

CORVAN ANTICS

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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, Diane Galli, 5000 Cascabel Road, Atascadero, CA. 93422-2302.

Dues are \$6.00 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. Club window stickers are \$1.00 each and jacket patches are \$2.15. Club stationary is .05 each sheet, and rosters are \$2.00. These are available from the Secretary/Treasurer.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor: Garry Parsley, 402 Forrest Ave. Cleburne, TX. 76033-5343. All of these can also be sent by e-mail to: geparsley@att.net. 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/

COVER PHOTOS....

I know this is not really the Christmas issue, but I couldn't resist. This is from a toy catalog cover from a Pa. Department store. Found on ebay. Back cover top: Central division director Woody Thomas's Greenbrier. Back cover bottom: My own Greenbrier. Photo taken at Red Oak II, a now dismantled historic village in Missouri.



EDITORIAL DEEP THOUGHTS....

WOW.... My first issue of Corvan Antics! I take over with severe trepidation, as David did such a good job for so many years. Those are big shoes to follow. We all owe David a HUGE "THANK YOU" for all those years of service. I can only hope that my rein, however brief or long it may be, maintains the standards that David set.

First off, you'll notice we are no longer printing in two colors. Sorry 'bout that! We will however go long on pictures. That means that you will have to send lots and lots of pictures....unless of course you want to see lots and lots of NTCA F.C. pictures! I didn't think so. Any time your local club has an outing, or you take your F.C. someplace interesting, snap a picture and send it to me via snail-mail, or e-mail. You just might find yourself on the cover!

You'll notice a column in this issue titled "F.C. (Featured Columnist)". This will be a rotating column for a selected article received each issue. So, start writing! You'll have to wait until next issue to see what the new cover will look like!

Garry Parsley

RIDING WITH THE PRESIDENT



It's that time of the year when we think of trees, gifts, food and most of all, family. I wish each of you a Merry Christmas and a very Happy New Year.

We are starting out this year with a new editor in Garry Parsley. I have known Garry for many years, and I know you will enjoy his work. I would like to thank David Hartmann for the great job he did as editor of Corvanatics for so many years. It's people like David and his contributions that makes Corvanatics a great chapter of CORSA. Thanks again, David.

As most of you know or may not know, I had the honor of winning the Edward N. Cole award at the international convention in Chicago this past July. My vehicle of choice was my '62 Greenbrier. This is the same forward control that I drove to Lake Placid in 1997 and won the award at that convention.

If you attended the convention in Chicago then you know it was a great convention. The hotel and the entire facility was outstanding. Our Corvanatics meeting was held in the parking lot with lots of good pizza and drink. I would like to thank Jim MacDonald for his contributions and for being president of our chapter of CORSA.

Now that I have taken a look at yesterday, let's look at tomorrow. Due to the fact that Corvanatics meet only one time a year, and that is at the international convention, my question is: "Are you planning to attend?" Our convention this year is in Flagstaff, AZ., and the dates are June 25-29, 2002. It is billed as "A CoolVair Affair," and it looks to be yet another great location. Right now my plan is to have my '62 Loadside at the convention. Which forward control will you bring? Check the CORSA Communique calendar for all the info on Flagstaff and make your plans now to attend in your F/C.

Many of you read the article last month from Billy Bruce and his trip to and from Chicago. It was a very good article and I am sure Garry is looking for more like Billy's article. Speaking of Billy, you will want to purchase a copy of "Car Collector," December 2001 issue, Page 54. It is a great article on Billy's red/white 1964 Rampside. The pictures and article will make you proud just to own a forward control. It is good reading and there is no mention of "you know who". Buy it, you'll like it.

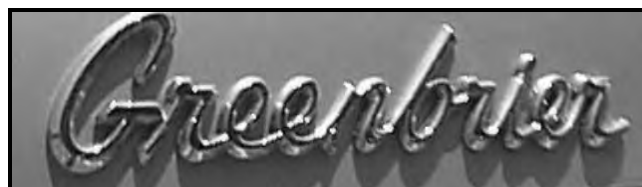


Again, Happy Holidays to you and your family. May God bless America!

Corbin Taylor

Working F.C.'s

Do you have a working F.C.? No, not just one that occasionally hauls the goods to your local club picnic. I mean a real working F.C. Kind of like the rampside at the St. Charles convention with the oil company logos all over it. If you do, how about sending some pictures of your F.C. at work, along with a short article of it's history, duties, greatest or most unusual payload, etc. I guarantee you, we all want to see and hear about it. Just drop me a line and some pictures and get your well deserved 15 minutes of fame!



