



RAMPSIDE



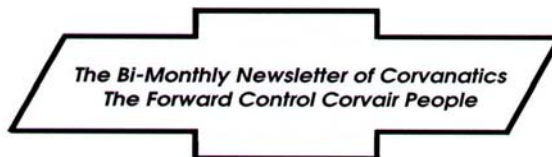
CORVAN



LOADSIDE



GREENBRIER



Jan/ Feb 2008 VOL. 36, NO1

CORVAN ANTIICS

##A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA



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FOR 2007-2008

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CORVANATICS 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.

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/



FROM THE EDITOR

Wow! Another year gone so fast!!!!!!

It was a very busy 2007 for me. Most spare time was used rebuilding my new property. The house is finally done and rented. Barn overhauled with new concrete floors poured, electric restored to barn, new lighting, interior walls plywooded and painted. Shelving put up, and started to sort Corvair parts.

Funny you'd think 42 x 36 Barn would be big enough.

Where did all the space go already. Well I guess the project for 2008 will be a huge loft.

Hopefully with the Property project behind me I can focus on Corvair projects again in 2008. Need to get my Greenbrier back on the road in 08 and clean up my 68 coupe

Please continue to send in Pictures and article for this year Newsletters

Thanks and Happy New Year !!!

Mike Moyer Editor

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Members Ride

I have attached some pics of my Greenbrier. Some will recognize Woody Thomas "camper" Brier. I was not able to insure it with antique auto insurance with the bed so I changed it back to seats only.

New driver's upholstery shows the recovered Toyota? seats with lumbar support and recline feature. The Maple Leaf replaces the map of Texas that was on the console.



Leaving Parry Sound..this shows the Greenbrier at Parry Sound Ontario leaving for a Cruze night or a convention.



New carpet over the engine is self explanatory.



Greenbrier in the snow...It was Nov. 05 and the plan was to drive into town, remove the seats at the upholsterer's but the snow beat me to it. We use a lot of salt in Ontario and I was not going to crawl up the snowy hill to find salt on the highway. This may have been the Greenbrier's first snow experience since '62.



Jim Diell njdl@sympatico.ca

Riding with the President



Hi everyone,
I am going to have our web-

master do some updates to the FC web site. What I want to do is make a members picture page. So what I need is pictures of your FC's in whatever manner you wish, like running or non running and/or on jackstands, on a trip, etc., you get the idea. I also want a caption with the pictures. Please no long restoration guides, just a simple short explanation of what is going on in the picture, remember the old who, what, when and where? As the page gets going there will be a link to send photo's from there but for now just send them to me privately and I will forward them to the webmaster and get started on this. Who knows, you may even end up on the very first page that loads when you click the link! For our friends that are electronically challenged you can send me a real picture with a note in it. If you want the picture back be sure and have a self addressed envelope and a stamp on it with the picture and I will scan the picture and then return it to you.

Does anyone have a copy of the old picture that was on the first page of the web?

Ken



Questions from Members

Tonneau Cover

I am still hoping to receive more information and recommendations

from those Rampside and Loadside owners who have installed a Tonneau Top on their pickups. It would be appreciated if

I could get some feedback on answers to the following questions:

1. What type of fabric or material did you use?
2. How were the snaps, if used, installed?
3. Were curved frame rails and tubular cross supports used?
4. Were frame adjusters installed?
5. Did you reinforce the vinyl corners?
6. Did you install a telescoping cargo bar?

Thanks, Darrell in Missouri
woofcorvair@aol.com

Ben's Rampside Goes for Paint

Greetings all:

HAPPY NEW YEAR! I hope your FC antics have been good.

Today I "stripped" the bright work off of the Rampside in anticipation of taking it to my school tomorrow. The boys in the collision repair shop are going to give it the old 1-2! The teacher is talking about a complete stripping and bead blasting to bare metal, repair of all soft/rust spots, and then a respray in a new color of my choosing.

