still buried in the snow at this time.

Looks like I'll be bringing the 62 Ramp to the show again this year and I can promise you that it isn't any prettier than last year, if not worse. I have been driving it all winter long and it has performed perfectly in ice and snow as it was designed to do. Yes, it has been exposed to more road salt, probably more than most of yours have been, but I drive a Corvair because I can trust it to get me where I want and when I want even in bad weather. One advantage to this is that I actually "show" it every day and I can't count how many times I have been asked about it and where can they get one. The Rampside has impressed many owners of those new trucks that are so car-like and useless, especially when they see how easily it can be loaded and how large the bed really is.

I hope that you are all well and are able to enjoy your FCs as much as I do. Please plan to drive your vehicles as much as you can - it's the best way to show them off and encourage interest in our favorite and unique vehicles.

John Nickel

From the Secretary

Well!

I spent November and December in Kansas on a short term contract. Brrrrrrrrrrrr!

I came back to Florida just in time for record cold. At last this week I have my Rampside, coupe and convertible all running and drivable at the same time. I hope the rest of you thaw out soon.

Welcome new member

Ron Bloom – Tucson AZ 62 Greenbrier.

The next newsletter should contain a roster. It will tell you when your dues are due if you get the color online version. For those of you who get postal black and white, it's March of 2010. Those due in 2008 are going to be dropped soon. There are also a number that were due in 2009.

Thanks
...Larry

MuseumBrier

Pete Koehler's Traveling Corvair Road Show

The former Tim Colson 1964 Greenbrier will have a new life as the basis for a traveling display of CPF and CORSA items. I have moved the van from Tim's place in Memphis, NY to a shop near Altoona, PA. In a week or so we will put the powertrain back in the van and see how it performs. I will make a few changes before taking it on the road. I want it to look as "stock" as practical. I think repainting the center stripe white instead of the current light green will help. Also, I want to put stock steel wheels on with factory wheel covers or dog dish hubcaps (whichever I can find). I'm also not sure how to accomplish transporting a display engine inside the van. I don't want to have to tow a trailer. Besides, the engine I have in mind is the only living example of a Rochester Fuel Injected Corvair engine! It's probably rather valuable and I'd hate to have to explain to the club how I "lost" it when someone grabbed my trailer...

List Of events The Museum Van Will Attend

1. Autofair - Charlotte, NC April 10-11, 2010
2. VCCA Car Show - Franklin Lakes, NJ, May 30, 2010 (Note: Corvair is the featured make)
3. AACA Regional Meet - Canandaigua, NY, June 3-5, 2010 (this event I may attend with my 1963 Corvair sedan on a trailer so the display stuff would be delivered in the back of my Silverado pickup truck)
4. Orphan Car Show - Ypsilanti, MI, June 6, 2010 (Note: Corvair is the feature car for this year's event)
5. CORSA International Convention - Cedar Rapids, IA (I may have to trailer the CPF's Fitch Sprint to the convention so once again the museum display may have to ride in the back of my pickup truck)
6. Hemmings New England Concours - Stratton, VT, July 16-18, 2010 (same note as for the AACA Regional event - if they accept my survivor class 1963 Corvair sedan I will trailer it out to Vermont and haul the museum display in the truck. Corvair is one of the featured makes at this 3rd annual show)
7. Woodward Dream Cruise - North of Detroit, MI, August 14, 2010
8. DACC Homecoming - Plymouth, MI, August 19-21, 2010
9. CCE Orphan Car Picnic - West of Chicago, IL, August 29, 2010
10. AACA Fall Meet - Hershey, PA, October 6-9, 2010



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Rampside Mods

I am attaching a pic from my restored '61 Rampy interior. The truck was pretty basic when I bought it. The previous owner had removed several key pieces including one of the little license - plate lamp housings, the sunvisors and radio housing. AS long as I was doing a big restoration I decided to add gauges to the dash. I had an old aluminum "No Parking" sign I had bought at a flea market in Foster,



Kentucky. I made a thick paper template of the depressed polygon space in the center of the dash where Chevy had installed the ashtray. This flat space was roughly the same shape of the glovebox door and the instrument panel surround, only inverted. I drew out the hole sizes I needed on the template, and marked up my center holes. I taped the template over the aluminum then taped the whole assembly to a piece of scrap lumber. With an IRWIN hole - saw from Home Depot I drilled out the three 2 1/8" holes for the instruments themselves, saving the round aluminum centers. I proceeded to slowly polish the aluminum panel beginning with #400 grit sandpaper moving up through # 1000 grit. Once I had an even grey finish, I polished the surface with a lambswool buff covered with a linen rag and Dow polishing compound, followed by a second buffing with

"Mothers" mag wheel polish To give the panel a bit of 3 - dimensional look, I used a #120 grit sanding disk to bevel the outside of the aluminum panel, and then polished the bevel the same as the flat surface. To preserve the bright finish I used a rattle - can of clear laquer.

The gauges I mounted were as follows: One for volts, One for oil pressure and one for oil temperature were from Clarks. By placing the new panel in its spot in the dash I remounted the aluminum center disks and center - punched the place to drill the holes in the dash sheet metal. I used my hole saw to drill the 3 round holes in the dashboard after removing the ashtray.

The gauges themselves have a larger outside ring around their faces, so that when the mounting rings are bolted to the back surface they press against the sheet metal dash from behind to hold the entire assembly in place. The sender for the oil temperature threads into a place designed for it in the Clarks aluminum oil pan. The oil pressure sender has to be placed in a brass "T" along with the sender for the idiot light next to the alternator. The "volts" wire simply connects to the "cold" side of one of the fuses in the fuse panel. I am working on a similar panel as a faceplate for the radio housing that mounts up to the bottom of the dashboard center, but that is another story.



