



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



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CORVAN ANTIQCS

A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA



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Lovers Holiday
Feb 26th 2011

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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 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.

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

Wow the year is moving along quickly. I was hoping to have the 65 Greenbrier back on the road by now but the engine has developed a knock. So now instead of sitting in the barn it is sitting in my back yard.

Had a very nice month of February . I attended the WFCC car Show this last weekend and was very surprised and pleased that my 1965 Monza Convertible won Best of Show. We even had a Corvair Powered Airplane there It was especially nice since it was my Birthday weekend.

Mike Moyer
Editor



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Riding With The President

Hello to you all. It's been a rough winter for nearly all of us this year, and I hope that it hasn't slowed your planning/preparation for upcoming events this spring (whenever THAT is in your area). Nearly all of our CORSA/NC clubs have cancelled meetings in both January and February due to bad weather and we surely miss the conversations and tech sessions. Hopefully, the March meetings and shows are not cancelled too.



I have just completed a 1500+mile trip from Asheville, NC to Sarasota, FL to visit my mom on her 88th birthday. Since I rebuilt the Powerglide on my 64-8-Door, I had only put about 250 miles on it, so it was test time! The van performed remarkably well in both directions with no problems and 19mpg over all. I am now confident that it will make the trip to Denver in July. While I was in Sarasota, I took advantage of the warm weather to teach myself dent removal and was proud of the results. Now all I need to do is to learn finish work and painting. I suspect that when I get to Denver it will not be repainted, but will at least be presentable. If your projects have gone as well as mine have, we should have a great summer of Corvairing!

My show schedule is already beginning to fill up... Spring Warm-up in Myrtle Beach, SC in March; Helen, GA in April and other opportunities in between. The big event that might interest all of you in Corvanatics is the dedication and turn over of the keys to the NC Transportation Museum of the 1961 Rampside restoration project. In the late 80's, William Sloan from Winston-Salem, NC donated the truck to the museum and it was in dire need of restoration. CORSA/NC attempted to do the restoration in the 90's but dropped the project due to red tape. In July last year, CORSA/NC established the Cecil Miller/Paul Bobo Memorial Fund to honor the memory of both and to further their legacy for sharing and educating the public about the Corvair. The red tape problems were resolved and the project commenced in August. With the help of many volunteers, donations of parts, time and money, the project is now nearly complete and a dedication ceremony will be held on Sunday afternoon May 1, 2011 at the NC Transportation Museum in Spencer, NC. We are inviting all CORSA members and I want to further extend that invitation to all members of Corvanatics. The Museum is at 411 S. Salisbury Ave in Spencer. From I-85, take exit 79 and follow the brown Historic Signs into Spencer, turn left onto Salisbury Ave, the Museum will be on the left. For information on the museum go to nctrans@nctrans.org. As current President of both Corvanatics and CORSA/NC, I would be proud to see you there. Bring a Corvair if you can.

John Nickel

President

From the Secretary

Welcome back -

Lee Cramp - McLean, VA – 61 Greenbrier, (2)64 Greenbriers, 64 Corvan camper, 65 Greenbrier

Thanks Robert Langdon for the donation you sent with your renewal!

Last Chance list

This list is folks who are overdue as of September 2009 or earlier. If you are on it, this is your last newsletter unless you pay your dues. There is no penalty. Please pay up so this list goes away.

Bob Skinner	10/2009	Mike Fiscus	9/2009
David Hoskin	11/2009	Robert Grant	9/2009
Fred Palmer	12/2009	Ron Hinz	9/2009
Christopher Teer	10/2009	Garry Parsley	9/2009
Donald Cekus	11/2009	Bob Skinner	10/2009
Walter Johnson	12/2009	Christopher Teer	10/2009
David Hoskin	11/2009	David Sanger	12/2009

Due Now

These folks are now a year overdue. Please don't make me drop you. The rest of us would be very sad to miss your smiling faces.

		Ward Bourgondien	1/2010
James Ash	2/2010	Bill Chellis	1/2010
Bruce Gwither	2/2010	Tim McCann	1/2010
Eric Prosis	2/2010	Rod Murray	1/2010
Donald Richmond	2/2010	Red Badgett	3/2010
Thomas O'leary	2/2010	Jerry Boyles	3/2010
Paul Campbell	3/2010	Spence Duffy	3/2010
John Johnson	3/2010	James Law	3/2010
Eddie Meadows	3/2010	Vincent Rohr	3/2010
Bill Van Lieshout	3/2010	Dale Dewald	4/2010
Eugene Loibl	4/2010	Gary Baxter	5/2010
Walter Berry	5/2010	Donnie Bird	5/2010
Larry Fry	5/2010	Michael Mehl	5/2010
Dave Newell	5/2010	Kent Sullivan	5/2010
Jesse Wright	5/2010		

I'm changing banks this month. At the new account I will be able to do business online, including the option of taking PayPal for dues and such.