I know it is a very broad subject, but what tips can you offer me to offer them in their process of stripping/repairing and repainting an FC?

Anything you can add from past experience would be helpful, I am sure.

Lynn will have the garage bay for her Jetta for a few months! She deserves it, and the truck certainly deserves the makeover.

I will take lots of pictures and write it up for the newsletter as it nears completion later in Spring.

Thanks! Ben
bensbus@verizon.net

FC tire Sizes

Hi, I had a question about tire size for my van so I asked Larry, but he is out of town and couldn't help me so he told me to ask you. I have a 1961 greenbrier 8 door deluxe and I have a set of 14" SS wheels. I don't know what size tire I can fit on these. I would want the biggest size tire that will fit comfortably in my wheel well. If you could get back to me that information it would be great.

Thank you, Bill

WJaegerT@aol.com

Tire Sizes

Happy New Year folks!

I am currently shopping around for new wheels and tires for my Corvan. Right now the van has 14x6 passenger car wheels and their 4" BS barely rubs the outer tie rod end. I'd like to put rally wheels on it in either 14x6 or 15x6. I can get either of these new with 3 1/2" or 3 3/4" backspacing. The van has a 110 4spd 3.27. I'd like to keep the overall tire height close to stock because of the speedometer, the high 3.27 gearing, and turning circle. I "think" the stock tire diameter is about 25.5" This lead me to either a 205/70/14 or a 205/65/15 tire size.

Eventually I'd also like to lower the front end some.

Can anyone speak from experience on the best way to go? I'd hate to plunk down several hundreds of dollars for new wheels and tires and have them not fit at all, or rub.

Andrew Sego Indianapolis IN
andrew_sego@yahoo.com

Chevrolet Script

I hope that I am sending this to the correct group. I am looking for the CHEVROLET lettering for the tailgate of my 61 Rampside. Clark's is always out and I have not been able to catch one on Ebay or other sources.

If you have one or information on one please Email me with any help.

Thanks
John, up on blocks at the Beach
jwg1701@cox.net

If you can answer any of these questions please email the appropriate person and copy vairvert67@yahoo.com it might make a good article for CorvanAntics

Thanks
Mike

A Common Factory Mistake.

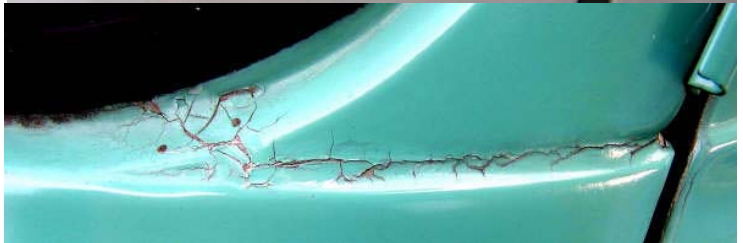
Unfortunately there are a few (very few) mistakes that were made on the FC's. One of those few errors deals with the attachment of the front window pillar - right above the door hinge. The pillar sheet-metal is spot welded to the front panel, but only lightly welded. I thought that my Rampside and my Greenbrier were the only two that had this problem, as I had looked at one other that was OK. My experience was to paste the crack shut and paint over it - only to have the crack re-appear...again and again. So I finally fixed my problem and went on my merry way.

Last summer - in Detroit - I was walking around looking at all the beautiful FC's that were there and I noticed my experience had not been a singular happening, at all. The pillars on almost all of the FC's I looked at had this same problem. I will include a dozen photos for the Editor to peruse - he can pick as many as he likes - to demonstrate, for y'all, the part that is so easily seen by any other FC'er.

OK, now we all agree that it's a problem and that we all have it - - what to do about it!?! I ground out all the putty, etc that was in there and cut back into clean steel. Remember this is an over-lapping joint between two separate pieces of stamped body panels. A purist would say that seam has to show and I have no problem with that. The seam can still show afterwards. - just not so deep. What you need to do is to WELD that seam ! BUT - I hope you read on before you actually do the welding - - BUT! be careful that you cover the glass of the windshield to protect it from the sparks from the welding. I was quite successful in welding my seams - shut, but in the process only partially deflected the spark shower off my front glass. At the time, I think, I was probably more worried about the rubber gasket than I was about the GLASS. The old seam can reappear by careful application of a cutoff wheel.

