



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



CORVAN ANTIICS

#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 (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.

Membership in 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: Vairvert67@yahoo.com. Technical material should be sent to the Technical Editor for review.

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FROM THE EDITOR

Hey all !!!!

Thanks to those who have sent me pictures and Articles.

Still a little lacking in the Advertisement section

Sorry this is a little late this issue. I have been extremely busy (not that that is different than any other month) trying to get the new property cleaned up / repaired so I can get insurance before the start of hurricane season.

Please Email to Vairvert67@yahoo.com

Mike Moyer Editor

Here Ye! Here Ye!

Please check your mailing label. If it is highlighted, this is your last issue because your dues are due or overdue. Those of you getting the PDF version, THANKS! I'll be sending you an e-mail with your dues due date. Hold off on Roster orders, as I'll include one to all members in the next issue.

Please address all correspondence to me at:

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My phone is 972 672 0561. It's a cell, that's always on.

Make any checks payable to *Corvanatics*.

If you have e-mail, consider signing up for the PDF version of the newsletter. It saves us all money, it comes in color (which you can print), and you get it earlier.

Thanks
...Larry



Riding with The President



Hi everyone, It seems a bit early in the year to say this for some of us but it's time to think about getting the cobb webs out of your FC. I am not going to write a tech article here but for those of you that can it is time to start driving your FC just to see if there is anything that needs to be done before you head out to Sterling Heights this July. I sure would hate to have one of you get the hard luck award, even though I did one year.

I don't really have any pressing club news to report, this just seems to easy! The hard part is trying to figure something to say for the news letter.

For those of you that haven't heard, I have had rotator cuff surgery on both of my shoulders now. The right one was done in Nov. and the left was done in Jan. so, I have been out of commission for about 4 months as of Feb. I hope to be getting back to work here soon.

Keep on Truckin'

Ken Hand



Valveeta

OK, so it's been a while, but I'm happy to report that "Valveeta", my 1964 Greenbrier, is serving me well. In the photo we are testing out a Boytcho - Easy Car lift. I have to admit that I am not putting the miles on my Brier like in so many years past. But I am still putting many miles on the opposed 6 cyl. engine.

It's quite amazing looking at where technology was and where it is today. Recently in the CORSA Communiqué there was a great article on the Chevrolet foundry work involved with building the Corvair engines. Wouldn't it be cool to have one of the cylinder casting blanks or the engine lifting tool shown in those vintage photo's? Perhaps just some more oddity - collectable Corvair junk, but definitely a part of Corvair history. OK, so I'm drifting a bit. So let me get back to the point I was starting to make. We are all aware of the smoothness of the opposed six cylinder engine. Now let's imagine adding overhead cam's. Chevy did a prototype engine like that, but it had belt driven cam's. If you have owned a econo-box with belt driven cam, you may already be aware of the possible belt failure at about 60,000 miles. Ford warned owners of Escorts of this because the head would be ruined if the belt broke sending the valves crashing into the pistons. So let's update our engine with timing chain's Trouble free in this set up and more reliable. Next we have to look beyond Carburetor's. With the goofy fuel's today, varied alcohol mix's, and quality, we have to install fuel injection and a computer brain to monitor things. Let's put two throttle-bodies on our engine and injectors with four nozzle tips each. Sounding better? With a little design tweaking we have 112 cubic inches. Just a tad smaller than the stock 164 cubic inches, but hey.... we are making 118 horse power with 125 lb.ft of torque. You can tell I'm getting closer to describing a modern version of the Corvair engine. Oh Ya... I'm keeping two valves per cylinder. A bit less performance, but a lot more reliable. But now the best part. This "a lotta like a Corvair, opposed 6 cyl." engine, easily gets 41 o 48 miles per gallon.... honestly! OK, Valveeta gets 16 - 24 mpg. This is part of why I'm not driving the Brier as much these days. Instead, most "to work" trips and excursions are done on my 2005 Honda Goldwing motorcycle. And yes, it has exactly the engine I have been describing. It is truly amazing to look at the close similarities between this opposed 6 cyl. Honda engine and our Chevrolet Corvair engine's. I like to think that the Goldwing would be just about what the Corvair engine would have developed into if Chevy would have continued the project up to today. Even if it is water cooled.

For Valveeta, there are still some small repairs and improvements done from time to time. You can't beat the Greenbrier for hauling and southern Calif. rainy days. The FC really gets the waves and thumbs up's. There are also the parades where I always seem to hear, "I didn't know Corvairs were truck's too"! So Valveeta is still an important part of



my transportation fleet. I will also admit that my other car is also a newer one. What do they say? "When you drive an old vintage car, you need a newer one just to back it up"! For that I completely agree. I can also rely on my 1965 Monza Sedan if I should need it! It's a whole year newer than the Brier!