I'm cleaning out the garage, so if you would like a clear engine deck lid for an early, a pair of perfect red buckets for a 63 convertible or a 64 110PG coupe with A/C, let me know.

Thanks
...Larry

An Open Invitation to all CORSA Members

In July, 2010, CORSA/N.C. established the Cecil Miller / Paul Bobo Memorial Fund.

In order to honor the memory of both these “great” CORSA/N.C. guys, we looked for ways to carry on their legacy for sharing and educating the public about the Corvair. We entered into a project with the N.C. Transportation Museum in Spencer, NC to restore a 1961 Rampside. The Rampside had been donated to the museum years before by William Sloan of High Point, NC. Since then, it had been on and off display and was in need of a complete restoration. The club had attempted the restoration in the 1990’s, but the project was dropped due to “red tape issues.” However, in July, due to the efforts of Memorial Fund Chairman, Willard Moody, and NCTM Volunteer Project Manager, Bruce McKeon, the red tape issues were resolved and CORSA/N.C. took over the “1961 Rampside Restoration Project.”

With the help of many volunteers, donations of parts, time and money, the Rampside will be completed and the keys turned back over to the NCTM this Spring. A dedication ceremony is scheduled for Sunday afternoon, May 1, 2011 at the NCTM, 411 S. Salisbury Ave., Spencer, NC 28159. We invite all CORSA members to come and join us in celebrating the inclusion of the restored Rampside into our state’s museum and in honoring the legacy of Cecil and Paul who strived to promote the Corvair to everyone. We will be very happy to see this unique Corvair on display for the enjoyment of those who “heard about them, but never saw one” and for those who reminisce about the “one they had but sold and regretted it ever since” as well as those of us who are still keeping the Corvair alive and running up and down the byways of the world.

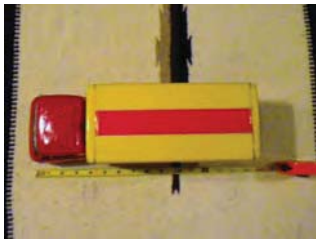
For addition information, check out our website, under Events, at <http://www.corvair.org/chapters/chapter271>

Ven Mckeon, Editor, 'Vair Heels

New Purchase

Just thought I would pass along some pictures of a recent e-bay purchase of mine. I’m pretty sure they never actually built a Corvair FC airport van like this(LOL). This is a Yonezawa #607 model.

How many were made, and survival rate are real hard to determine. I know Joe Darinsig has one in his collection, how many others remain I don’t know. There are actually a few other odd Corvair FC toys including a fire truck, and dump truck. Maybe I’ll get lucky again and find one of those as well.



Trucks like this, (not Corvair) did exist!

Gary Swiatowy



Replica of van from 'Scooby-Doo' drawing attention



David Green gets a lot of visitors to his business these days.

People stop almost daily by Green's Auto Sales on U.S. 72 east of Killen. They aren't there to talk business, though. They want to ask about the "Mystery Machine." If that name sounds familiar, it's what was given to the van featured in "Scooby-Doo, Where Are You," the classic children's cartoon featuring a gang of youths and the title dog who travel around solving mysteries. If you remember the show, you remember that van.

And now, a replica of it is in front of Green's business. "Just tons of people a day come by," Green

said. "I'll look out here and there will be people here, taking their picture with it. They love to photograph their kids sitting in it." Green never imagined the van getting so much attention from highway travelers when he, his wife, Britney, and friend, Kelly Patterson, painted it some six months ago. The trio hoped it would draw interest, but from a different group: the children at the Lexington Church of God, where the Greens are youth pastors.

"The church was doing a 'Scooby-Doo'-themed kids' crusade," he explains. "I had this van, and it didn't run, and someone came up with the idea of painting it like this." So, the Greens and Patterson printed off photos of the Mystery Machine and started painting the 1961 Corvair van. The chore took three days. "I painted the whole thing blue with a Wagner power sprayer, and we painted the rest by hand," he said. "It took some time." To make matters worse, it rained after the first coat was completed, so they slapped on another coat. "We did it with house paint," Green said. "We didn't think it would last this long. It's not even exterior paint. I put on Krylon clear coat after we painted it."

The effort paid off: Once word got around about the van, some 80 youths were at the crusade. Green dressed as the cartoon's "Shaggy" character and other congregation members dressed in roles of the rest of the cast. Since that time, they have loaded the van onto a flatbed and taken it to five other churches in the Shoals to help draw people to events hosted by those churches, Green said. He laughs when talking about the looks the van has drawn.