Anyway, that's my story. There is a problem - - there is a solution - - there is a way to process the solution that is not too successful, so just be careful - and there is advice on the subject. It's all here to read about and to take care of, on your own.

Happy FC'ing. Fran Schmit



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: NEED MORE ROOM in your FC? This may solve your problem. Front Spare Tire Mount Would like to sell for \$50 plus shipping. Earl Jones E-mail at Evair@nc.rr.com 919-269-2041 (would prefer e-mail if possible)



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

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 interior with 3 rows seats all there but has 164 ci FC engine disassembled has nice chrome bumpers. needs bodywork Brake wheel cylinder were replaced and new rubber brake lines. Front and rear sunroofs rear spoiler Too Many projects. Best offer May consider parting out if no serious offers. **Mike Moyer 850-261-1709** vairvert67@yahoo.com

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Corvair Campers In Print

There are a total of six excellent pictures of Corvair FC camper vans and trucks in RVs and Campers 1900-2000: An Illustrated History by Donald F. Wood (Iconografix: Hudson, WI, 2002). A Rampside with a Compac camper top is the chapter leading photo for the 1961-1971 chapter. Also included are two pictures of a Greenbrier with the early GM camping accessories as well as three pictures of a Rampside Campside by Traville Industries. Beyond the FC pics, there are 152 pages of, you guessed it, RVs and Campers 1900-2000. It is really cool to see how people camped in the early part of the 1900s. I recommend it to any Corvair book collection, or to anyone interested in the history of camping in the United States.

Ben Stiles



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.

TOTALLY NEW CORVAIR 95 MODELS



MODEL R634 RAMPSIDE PICKUP offers stretched nose for loading heavy objects. Bagged springs hold extra heavy loads. Ramp access to deep-well bed. Spare, third, driver and lockers mounted flush with body side.



MODEL R635 CORVAN means good news for light-duty delivery van operations everywhere. Big right-side double doors offer easy load, walk-in access to 10 tie-up of standard double bed. Spare, wide-opening rear door on standard and left-side double doors are optional at extra cost.

For 1961, Chevrolet has taken another giant step ahead of the industry, with three precedent-shattering Corvair 95 models! They're totally new from nose to tail, in concept, configuration and components, and they're built to handle more payload for their size and weight than any other trucks on the road! Body and frame are "unitized," combined in a single assembly, featuring high strength, low weight, and lots of load space. The year-ahead Corvair 95 power team also reflects the unit design principle, combining engine, transmission and rear axle gearing in one package, tucked between the rear wheels. Further, Corvair 95 proportions create the bulk of the major axleline, retaining near-perfect weight distribution whether empty or fully loaded. And coil springs cushion the ride at all four wheels, with fully independent suspension, front and rear, for handling no conventional chassis can match.

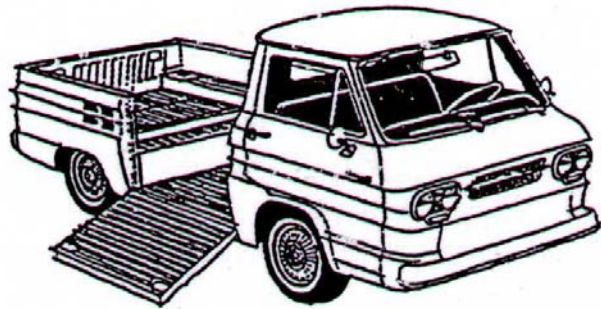
MODEL R634 RAMPSIDE PICKUP features an amazing 1,500-lb. payload capacity, with deep-well bed for loading objects in 30 cubic feet. Variable front section level bed floor is optional at extra cost.

