



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



Jul / Aug 2010 VOL. 38, NO 4



**Chuck Armer's
Da Brier**

CORVAN ANTICS

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 (COSA). 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 COSA 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

Wish I could have gone to Nationals this year but it was not in the budget or the work schedule.

I hope that some of you might email me some pictures for the next issue so we all might see what e missed.

I have been busy as always with home projects so unfortunately nothing to report on the progress of the loadside.

Mike Moyer

Editor



Riding With The President



Greetings,

I'm writing this the day before my wife and I will be departing for Cedar Rapids, IA. Each of us are driving, Me in the 62 Ramp and Barb in the 07 Accord. Why two vehicles you ask?

The main reason for this method of traveling isn't because we are worried about the Ramp making it that distance, but that the Accord has airconditioning and the Ramp doesn't. For some odd reason she doesn't like being uncomfortable over long distances, but doesn't mind the heat when we are racing the Ramp against each other! We did learn something last year while driving home from Jacksonville (450 miles in 95f heat), that a Rampside with an 80hp engine connected thru a 3:89 rear WILL overheat if you try to drive the entire distance at 70mph! Sooo, this year she has to follow behind me at 60mph, even when the speed limit is higher. This last weekend I drove the Ramp from Asheville NC to Wilmington NC (375 miles each way) in 92f heat both ways at 60mph with no Accord bumper and had no problems. Of course, I am bringing some spare parts and tools to install them because let's face it, I am driving a truck that is 48 years old. Somehow things break or wear out unexpectedly even in a well prepared and trusted vehicle. Last year was the starter locking while engaged, wow was that ever hot to remove ! I hope that this year will be uneventful and safe. We are looking forward to seeing you all there. I will write more about the trip and show in the September Corvanantics.

John Nickel

From the Secretary

Annual Meeting

The annual meeting was held at the Marriott Hotel during the CORSA Convention in Cedar Rapids Iowa on Jun2 22nd 2010.

The minutes of the last meeting held in Jacksonville, FL were read and accepted.

The Secretary reported bank balances as follows:

Savings \$ 1,044.68

CD \$ 2,282.05

Checking \$ 3,441.63

Door prizes were awarded courtesy of Clark's

Election of officers was held and the existing officers were re-elected by acclamation

- President John Nichol
- Vice President Sam Christ
- Eastern Director Ben Stiles
- Central Director Mike Dobie
- Western Director Vance Piper
- Secretary Treasurer Larry Schmuhl
- Director at large Tim Schwartz

CORSA Director Alan Bristow spoke on behalf of CORSA and their needs

Motions were made to donate as follows:

- CFP - \$300
- Scholarship fund - \$300
- CORSA - \$500

Members present then went around the room and introduced themselves and their vehicles.

Welcome new member

Leroy Rogers, Albuquerque NM 63 Rampside

Alan Bristow – Stafford, VA Eastern Director CORSA

Ron Yaskovic – Yonkers, NY

Thanks

...Larry

The many adventures of Corvairs

Being an FC owner we naturally open ourselves up to new adventures every time we drive our 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.

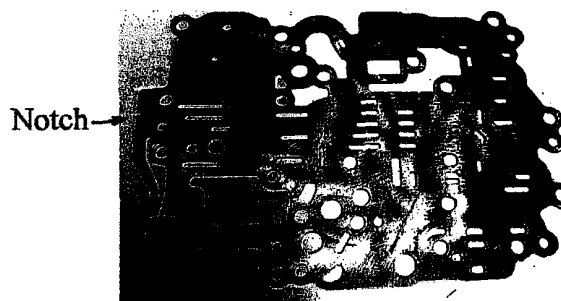
I obtained a good used set of pump gears with housing and planetary gear assembly with good drive dogs to put in the rampside transmission. Inspection of the late PG case showed that it had a broken bolt boss, the decision was made to use the EM case with the LM guts and valve body. This should be better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

was identified as the down shift timing valve (early and late cases). Mike says the pointed end goes towards the transfer plate. Thanks Mike for the help.