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F.C. **(FEATURED COLUMNIST)**

I am not a good story teller, but I have to let everyone know that my Thanksgiving trip from South Central Kentucky to the Western edge of Arkansas and back went great! The 140hp PG 1961 model Greenbrier churned out approximately 1325 round trip miles at 65 to 70 mph without a hitch.



I bought this Greenbrier from Chuck Armer in Atlanta about two months ago. The only test drive I gave the

van was when I backed out of his driveway and drove it 300 miles one way to my house. He had already told me that he had only driven the van 20 or 30 miles at a time, so I told the van that it was fixing to make ten 30 mile trips all at once. It came north from GA to KY like it was used to making the trip every day. When I got here and started tinkering with the van, I discovered that the heater didn't work. So, I commenced on completely rebuilding the engine air heater system. Upon removal of the heater box from the under side of the floor section above the PG transmission, I discovered that I was destroying the retirement dwelling of at least one mouse. I emailed Chuck and told him that if he would send me a check for \$10, I would mail back to him all of the stuffing that the mouse had apparently stolen from his couch. As yet, I have not received the check. The heater works great now!

As for the trip to Arkansas and back, my dad's place is a few miles South of Ft. Smith, Arkansas near the Oklahoma state line. On the trip going, a friend of mine whose parents live in Southeast Arkansas, rode with me as far as one of the exits between Memphis and Little Rock, where we met his folks. Traveled solo on to my dad's place in Abbott, Arkansas. On Saturday, for the return trip, my dad loaded up to come home with me. (I have been storing a 1964 Buick Riviera for him and he has been gathering up all of the parts necessary to make the car road worthy for the 650 mile trip from my place to his.) We stopped between Little Rock and Memphis again to pick-up the friend whom I had dropped off on Wednesday.

I estimate for the return trip, the Greenbrier was hauling about 900 pounds of people, luggage, tools, and parts combined. The van didn't seem to mind at all. What it did mind though was the incredible side wind. Wind gusts of

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25 - 30 miles per hour were experienced for the entire trip home and extremely hard rain for the last 50 miles of the trip. The 140hp engine managed several tanks at 16 to 18 mpg and one was 20 mpg. I was thrilled considering all of the weather issues we were encountering, the weight be-



ing hauled, and the speed at which we were traveling.

Thanks for reading about my Greenbrier's Thanksgiving run to Arkansas. By the way, I did see family and eat while there and I am very THANKFUL that my Greenbrier made the trip so easily. We got more looks, stares, and thumbs up and than we would have ever gotten driving anything less...I mean else!

Rickie Williams
Columbia, KY



Valveeta is Retired!

It is sad but true. There comes a time with every good reliable vehicle, when you have to come to terms with reality. The many years of great service and reliability will finally take their toll on any car. When I think back to the great adventures we had, hauling everything imaginable with this Greenbrier... camping trips, exploring back country roads, even crossing streams and small rivers with the front bumper pushing water like a true Corphibian. And then there was sporting events with a load of friends on board and an official parade lap of the Sangus Race Track just weeks before they permanently closed the place down. Valveeta even won some trophies in local car shows. These weren't concours events, but the people attending liked the way the '64 Brier looked, and made me feel proud.

Not long before I acquired this FC – Valveeta was lifted off the roof of a car in a junkyard to be given a second chance at life. Having nearly been smelted into several Toyota's, this second life accumulated over 200,000 more miles and an additional twenty plus years of service. From stump pulling, or trips to Mexico, and multiple runs to the Great Western Fan Belt Toss and Swap Meet, the adventures just continued. I remember a handful of times when those brake drums got so hot on long grades with a huge load of parts on board. Pushing on the brake pedal was about as good as stomping your foot on the floor. Brake fade is the term and I learned to pace myself on long down hill grades with a heavy load.

But now it comes time to retire.

Proper research and planning must go into a retirement like this. I mean – this is a special vehicle so I'm not going to retire Valveeta in a cheap way. Then again extravagant expense is not necessary either. So I settled on a good quality set of Cooper tires for this particular retirement. They served me well in the past and I believe they will again in the future. You should never take retirement for granted. When it comes time to retire your FC, keep in mind all of the adventures you have already had. I look forward to many more years and miles of fun with Valveeta, because of all the vehicles I have owned and sold over the years, this Greenbrier is still here. Besides.....if you think about it – retirement only occurs every 35,000 miles or so anyway!

Dave Palmer

From a 1963 Chevrolet Station Wagon Brochure.