"One kid was watching "Scooby-Doo" in a van and looked up and hollered, 'Scooby-Doo!' and his mom said, 'Yes, you're watching 'Scooby-Doo', and he said, 'No, look' and pointed at the van," Green said. He said the family stopped and checked it out. Green's trying to decide what to do with the van. "We had a note left on it in Lexington, saying if we wanted to sell it, please call," Green said. "One guy wanted us to paint his demolition-derby truck like that."

He believes he'll end up selling the van. "We thought about getting it running and using it for publicity," Green said. "We never dreamed it would get as much attention as it has.

"We're just going to sell it, though. Under that paint is a rusty old van."

TIMESDAILY.COM

Valveeta drops a Cam Gear!

Winter is here in So. Calif. and that means rain and colder weather. Yes.... I know... we have pretty mild winters here! But it can get into the 30's some mornings and even tho I do not have to drive in snow.... I can see it from my front window.... beautiful and up there on the mountains where I can enjoy it and not have to "shovel" the stuff, like when I lived in up-state New York many years ago.

So it was out into our winter rain the morning of Dec. 16th, on my way to work. Just a 13 mile drive and usually done by motorcycle. But in the wet weather, my 1964 Greenbrier "Valveeta" takes over the commuting job because riding a motorcycle in the rain, tho doable, is not all that much fun.

As usual the Brier fired up just great. It has been running vary smooth for having 135,000 miles on the engine since the last overhaul. With just a few seeps of oil after all these miles and running so well.... I had no plan of tearing the engine down right away. Rolling along on the highway, and just 3 miles from work I heard a familiar and mild thump. The engine just died. Familiar to me because I had experienced the same thing 16 years and 73,000 miles ago! Yes.... It was a broken Cam gear! Now for many years I had had relied on failure free OEM Cam gears. Each give me no problems. But as time and engine rebuilds came and went.... the GM original Cam gears just went away and were unavailable. They have not been available for quite a long time. At first there were only the aftermarket cast aluminum replacement gears. Then came the Billet Aluminum Fail Safe Cam gears from Otto Parts. These are now available from Clarks. For me, back in the 1980's the new engine that I had rebuilt for Valveeta was fitted with one of the aftermarket cast Cam gears. I thought I would

give them a try as my supply of original gears was long depleted. What I did not know was that those cast gears had a defect and were prone to just break apart after 30,000 miles or so. This was supposed to have been corrected in later years. Welll..... back then and after the 30,000 mile mark, my Cam gear indeed broke. But that time it happened late at night, on a desolate highway and my cell phone battery was going dead! But I did manage to arrange a tow for the 60 miles home, on a flat bed and I tipped the driver, who was a smoker, with a couple Cuban cigars I had just brought home from a recent trip to the "Forbidden Island".

Keep in mind this, all occurred in 1994.....The engine came apart and about all it needed as a new gear. But I was stuck with the need to get the Brier on the road as soon as possible for the up coming annual Fan Belt Toss swap-meet event in Palm Springs. The weekend designated to repair the engine was upon me and I did not have a Otto Cam gear. So my only choice was yet another aftermarket cast gear, however it was supposed to be the improved unit!!! So in that went. Well I have to say that perhaps they did improve those cast gears a bit. This one got about twice the mileage of the last one before it failed just this month and broke into chunks. But now it's time to take the FC- 95hp engine apart again and all thanks to that 2nd failed cam gear. But with all the miles on that engine... I Guess it's about time anyway.

For the rebuild.... Everything looks real good internally. I change the oil every 2500 miles and have a spin-on oil filter adapter that allows me to use a V8 size filter and that raises the oil capacity to a full 5 quarts.

So now is time to continue the engine tear down. With the holiday weekends it is hard to do this but for the remainder of January, we will get right to it. After I have the cam checked for cracks, it will go in the freezer along with the steaks and frozen vegetables and Lemoncello. For a new Cam gear I have a choice. No longer going to mess with the aftermarket cast gears. I could use the billet Fail Safe gear as I have installed several of these in the past. But I may just use a recent find I made in October at the Great Western Fan-belt Toss and Swap-Meet. A guy had several OEM Cam gears in their original box's and I was able to grab a couple for a great price. In the good old days I got well over 100,000 miles out of the GM Cam gears. The teeth would show wear but none ever just broke into pieces. So I will have to chose weather to use one of these or go the \$90+ dollar Fail Safe gear. I trust the OEM, but prior to the new gear going into the oven and I press it on the frozen cam shaft.... I will make my choice!

Until then.....Valveeta will be sleeping for a bit, up on the cool and New E-Z Car lift! Now that's another story!

Dave Palmer
Ventura California



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



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

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