



RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



July / Aug 2008 VOL. 36, 4

CORVAN ANTIQCS

A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA



Sleeping Beauty?????



CORVANATICS OFFICERS & DIRECTORS

FOR 2007-2008

PRESIDENT

Ken Hand vairmech@aol.com 248-613-8586
97 Peach Pontiac, MI. 48342

VICE PRESIDENT

Sam Christ 517-589-5625
4162 N. Main St. Leslie, MI. 49251

SECRETARY/TREASURER

Larry Schmuhl lschmuhl@juno.com
4563 Deep Grove Ct Jacksonville, FL 32224

DIRECTORS

Eastern: Ben Stiles, bensbus@paonline.com, 717-687-7558
212 Georgetown Rd. Strasburg, PA. 17579

Central: Mike Dobie 817-430-3633
240 Twin Lakes Ct Lewisville TX 75077

Western: Lon Wall lonwall@corvairunderground.com
P.O. Box 339, Dundee, OR. 97115

At Large: Tim Schwartz, toschwartz@att.net, 201-447-4299
5 Riverview Ln. Ho-Ho-Kus, NJ 07423

TECHNICAL EDITOR

Jim Jimenez triplej@lsol.net 920-793-1982
2826 Memorial Dr., Two Rivers, WI. 54241

HISTORIAN

Dave Newell chevrobilia@california.net 415-223-4725
P.O. Box 588, Orinda, CA. 94563-0588

EDITOR

Mike Moyer Vairvert67@yahoo.com 850-936-7164
2736 Sherwood Dr. Navarre, FL. 32566

FOUNDER

Ken Wilhite
9560 Maple Way Indianapolis, IN. 46263

CORVANATICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSAs). 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 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: 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

Well I missed Nationals again this year. Really wish I could have gone. Hope all who made it had a great time.

If you happened to take any FC type pictures please share them with us and email them to me So I can use them in future issues of CorvanAntics Please send in articles also. I am in need of new stories for the rest of the year.

Mike Moyer

Editor



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Riding With The President



I am writing this as the convention is going on wishing I could be there. There is more than one reason that I was not there, money being one, isn't that everyone's problem?, and also my new bride and I just bought a house, finally! I don't have much FC content at this time and this may be my last newsletter article if someone else is elected Prez. So, let me tell you about my good fortune so far, I have gotten a job at the GM Milford proving grounds as a diesel tech. That means that I am working on your future trucks you will buy to haul your other cars because we drive our FC's, don't we? That job in turn afforded me the chance to buy a house and I am moving as I write this, well, sort of anyway. I have already taken 5 loads of my trailer to the new house and as you read this I will have everything moved and we will have taken possession of the house. Just a few details here; the house sits on 2 acres with an attached 2 car garage and an out building with a lift.

After I get moved and set up I will only do part time Corvair work as I will not give up the job that I have at the proving grounds, that is the best job I have ever had, including my own business and that is saying a lot! I'm not getting out of Corvairs but I am going to slow down on the work that I do for others.

One thing I do have to say is a lot of us do our own work, I just heard that Steve Poe was killed by his car slipping off the jack stands and falling on him. There is lots of talk on fastvairs right now about safety. I know we all have done dumb things in the past and gotten away with it but how many times can you do that before you run out of luck? Even with jack stands a third safety device is always good. I always left the jack under one side of the car but any third safety device that won't crush will work also. All I can say is safety is paramount when we work on our FC's, we don't need to lose any one by an accident.

So, Happy Corvair-ing and keep the shiny side up.

Ken Hand

FROM THE SECRETARY

Okay, the reason this is so late is MY FAULT. I drove my motor home from Jacksonville FL to the Ventura convention, then to Las Vegas, Reno and am now in Dallas. Sorry! I can report however, that Uncle Sam is in great shape (except for a few roads) and there are lots of people driving everywhere. Gas ranged from \$3.79 to \$5.46 so far, but there is no shortage.

I conducted the annual meeting on behalf of the President in Ventura. Election of officers resulted in a re-election of all existing officers.

I provided a bank report of all funds. As of 31 May 2008

We have:	
Checking	\$2, 896.16
Savings	\$1050.47
CD	\$2,184.88

We have been financially secure recently. Most of this is due to you who get your newsletter online. As such, motions were made and carried to donate \$250.00 each to CORSA, CPF and the Scholarship Fund. I presented the checks at the banquet.

There was no old business, so under new business I committed to publishing a roster twice per year in the newsletter. Consequently, rosters will no longer be offered for sale.