Tim Werner

Greetings from the Eastern Division Director:

As I write this, Southeastern Pennsylvania is in a severe cold snap...as is most of the country. I heard that Key West, FL is only supposed to get up to around 40 degrees today. These cold days and evenings make it almost unbearable to think of working on the FCs, much less dragging them out to drive them. That in mind, I am very much looking forward to the warmer Spring months and time to enjoy and drive the FCs quite a bit.

I hope many of you are busy making plans and reservations to attend the CORSA 2010 International Convention in Cedar Rapids, Iowa. It would be great to have a large and diverse Corvanatics/FC Corvair showing there. It looks like the venue for the judged car show and the car display is a beautiful one. I understand that the convention planning committee is trying several new ideas with scheduling for 2010. If you go, go with an open mind and be ready to experience a convention like none you've ever attended in the past.

Although Lynn and I could not figure out how to fit the convention into our vacation plans for this summer, we do intend to drive Ben's Bus out to the Midwest and spend some time touring historic Route 66 as well as parts of Wisconsin, the UP of Michigan, and Ontario before dipping back down through New York State and into Pennsylvania. Driving the Greenbrier sure is a great billboard for all things Corvair, and CORSA as well. We can't park or drive anywhere that we are not asked questions about our unique ride.

Beyond the CORSA convention, I encourage each of you to take your Corvairs to local Corvair club shows and car

cruises in your area. For years, we have attended the First State (Delaware) Corvair Show. It is among our favorite car events of the year. Most of those years, the only FCs in attendance were Dave Ziegler's green 8-door Greenbrier and our camper van. Lynn and I decided to shake things up a bit this year by taking our Rampside and vintage camping trailer. The trailer allowed us the opportunity to still have a "living room" at the show, while being able to show a different Corvair. I would encourage all of you who own more than one to show and share different Corvairs from your stable.

Our president John Nickel is a great example of this. He drives and shows various Corvairs in various states of beauty and repair. He travels in them, autocrosses them, rallies them, and shows them. The point is he gets his cars into the public view, demonstrates their dependability, and uniqueness. I try to do the same and often miss the days of daily-driving my Corvairs. I differ from John in that I never intend to autocross my Vair at a far away location...it has to get me home, too!

Enjoy the rest of Winter and get those Corvairs ready for show and tell in the Spring.

Ben Stiles

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For Sale: 1963 Corvair 95 Automatic. 3rd owner 24k Original miles, Found it in 2008 it was in inside storage for 40 years.(Second owner purchased in 1965 to move from California) Absolutely no rust anywhere. Had some garage rash from being stored so I did a scuff and paint nothing show just to protect it . Added Graphics for just that little extra touch. American Racing Out



law wheels with 60 series tires. I have original wheels and tires (tires are rotten from sitting) Fc bucket seats Rebuilt 110 FC engine was installed in 2009 to pull a trailer (Wanted

more HP) original 80 HP is stored if want to put back to original. Gas tank was removed and cleaned. Carbs rebuilt. 1960s Orange Shag Carpet in back. I installed a Greenbrier third row seat to haul kids. (Also have a center seat but not installed) Has front and rear Sway bars installed. Lowered the front springs and installed new front shocks. Installed Greenbrier side wall and door panels. (Need recover) Put 6k on it since I purchased it in 2008. I would not be afraid to drive this anywhere. Fun driver just not enough time or garage space to keep them all
\$7000

Mike Moyer Navarre, FL
850-261-1709
vairvert67@yahoo.com



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.



Wanted: Camper Kit

If you have any connections that would help me find a Greenbrier camper kit Please Contact:
Pete Koehler pkoehler01@atlanticbb.net

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**
dhcorv@yahoo.com



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.



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, jpilot66@yahoo.com, Santa Ana, Ca

Ben's Bus Camper Website Updates

Hello all!

The Ben's Bus Corvair FC website has been remodeled from top to bottom with new pictures, links, and information on our Corvair van, Rampside, and Scotty camper and all things pertaining to Corvair FC campers. It is the most extensive Corvair camper website on the internet!

Some new stuff of interest includes scans of a '61-62 Greenbrier accessories brochure (featuring the elusive "child's bed"), advertisements for the #5402 Coleman picnic stove sold with the '61-62 GM kit and the upright Coleman Station Wagon icebox sold with the '63-65 GM kits, a new photo gallery of all kinds of FC campers including all of the GM kits, Traville Campsides, Dormobiles, and many homebuilt versions (even a teardrop trailer built and towed to Buffalo with a Corvair convertible!) and updated information in general.

If you haven't been on it, or haven't been on it in a while, check it out. Lynn has done a great job of making it new again.

<http://mysite.verizon.net/bensbus/index.htm>

Kent Sullivan told us we could link up to the CorvairKid website and his '65 GM camper kit brochure. Now all years of GM camper kits are on the site! Thanks, Kent!

Also...Allen Bristow has added the Turtle Top camper top to his senior division 1964 Greenbrier camper. He sent me some pics of the install as well as a copy of a vintage Turtle Top ad...with Greenbrier! All is now in the FC Camper photo gallery.

Hope to add more stuff as it comes my way. Thanks Allen and Kent for these two improvements.

Please send me any FC camping information you may have to add to the site, but for now...Enjoy!

Ben



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