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 I 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.

Keith Hammet

THE PREVENTATIVE MAINTENANCE SERIES

Mike Dawson

This month will be an attempt to help diagnose noises from the **rear** of the car. Drive train noises also apply to FC vehicles.

A rolling noise that does not change in pitch from acceleration to deceleration in the same speed range is usually a wheel bearing. Wheel bearings on early models usually squeak or make a cycling growl. Late bearings will squeak, make a raspy noise or howl.

A clank when starting from a stop or going into gear may be a U-joint. They can also make a clinking noise, usually at low speed. Loose axle yokes on early models and FC can make the same noise.

Howling that changes noticeably between acceleration and deceleration is either a worn out pinion gear, mismatched ring and pinion gear or very loose or worn out pinion bearings.

Thumping noises on late models can be either the top or bottom shock mount. Check for shifted lower bushings or rusted top mounting pads. The latter can be repaired.

Squeaking from one side of a late model going over bumps can be a trailing arm bushing that has popped out of its shell. The arm is rubbing on the bracket and the tire is way out of toe alignment.

A heavy thump or clunk going over a quick rise may be a separated motor mount on a 1965 model. The other models make less noticeable noises unless almost terminal. Best to check them every time you change oil filters if they are original.

A loud squawk that occurs briefly as you push in or release the clutch is a pilot bushing problem. Always replace it any time the transaxle is separated as they take a set very quickly.

A knocking noise at idle which disappears or gets quieter when depressing the clutch is a flywheel with loose rivets (all years, all models of manual transmissions).

A squeal or light rattling noise that is only noticed when holding down on the clutch pedal is a clutch release bearing.

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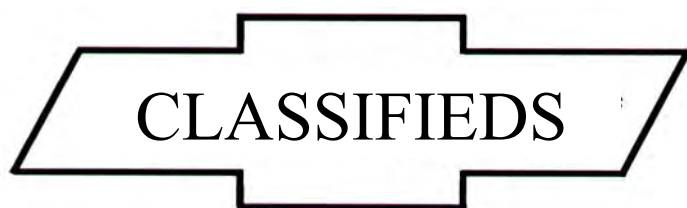


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For Sale: 1963 Corvair 95 Automatic. 3rd owner 24k Original miles, Found it in 2008 it was in inside storage for 40 years. (Second owner purchased in 1965 to move from California) Absolutely no rust anywhere. Had some garage rash from being stored 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 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. 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 \$6000

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



PRICE REDUCED

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, corvair-jack@yahoo.com, 805 340-6533.



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

Wanted: Camper Kit

If you have any connections that would help me find a Greenbrier camper kit Please Contact:

Pete Koehler pkoehler01@atlanticbb.net

Wanted the DELUXE glovebox door for a 1964 Deluxe cab Corvair Rampside that I am restoring. Can you help me find one? jc.ash@cox.net J.C. Ash

For Sale: NOS AC spark plugs
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 NOT "F" these ARE "FF" plugs. The
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 ited. These are still in the box. I do have
 a few R44FF also. If you want some for
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 ions of by-passing two of the
 four carburetors?

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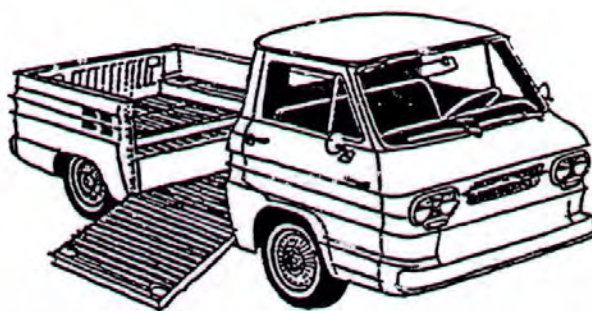
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