Open discussions then centered on various noises that come from the differential and transmission areas of our vehicles. Sources seem to range from worn spider gears to loose saddles to loose pinions to bad u-joints.

I am providing the Editor with a CD containing pictures of FC's in California. There was a sizable contingent of FC's from Canada, as well as a range of everything from daily drivers to pristine beauties – even an electric Rampside. I assume Mike will ration them out for us to share.

Welcome new members:

Charlie Garthwaite – Bellevue, WA
Brently Cooper – Mendham NJ
Spencer Shepard – Charlotte NC

Thanks
...Larry

Sleeping Beauty????

They say beauty is in the eye of the beholder. I guess that is correct in this case. Recently I was talking to a new Coworker about my Corvairs and he said” my neighbor has a old Greenbrier van in his Garage and it been there over 20 years” I being infected with Corvairitis had to know more so I had him inquire about what the intentions were for the van. A few days later after getting the phone number I was speaking to Fred Miller about his 1963 Corvair 95. He is the 2nd owner. It indeed had been sleeping since 1989 and had less than 300 miles on it since he moved to Florida that year. In fact it only had 18,468 mile since it rolled out of the factory over 45 years ago. Mr. Miller said he purchased It originally in California to move to Indiana. He said no rust and in very good condition. His asking price was in my budget. I had to see this Van!!!!

But I was disappointed to find out he was about to leave for a month on Vacation to France with his wife which meant I would have to wait to see it.



The day finally came Friday June 20th! I wasn't sure what to expect. The first and obvious fact. Bright Orange!!!! Otherwise it was a plain Jane stock delivery van. The only options were the passenger seat, Powerglide transmission, chrome bumpers and a cigarette lighter

I had to unbury the van enough to get a good look at it . It had stuff in it, on it under it and all around it. I crawled underneath to get a good assessment. You

know what! I couldn't find anything wrong besides garage rash . You know they always say its in great shape, No rust but this time it was true .

Mr Miller said the horn didn't work and the Gas Gauge was also broken. It was everything Mr. Miller said it was and more. The Bucket seats were incredible. It had front and rear sway bars installed, adjustable shocks, The engine compartment looked like it just came off the line except for the dust and a little surface rust on the generator case. The motor pulled through by pulling on the fan belt but the carburetors were frozen. I could not find a lick of rust beyond where the paint had been chipped off. Even the tires were relatively new looking.

He had new door seals, fuzzies and new window channel. There was a fuel tank sending unit oring, a new lock collar, a new filler neck hose along with a vent hose, rolls of gas tank anti-rattle cork. New door rubber bumpers and more all in boxes in the van all purchased back in the early 90's from Clark's.

This was just too good to be true. There had to be a catch somewhere. I had to ask what's the deal? Well turns out he had intentions of getting it going again but health issues kept him from getting anything done. And he final reason is his wife said it's got to go!!!! After talking to his next door neighbor about me he had decided that I would be the perfect person to give it the attention it deserves. WOW!!!



Well the deal was done. Only problem is he could not find the title yet but worst case we would file for a replacement. I loaded it up for the ride home.



One stop at my property in Milton to pick up some spare FC parts and on to home. I parked it in the driveway in front of my shop, Changed clothes and hurried off to work.

Saturday morning first things first a quick scrubbing in the rain to get off the dirt and then on to engine. I started out with the basics. Changed the carburetors with ones

from the shelf . Filed the points , installed a good battery from by greenbrier and a shot of ether and she sputtered for a few seconds. It will run!!!!

I ran a line from the fuel pump to a gas can and hit it with a shot of ether again and she fired right off. She sounds healthy!! Brakes feel good so I drove it around the block . Tires vibrate badly from sitting. I pumped out bad gas from tank with an electric fuel pump and pouring fresh gas from gas can. I spent the rest of the day compounding and waxing the van (Darn that Orange just gets brighter)

Sunday Dug out the center line rims and tires I was saving for a deserving project. I cleaned them up and tired them on for size. Quick check of wheel cylinders while the tires are off find no problems. The tires where 215-65-15 and are a tight fit on the rear but they do fit under there so I am going to see it they will rub. They look really good on the van . Sure hope they work out!!! Took it for a ride . Rides much better no rubs on tires.

Drove around a bit seems to get more doggy . Pulled fuel filters found mud. Removed Fuel tank found inches of sludge in bottom of tank. Spent hours cleaning and flushing. Cleaned sending unit and tested on van works great. Discover hole in float so



I ordered one from a favorite Corvair Vendor..