3rd Annual Corvair Gathering

St. George, Utah

March 22, 23, 24

Friday – Welcoming Party at J.C. Snow Park
Saturday – People's Choice Car Show & Zions Park Drive
Sunday – Scenic Drive in Snow Canyon State Park
Swap Meet – Friday, Saturday & Sunday

(NOTE: A registration form accompanied this announcement, but was too large to include. If you are interested contact the host club or the CA editor.)

TECH ARTICLE WANTED!!

After just spending the better part of a Saturday installing the window channels on my Greenbrier left side intermediate roll-down windows, I gotta ask....just how is this done??!! The shop manuals are quite vague, and since the replacement channels are not quite identical to the originals, they really don't fit quite as snug as the originals. What is the easy way to put these in? On the first one, I pulled the glass completely out, and almost never got it back in, while completely ruining the window tint. On the second one, I just pulled one of the lower channel holders and slid the channel in while sliding the glass back and forth. Easier, but I have to believe it can still be easier than this. Also, I don't feel as though the upper corners are really set properly. Since they are not notched like the originals, they tend to "pooch" a little. Will this conform over time? Got a good answer? Write a good tech tip for the rest of us!

Garry Parsley

Ben's Bus Gets a Brother

After posting several wanted ads for a Rampside in Corvan Antics issues and the CORSA website, I finally started to get some calls. Actually, I already had a hook on a 1964 Rampside in Massachusetts that needed a lot of bodywork, paint, and some mechanical rebuilding. The one really redeeming factor to this truck was its 140 power plant. A better truck would come along, but I would have to have patience.

All of the calls I got were for project trucks. I knew they would be. Rampside in fair to good running/cosmetic condition for a fair price do not exist in most areas of the country. These trucks were built to work, and most of them did just that. I knew finding a good candidate would be a difficult task. Calls came in from New Jersey, Maryland, Pennsylvania, and Virginia. None of the phone descriptions matched my desires. I would not be too upset with a mild project, but after working on Ben's Bus for ten years almost as much as I had driven it, I did not want another similar type truck. I wanted one ready for driving and enjoying that looked good too.

The very day I sealed the verbal deal on the Massachusetts Rampside mentioned above, I got a call on my answering machine. A nice gentleman named Geoff Flynn from Albany, NY had what he termed a "pretty nice" Rampside available. He told me to call if I wanted more details. From his sincere voice and his short description of the truck, I decided to give him a call. On the first call, I got his wife. He then called me back and told me more about the truck. It was a 1961 Rampside with an eighteen-month-old paint job, a 95-horse car engine, 4 speed, mag wheels, rechromed bumpers, new carpet, fair upholstery, and finally the golden item. Although Geoff was from Albany, NY, the truck was not. The truck had come to Geoff by way of San Diego, Ca. It had never been driven in a northeastern winter or on a salt covered road. The truck, and more importantly its ramp, were rust free.

Although this all sounded too good to be true, I asked the selling price. Now I knew it was too good to be true. I told Lynn the details, though she had been watching me write them down. She said the price was a bit more than she wanted to pay. We talked it over for a day or two, and I was convinced that if this truck was as nice as it was described, I could not refinish a project for the same price or less. Another call to Geoff sealed the deal. The 1961 Rampside would be mine! Now I just needed to figure out

how to get it home.

My dad and a friend had Suburbans suitable for towing a truck home, but I hadn't talked to either one of them for a while. A few acquaintances from the Boy Scout troop had large trucks, but none willing to let me borrow them for such a trip. I was even thinking of dragging the Rampside home with the Greenbrier. That would not have been much fun. Finally Jeff at Corvair Ranch agreed to let Lynn and I borrow the Ranch's 1970 pickup truck and a towbar to tow the Rampside home. We went and picked up the truck on the evening of April 6, 2001 and drove it home. At 5:00 on Saturday morning, we were headed north towards Albany.

After six plus hours, we arrived, a bit stiff from the ride. Geoff had said his driveway was a bit steep, and he was right. I spotted the Rampside on an abandoned tennis court on Geoff's property that had been converted into a Corvair parking lot. The Rampside resided here with a 1964 track sedan, and a 1964 coupe for beating around



in. His retired Greenbrier sat at the back of the lot. The first foot above the tires was rusted away on the van. The Rampside was a different story. I had a magnet in my pocket and tested for bondo covered rust. I found none except for a bit on the tailgate that is presumably covering a dent, not a hole. The paint

was not show quality and the truck was dirty, but it was much more presentable than the Greenbrier, even in its current state. I found a picture album that showed the truck before it had mag wheels. It had stock rims and white wall tires. I asked Geoff if they were still around, and he said they were in the barn and did I want them? I said yes because I am not much of a mag man, and so we got the five correct rims with good tires on them and threw them in the back of the Rampside. After talking a bit and discussing Geoff's track record at Lime Rock with the '64, we said we wanted to take the Rampside home with us. He was surprised we were ready to take it home that day, but we assured him the Ranch truck would be able to tow it home. It had towed Ben's Bus on a few occasions in years earlier.