SPECIFICATIONS

STANDARD EQUIPMENT
 A/C, REAR, 4.0L, 6.0L, 6.6L, 8.0L, 8.8L, 9.4L, 10.0L, 10.7L, 11.4L, 12.0L, 12.7L, 13.4L, 14.0L, 14.7L, 15.4L, 16.0L, 16.7L, 17.4L, 18.0L, 18.7L, 19.4L, 20.0L, 20.7L, 21.4L, 22.0L, 22.7L, 23.4L, 24.0L, 24.7L, 25.4L, 26.0L, 26.7L, 27.4L, 28.0L, 28.7L, 29.4L, 30.0L, 30.7L, 31.4L, 32.0L, 32.7L, 33.4L, 34.0L, 34.7L, 35.4L, 36.0L, 36.7L, 37.4L, 38.0L, 38.7L, 39.4L, 40.0L, 40.7L, 41.4L, 42.0L, 42.7L, 43.4L, 44.0L, 44.7L, 45.4L, 46.0L, 46.7L, 47.4L, 48.0L, 48.7L, 49.4L, 50.0L, 50.7L, 51.4L, 52.0L, 52.7L, 53.4L, 54.0L, 54.7L, 55.4L, 56.0L, 56.7L, 57.4L, 58.0L, 58.7L, 59.4L, 60.0L, 60.7L, 61.4L, 62.0L, 62.7L, 63.4L, 64.0L, 64.7L, 65.4L, 66.0L, 66.7L, 67.4L, 68.0L, 68.7L, 69.4L, 70.0L, 70.7L, 71.4L, 72.0L, 72.7L, 73.4L, 74.0L, 74.7L, 75.4L, 76.0L, 76.7L, 77.4L, 78.0L, 78.7L, 79.4L, 80.0L, 80.7L, 81.4L, 82.0L, 82.7L, 83.4L, 84.0L, 84.7L, 85.4L, 86.0L, 86.7L, 87.4L, 88.0L, 88.7L, 89.4L, 90.0L, 90.7L, 91.4L, 92.0L, 92.7L, 93.4L, 94.0L, 94.7L, 95.4L, 96.0L, 96.7L, 97.4L, 98.0L, 98.7L, 99.4L, 100.0L, 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767.4L, 768.0L, 768.7L, 769.4L, 770.0L, 770.7L, 771.4L, 772.0L, 772.7L, 773.4L, 774.0L, 774.7L, 775.4L, 776.0L, 776.7L, 777.4L, 778.0L, 778.7L, 779.4L, 780.0L, 780.7L, 781.4L, 782.0L, 782.7L, 783.4L, 784.0L, 784.7L, 785.4L, 786.0L, 786.7L, 787.4L, 788.0L, 788.7L, 789.4L, 790.0L, 790.7L, 791.4L, 792.0L, 792.7L, 793.4L, 794.0L, 794.7L, 795.4L, 796.0L, 796.7L, 797.4L, 798.0L, 798.7L, 799.4L, 800.0L, 800.7L, 801.4L, 802.0L, 802.7L, 803.4L, 804.0L, 804.7L, 805.4L, 806.0L, 806.7L, 807.4L, 808.0L, 808.7L, 809.4L, 810.0L, 810.7L, 811.4L, 812.0L, 812.7L, 813.4L, 814.0L, 814.7L, 815.4L, 816.0L, 816.7L, 817.4L, 818.0L, 818.7L, 819.4L, 820.0L, 820.7L, 821.4L, 822.0L, 822.7L, 823.4L, 824.0L, 824.7L, 825.4L, 826.0L, 826.7L, 827.4L, 828.0L, 828.7L, 829.4L, 830.0L, 830.7L, 831.4L, 832.0L, 832.7L, 833.4L, 834.0L, 834.7L, 835.4L, 836.0L, 836.7L, 837.4L, 838.0L, 838.7L, 839.4L, 840.0L, 840.7L, 841.4L, 842.0L, 842.7L, 843.4L, 844



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