



RAMPSIDE



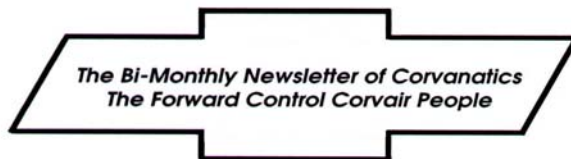
CORVAN



LOADSIDE



GREENBRIER



VOL. 31, NO. 6

NOV / DEC 2003

CENTER OF THE UNIVERSAL DASH



It's really quite interesting if you think about it. For the 4 plus year production run of the Corvair F.C. every single dash came out the same. Oh, I know, not the instrument cluster or glovebox, but the center area and overall shape. With the possible exception of the ashtray handle, nothing changed. What's so amazing about that, you ask? Nothing, but just look at them now. Rarely are any two the same. Inside you will find a small representative sample of the personalized touches they sport.

Enjoy the spread on pages four and five.

CORVAN ANTICS

A CHARTERED CHAPTER OF COSA, CORVAIR SOCIETY OF AMERICA

CORVANATICS OFFICERS & DIRECTORS

FOR 2002-2003

PRESIDENT

Corbin Tayloe ctayloe07@aol.com 817-430-1910
275 Double Oaks Dr., Lewisville, TX. 75067-8268

VICE PRESIDENT

Robert Marlow avanti@carroll.com 201-891-3999
P.O. Box 547, Midland Park, NJ 07432-0547

SECRETARY/TREASURER

Diane Galli rdgalli@tcsn.net 805-466-2737
5000 Cascabel Rd., Atascadero, CA. 93422-2302

DIRECTORS

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

Central: Woody Thomas, woodyvair@aol.com

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

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

TECHNICAL EDITOR

Jim Jimenez triplej@isol.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

Garry Parsley geparsley@att.net 817-558-1281
402 Forrest Ave. Cleburne, TX. 76033-5343

FOUNDER

Ken Wilhite
9560 Maple Way Indianapolis, IN. 46263

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 \$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: 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.

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Well, the long awaited dash expose has finally arrived. Being at Carlisle gave me the opportunity to photograph a lot of dashes, and fill in the blank spaces. Hope you see yours.

What next? I think next I'll collect as many pictures as possible on exterior rear view mirrors. We all want good mirrors that look great. From what I've seen, few fit both criteria. The original mirrors aren't that great, but they look right. Aftermarket mirrors are typically much better, functionality wise, but lack in the appearance category. Many are too big, or they don't fit the door curve properly, or they obstruct your vision. So, what's the answer? I'm not sure, so send me your pictures and tell me why you like yours.

I haven't mentioned it in a while, but my '62 8-door is coming along—slowly. It's finally completely gutted, and undergoing the painstakingly slow process of de-rusting, inspecting, rebuilding, repainting, etc., etc. Originally I had hoped for a 2004 debut, but job and time constraints make it more likely to be a 2007 debut. Such is life!

Garry Parsley

RIDING WITH THE PRESIDENT

The summer of 2003 is here and gone. In Texas we are entering what I think is the best time of the year, "football time." With the Cowboys off to a good start this year and the Texas\Oklahoma game this weekend and high school football on Friday nights, it is the best time of the year.

Also, there are a lot of car shows. After entering my Loadside in the "Pickup n Panels" show and my four-door in another show on the same day, it has been busy. Also having a Corvair show in Plano where I had the Greenbrier and Loadside at the same time, needless to say I have had several busy weekends. It is really a lot of fun to have people talk to you about the Corvair. It is worth all the efforts it takes to enter these shows.

It has been a good year for me and my family. With the addition of a new grandson in Phoenix and being close to retirement, I am looking forward to next year. From the looks of all the new members Corvanantics picked up at the convention in Carlisle, it looks like a lot of members are looking forward to a good "Corvanantics year." Welcome to all the new members.

As this is the last newsletter for this year, I would like to wish you and your family the very best of holidays, and, most of all, a healthy and Happy New Year.

Happy Corvairing,

Corbin Jayloe



WHAT-A-DASH!