A week later Mr Miller found the title so I picked it up , I took pictures of how it looks after clean up and new wheels. He is very pleased. Float came in and tank installed. The van is running well. Drove to Tax Collector to register . And to work several days. So far lots of looks, lots of comments. Some think Orange is hideous, some think its great. Either way it needs paint touch up due to the Garage rash but not sure what to do with it. The color by the Tag was originally white. But now that seems way to boring. The Orange is growing on me some now. The fact that Orange is my son's favorite color helps some. I think it would be a great Home Depot Van , May Be a WhatABurger van. Maybe next issue I we can conduct a paint scheme contest with input from our club members. . Anyway Having fun with the new FC , Need to make some upgrades soon , Like matching mirrors!!! . Hey a radio would be nice...Right now I am looking for brackets to add rear Greenbrier seats for my son and his friends to ride. Maybe later convert to custom van with camper package .Idea's, Idea's, Idea's this will be lots of fun!!!! Definitely a beauty in my eyes. . You never know you might even find it at a car show in the area soon.



Mike Moyer
Navarre FL

Looks great in the pictures but is a 20 footer

Centerline wheels and tires were a big improvement in the looks department.

Anyone have plans for a camper interior? Might just be the interior choice I'm looking for.



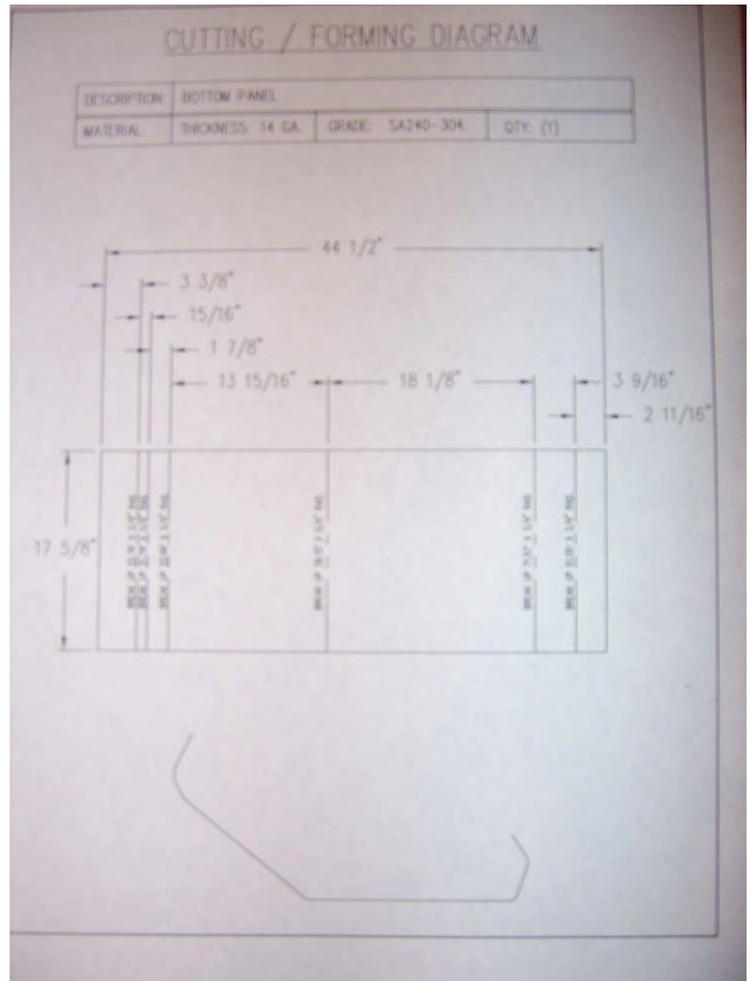
Club Roster 2008-2009

Paul Allison	beaminscott@yahoo.com	Keith Hammett	vair65@netzero.net
Louis Armer	carmerjr@mindspring.com	Ken Hand	vairmech@aol.com
James Ash	MarilynAndJC@gmail.com	Dorothy Hansen	DH4hansen@aol.com
Larry Asheuer	a-lcorvair@msn.com	Clark Hartzel	chartzel@comcast.net
Larry Ashley	lashley327@optonline.net	John Herkenratt	jherken1@netzero.com
Fred Bangle	fredbagnall@aol.com	David Herrin III	source@adnc.com
W. Barden	christybarden@cs.com	Mel Herwald	mherwald@mgwnet.com
Gary Baxterg	baxterpe@cox.net	Larry Hickerson	hyosilver@aol.com
Doug Bell	doug.bell3@comcast.net	Ron Hinz	ronh@owt.com
Ed Bittman	marpack57@aol.com	Vic Howard	vichoward@frontiernet.net
Bryan Blackwell	bryan@skiblack.com	John Howell,	Jruv417@bellsouth.net
Kenneth Boulan	Kenvair140@yahoo.com	Bill Hubbell	whubble@umich.edu
Ward Bourgondien	ward@lightningspeed.net	David Huntoon	Corvair66@aol.com
Jerry Boyles	shencontrols@aol.com	Francis Schmidt	schmfran@juno.com