Now the fun part. The truck was between the two Corvair cars. Geoff got a towrope and turned the key on his ancient and very loud Blazer. This too was very rusty, but

(Continued on page 7)

CLASSIFIEDS

WANTED:

Front seat for 1961 Lakewood, both seat and backrest.
Also need the hinge covers for the rear hatch.
JL Tulley (cmjhtn@esper.com)
712 Hill St. Kingston, TN 37763

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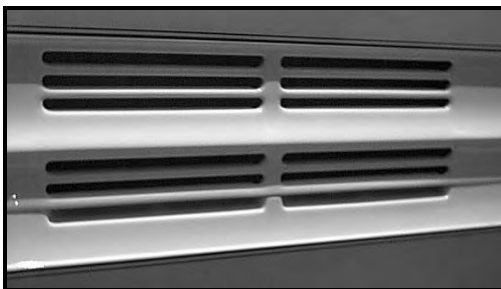
Rampside, Greenbrier, or Van. Must be in good to very good condition, dependable. Cash waiting for the right FC.
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2914 Shadowhawk Dr. Prescott, AZ 86303

FOR SALE:

1961 Greenbrier, good engine, transmission, and fair body.
196(?) Greenbrier 8 door, PG, engine bad, some damage to rear.
1963 Corvan panel van, engine runs, transmission locked up.
Several engines, transmissions, and miscellaneous parts.
Robert Haynie Fair Oaks, Ca. 916-967-5375 call between 6PM and 9PM PST. Cars and parts are located in Wilton, Ca. All offers considered.

FOR SALE:

1962 Corvan 8-door van. New paint (white w/blue stripe), rebuilt (2000) 110hp w/ 140 heads, running two carbs, 4 spd. New tires, new brakes, have all door rubber and window fuzzies. Runs GREAT! 97,000 miles \$3500. / BO Mike Grover email: coltharpai@ldsworld.com for photos. Van is located in California.





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(Continued from page 6)

was only used as a plow truck in the harsh Albany winters. We attached the two trucks and Geoff began to pull out. I steered the Rampside so it would not get damaged. While I was fiddling with the towbar and the Ranch truck, Geoff and Lynn were working on drifting the Rampside over the little dirt path entrance to the tennis court. Geoff had tested earlier to make sure the brakes still worked. It had sat for a year. They needed my help to push it over a bump in the path. We finally drifted it down the path and in line with the pick up tow truck. I figured out how to hitch them together, Lynn paid for the truck, and then we descended the driveway. Geoff sat in the Rampside to give me extra braking power on the way down. He jumped out at the bottom of the hill and we headed down the road.

The trip home was uneventful if a bit scary at times. I wanted to get that truck home safely. At a rest area, a bunch of scouts on a bus thought the Rampside was very cool as we passed them. We avoided some traffic on the way home by stopping in another rest area where the rangers told us of an accident where a person had actually run into a bridge abutment and weakened the bridge. They had a suggested detour route, but said that the detour was now totally tied up, several hours after the accident. We were familiar enough with the area to avoid the detour and when we finally got on the highway beyond the accident, the traffic was lined up for five miles. People were out of their cars playing baseball. They were apparently there for a while.

We returned to the Corvair Ranch at about 11:30 that night. Jeff was still up in the shop with a customer who had waited to see the truck. They looked it over in the dark and agreed it was a nice straight truck. Jeff did some engine work and tuning up at the shop before I was finally able to drive it home. Since then, I discovered a lot of wiring problems (all ground related), added mirrors, re-glued some weatherstrip, had the ramp handles rebuilt, washed the truck, and did some minor detail work. All in all, I am very happy with the truck and have driven it often since I have had it running. I drove it for four weeks while the Greenbrier was having new fiberglass doglegs installed and other cosmetic work. The Rampside now lives in the garage where the Jetta was supposed to live. I look forward to a lot of fun times with the Rampside, and enjoy being a "two" Corvair FC owner! They are more fun in pairs.

Ben Stiles





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FIRST CLASS