Happy Motoring.

Dave Palmer

PCV Mod

I wanted to eliminate a troublesome PCV valve on my 1963 rampside and change it to a fixed orifice of the late model corvairs. Lew Rishel wrote an article in the Tech Guide about using a carburetor jet on the late models to provide an easy method of cleaning the orifice. Tim Colson mentioned on Virtual Vairs that he eliminated the PCV valve on his rampside and uses a late model orifice welded on to the PCV tube with excellent results.

To keep the concours appearance of my rampside, I combined both solutions and modified an original style PCV valve to a fixed orifice valve. It looks completely stock and has the advantage of being easily removed to clean the orifice or to change the orifice size, and it is done in less than an hour as follows:



Photo 1 A 5/16" wood dowel rod is inserted into the valve and chucked into a variable speed drill. A Dremel tool with a cut-off wheel is used while the drill is rotating at a slow speed to cut the PCV valve (proper eye protection must be used). Make the cut approximately 3/16" from the raised shoulder on the valve as there is an inner sleeve in this area that aids in brazing the valve back together.



Photo 2 With the inner valve and spring removed, flow brazing rod into the small end. Drill with a no. 3 drill bit and thread with a 1/4"-28 tap and screw in a carb jet. I drilled out mine to .062 which is the size recommended for most 64-69 engines in the service manuals. However, I checked the orifice size on seven engines and the size ranged from .055 to .096. Perhaps GM thought the size was not that critical, or they could have been enlarged from cleaning.



Photo 3 The valve is brazed together, and excess material is filed, sanded, and media blasted. The result is an empty PCV valve with a fixed orifice at one end.



Photo 4 The painted valve will look completely stock after the hoses are installed.

Dennis Dorogi



CLASSIFIEDS

For Sale: 1961 Rampside, Original motor, 3 spd Needs restoration, body work, Seat upholstery, some welding underneath. Currently licensed and occasionally driven. Good project Candidate Free Camper & amenities \$2500 Gary 716-439-5194

For Sale: Convert your FC to a later Style thru the floor shifter: 1964 Shifter parts complete with tunnel Gas tank, You remove or I can pick up preferred due to size Best Offer Mike Moyer 850-261-1709 vairvert67@yahoo.com

Wanted: Rampside Prefer Powerglide but will consider manual Must be Restored or very nice original BoB Grant 352-259-9776

Any interest in 2 sets FC Bucket Seats ?
Randy Kelly 801-485-1472 rkvair@yahoo.com

For Sale: 64 700 4 door, 110 hp, white with blue interior, 21,000 miles, de-flashed, new seals everywhere, new gas tank, new gas tank gauge, new rear shocks, new Firestone 440 white wall tires, interior good, good glass, new weather-strip, new billet idler pulley, remanufactured pressure plate (bolted) and clutch (all balanced), new disc and release bearing and pilot bearing and release shaft, new plugs, points, condenser, cap, rotor, brakes rebuilt, bearings greased, new pitman arm bushing, nearly new battery. Original spare tire still holding air Gonna take a bit of a loss on it at \$4000 Merv Krull Salmon Arm, BC krupross@sunwave.net

For Sale: 164 CI 110 HP or 95 HP Car engine Both turn freely 95 HP just removed for 140 transplant and runs good \$300 each O.B.O Mike Moyer vairvert67@yahoo.com 850-261-1709

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61 Rampside In Print

Rich Trusdell wrote a fine article, and included some great photos of my 1961 Rampside in this February's issue of CARS & PARTS magazine

(there is a white Chevy pickup on the front cover).

I think it's always good to see Corvairs in the news...especially if it's complimentary.

Take care,
Bill Beckley

There is a terrific, 5-page article, w/ several color photos, in this issue, of Michigan's Bill Beckley's ** '61 Rampside. Available at newsstands now.

Regards

Ed/ Milwaukee

FC REGISTRY

Merv Krull of Salmon Arm, BC, Canada has graciously volunteered to start a registry of all known Corvair FC models. E-mail Merv at krupross@sunwave.net and supply the following information:

Make: Greenbrier, Rampside, Loadside, Corvan

Year:

Model:

Vin Number:

Features:

Location:

E-mail or phone number:

Status: Running, under restoration, parts, junked

I'm sure any interesting short notes would be appreciated by Merv. He says you can send up to 3 jpeg pictures with the information. Thanks from all of us for taking on such a large task Merv.





CORVANANTICS
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