Michael Burgio	rwbvair@aol.com	Edward Iglar	matchlessmo@yahoo.com
Paul Campbell	paule_3@hotmail.com	Danny Jaeger	WJaegerT@AOL.com
Bill Chelis	chelvis@camano.net	Richard Jenkins	rmj_spj@comporium.net
Sam Christ	SC3@cablespeed.com	John Johnson	John@NFDC.NET
Kevin Clark	kevin@kcvairbrush.com	Clyde Jones	clydej@swat.coop
Larry Claypool	TATRA1@aol.com	Terry Kalp	tkalp@cox.net
Tim Colson	n2vzd@aol.com	Jeff Kent	kentvair@bellsouth.net
Brently Cooper	huttocoopers@yahoo.com	Steve Kirkton	steve.kirkton@sungard.com
Edgar Corson	Jrcorvair@aol.com	George Koenig	gandbkoen@suddenlink.net
Jim Craig	ultravan604@tcsn.net	Merv/LorettaKrull/Prosser	krupross@sunwave.net
Robert Crawford	crawfr@rpi.edu	Robert Langdon	rwlwp@mindspring.com
Linda/Eldon Dahlll	dahl@juno.com	Norbert Laubachnor	bert@frontiernet.net
Richard Dahmer	harverter@prodigy.com	James Lawlaw	jandl@aol.com
Ray Davis	scout1977@hotmail.com	Harold Layher	Hmlayher@aol.com
James Davis	jld@wk.net	Ralph Loewinger	rash44@earthlink.net.
Mike Dickerson	madmike1@ptd.net	Duanne Luckow	daluckow@aol.com
Jim Diell	njdl@sympatico.ca	Francis Lux	fralene579@aol.com
Phil Domser	pdomser1@yahoo.com	Delbert Lynn	dlynn@earthlink.net
DennisDorogidfamily@cecomet.net		Don Manen	donmanen@yahoo.com
Frank Dotson	PapaModesto@cs.com	Ron Mann	RMvair@aol.com
John Dozsa	jdozsa@carr.or	Robert Marlow	vairtec@optonline.net
Spence Duffey	saduffy@brecnet.com	Walt Matenkosky	wmatenkosky@hotmail.com
Terry Dumerauf	Dumerauf@cs.com	Tim Mc Cann	mr_tim34@yahoo.com
Herb DuPlant	herbvair@swbell.net	David McChesney	daveeva@icehouse.net
Barney Eaton	barney@warpspeed-isp.com	Vern McIntosh	vmcintosh@empnet.com
Harold Eigenman	lrampside@gmail.com	James McLott	Jim_mclott@bellsouth.net
Michael Emanuele	rampside@ncweb.com	William Meglen	tirediron@charter.net
James Enfield	jte448@cs.com	Michael Mehl	racemike@juno.com
Gayle Finch	rfgfinch@wmconnect.com	Michael Moyer	Vairvert67@yahoo.com
Jim Forgey	jforgey4@yahoo.com	Doug Musselman	fcvairs@atlanticbb.net
Hugh & Peg Fowler	HugPeg@juno.com	Kerwin Nailor	nnsquared@comcast.net
Charlie Garthwaite	charliegwt@hotmail.com	Joseph Nelson	nelson.c@mindspring.com
Steve Geddes	neonrat@montanasky.us	John Nickel	fivcent@bellsouth.net
Steve Gongoras	gongora@Worldnet.att.net	Charlie O'Hare	OHARECK@aol.com
Robert Grant	granteb2@comcast.net	Timothy Palmer	corvair@murfy.us
Robert Griesha	bervairpoor@hotmail.com	Dave Palmer	lynndee@cwo.com
Ralph Gubser	Spyderman64@webtv.net	Ronald Parsell	rojo@egyptian.net
		Garry Parsley	geparsley@sbcglobal.net

Raymond Paul paulra1@aol.com
 Jim Pennell almajim@att.net
 Dennis Pleau dpleau@efortress.com
 John Policella gailvair@juno.com
 JR Read hmlinc@sbcglobal.net
 George Renz gfrenzie@aol.com
 LeeRichardson lcr21@msn.com
 Donald Richmond drichmond@jehle-halstead.com
 Vincent Rohr vincerohr@hotmail.com
 Bill Rudolph vairbilly@aol.co
 J.Salazar julcaes75@yahoo.com
 David Sanger dksanger@pentel.net
 Larry Schmuhl lschmuhl@juno.com
 Gregory Schupfer gschupfer@cox.net
 Timothy Schwartz tim@bristolnj.com
 Paul Sergeant paulsgt@aol.com
 Spencer Shepard ssh Shepard3@hotmail.com
 Steve Simmons sssimmons@seark.net
 Bob Skinner bobskinner@suddenlink.net
 Tom St. Amand lumppytom@hotmail.com
 Benjamin Stiles lbstiles@verizon.net
 Thomas Stinglt sc01@corvair.de
 Kent Sullivan kentsu@corvairkid.com
 Gary Swaitowy mopar@jbc2.net
 Corbin Tayloe ctayloe07@aol.com
 Christopher Teer teermin8r@mac.com
 Ed Thompson ext@quarles.com
 Russ Thuleen lsteckler@aol.com
 J. Tulley tull712@juno.com
 Bill Van Lieshout billv1@vbe.com
 Earl Vogele vogel@clas.net
 Richard Weidner rcwvair@rcn.com
 Duane Wentlandtant koto@bctonline.com
 Charles West 104336.1753@compuserve.com
 Laura Wilshire wilshirejoan@msn.com
 Clay Wispell claywispell@tx.rr.com
 Darrel Woofter woofcorvair@aol.com
 Jesse Wright wright824@verizon.net
 Greg Wrobleske greg_wrobleske@yahoo.com
 Dave Ziegler dziegler3@comcast.net

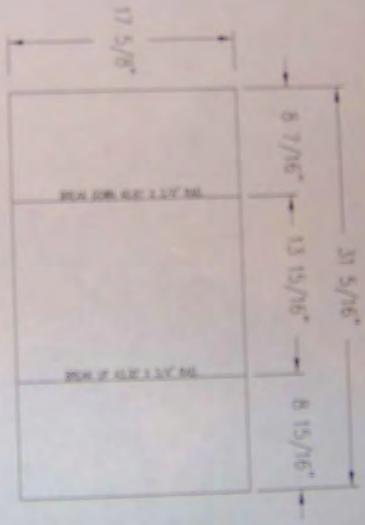
Keith Hammett's FC Gas Tank Plans Continued from last issue

If you need a printable copy I can forward his pdf File . Sorry wasn't enough room for full size sheets.



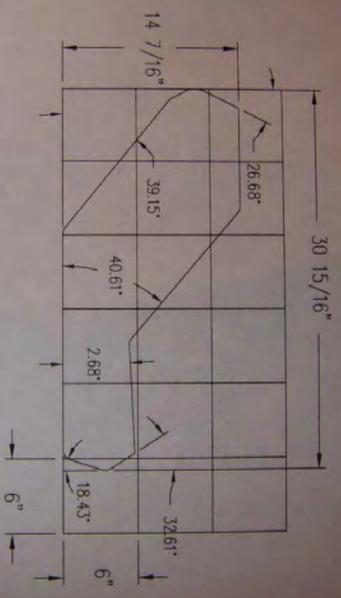
CUTTING / FORMING DIAGRAM

DESCRIPTION:	TOP PANEL	THICKNESS:	14 GA.	GRADE:	SA240-304	QTY:	(1)
MATERIAL:							



CUTTING / FORMING DIAGRAM

DESCRIPTION:	SIDE PANELS	THICKNESS:	14 GA.	GRADE:	SA240-304	QTY:	(2)
MATERIAL:							



NOTE: ONE LEFT, ONE RIGHT
 NOTE: ALL RADIUS ARE 3/4"



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

Wanted: Floor bracket to mount 2nd & 3rd row Greenbrier seats. I want to add rear seats to the corvair95 for my Son and his Friends **Mike Moyer 850-261-1709 Navarre FL vairvert67@yahoo.com**

For Sale: 1964 110HP Truck engine Needs rebuild TO918vb distributor 110319 head 3813516 9:1 102 62-63 102 heads on 164cu give 110 HP Automatic Bellhousing Complete minus carbs \$400 You arrange pickup. **Bill Clemons Panama City FL 850-763-1605 clemwh@aol.com**

It was suggested that I check here if anybody is interested in purchasing a **lower front shield** that was removed from a 64 Greenbrier that I owned. I found this piece cleaning out my garage. It mount on the very front underneath and I'm guessing it covers along the front and steering box. If any one is interested, please email me @ gpalso@yahoo.com. I can also send photos if you like.



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Observation

My Rampside has the Chevrolet nameplate across the back - - like they all do. The other day I was looking at it - - see photo - and wondered why they put the name where they did. It would look a whole lot better if it were in line with the rest of the rear-end view - namely, in line with the lights/reflectors.

All I would have to do is put a few new holes in the gate and weld the old ones closed - - grind and paint and all would be well and it would "look good" too. Members could comment.

Fran Schmit



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

For 1963, Chevrolet has taken another giant step ahead of the industry, with three unprecedented Corvair 95 models! They're totally new from road to roof, 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, containing engine, transmission and rear axle gearing in one package, tucked between the rear wheels. Further, Corvair 95 proportions create the bulk of the surge absorbance, 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 frame can match.

MODEL 9534 LOADSIDE PICKUP features an amazing 1,000 lb. payload capacity, with deep well bed floor loading guides to 55 cubic feet. Overalls three sections (with bed floor) is optional at extra cost.

MODEL 9534 RAMPIDE PICKUP offers attached use for loading heavy loads. Budget hitch-haul cargo using provided hook, no lifting, access to deep well bed space. Heavy doors and hinges securely latch with body pins.

MODEL 9534 CORVAN means good news for light-duty delivery and operations everywhere. Big (left) side doors open after each load, with 16 tie-downs. 10 tie-downs hold 100 lb. of material (double load). Space. Wide-opening rear doors are standard and left side double doors are optional at extra cost.

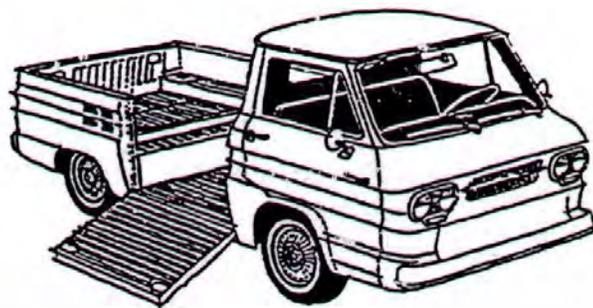
SPECIFICATIONS

STANDARD EQUIPMENT
 A.S.I.C. BRAKE, front & rear.
 BRAKES: Hydraulic, front & rear 10" x 7", (drag area 107 sq. in.)
 C.L.T.S. (C.L.T.S. - Clutch, Lock, Turn, Stop)
 CLUTCH: Hydraulic, front & rear.
 ENGINE: Turbo-44 (44 hp) for 14-speed transmission.
 FUEL TANK: Capacity 30 gallons.
 GVWR: 4,000 lb., maximum.
 SPRING: FRONT: Coil, capacity 1,100 lb. each.
 SPRING: REAR: Coil, capacity 1,100 lb. each.
 STEERING: Rack and pinion.
 SUSPENSION: FRONT: Independent, capacity 2,000 lb.
 SUSPENSION: REAR: Independent, capacity 2,000 lb.
 TIRE: P175 x 16 (standard) 120/140/16.
 TRANSMISSION: 14-speed synchromesh.

OPTIONAL EQUIPMENT
 BRAKES: COMBINED: Front & rear.
 C.V.T.S. EQUIPMENT: front and rear suspension, shock absorbers and steering knuckles.
 FUEL: 16.7 gal. tank for Corvan model.
 FLOOR, LEVEL: FRONT: 1600 lb. payload only.
 HITCH & HITCHING: Hitching system as shown on left.
 HOOD: 1600 lb. payload.
 PAINT: TWO-TONE: GREEN/WHITE: Corvan or 14 transmission, Rampside.
 REAR: 1600 lb. payload for Corvan model.
 TIE-DOWN: 10-TIE-DOWN: 100 lb. payload (backload) on whiteback.
 TRANSMISSION: 8-speed synchromesh (includes 1:1 low ratio transmission).
 WHEELS: 1600 lb. payload (double load) on whiteback.



CORVANANTICS
4563 Deep grove Ct
Jacksonville, FL 32224



FIRST CLASS