The enclosed photos show a carved black walnut dashboard that I made to go into my 1965 Greenbrier Deluxe. There was supposed to be a black walnut burl instrument panel as well, similar to the glovebox door, using Corvair speedo, gauges, etc. I did not have time to finish that because I intended to attend the GWFBSW in Palm Springs, CA. ('88 or '89). So I took what you see in the pics. The four gauges were just some odd gauges that I had lying around. They were angled up and towards the driver's line of sight. My intention was to show it to find out what other 'Vair people thought. My plans also included making a complete carved walnut dash for my 1966 Corsa Coupe.

The reactions and comments from those that saw it were very favorable. A gentleman from the Phoenix/Scottsdale area just had to have it for his highly customized 1964 Rampside and his offer of \$450. sounded good— and I could always make another one. He said he would send me some pics of the dash installed in his truck, so maybe this will jog his memory.

I used a piece of walnut, 2 1/2" x 7" to start with. The glovebox door was a separate piece of burl. I hope everyone enjoyed seeing these as much as I enjoyed making it!



Herb Martin

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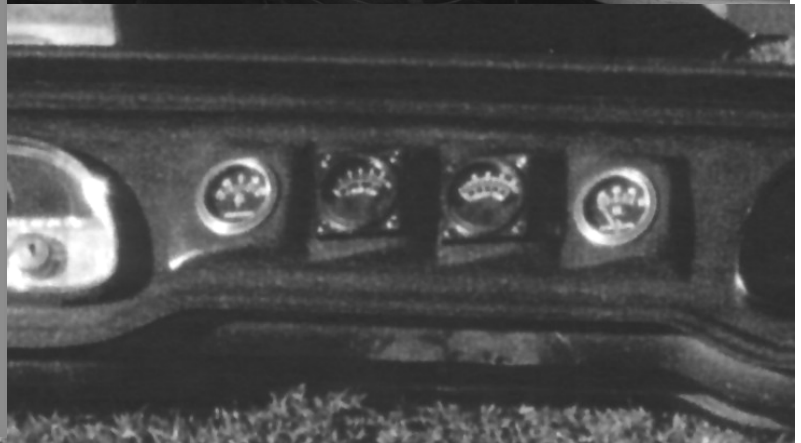
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Seen on a Rampside in a parking lot. Sure hope the safety holds!







Greetings from Ben's Bus

Hello Corvanatics! Air Cooled in Carlisle is history, and what a time it was! I hope many of you enjoyed the logo and its FC influence. Lynn and I decided that it was about time to feature a forward control on an International convention logo. I especially enjoyed displaying the logo on the front of both of my trucks in the form of a license plate.

I did not get to do all the things I wanted to in order to get the FCs ready for the convention. I was able to get new carpet cut for the Rampside cab and washed both trucks. A quick touch-up of the paint on both trucks rounded out my preparation. I did not take any classes towards my Masters degree this summer, but actually owning the house we were renting meant that much of my "spare" time was spent pulling shrubs, building gardens, and generally maintaining the property. So be it, as the property came with a two car barn to store my toys and parts.

Lynn and I really enjoyed being a part of the production team for the convention. An amazing amount of work went into making Air Cooled in Carlisle a success, and I want to send personal thanks to all involved in any way with the convention. We were especially pleased to be a part of the People's Choice car display. This was probably the only convention I will ever be able to enter both of my FCs because of the proximity of Carlisle to our home. We sure did have a lot of fun talking to folks all day during the car show about the camper van and occasionally the Rampside. It seems like the Greenbrier with its Travel Top attracted a bit of attention. Having the period accessories was a lot of fun as well. It was neat to display them. One person who came around to talk with us during the car display asked if we actually camp in the van. This person was most likely not a Corvanatics member, or at least not a seasoned one, otherwise she would have known of our many travels in Ben's Bus to various camping destinations. Those of you who showed interest in the vintage camping equipment should know that those things get used as well. Though we use a modern cooler on our travels (those vintage aluminum coolers have little ice holding ability), the drink cooler and picnic stoves do get used. It gives me a sense that everything is right with the world when Lynn and I get to go to a campground in our ancient van and camp the way it was done in "the good old days." Basic is good. Corvair designers knew that, and I like to live that philosophy whenever possible.

This brings me to another point. I have read and reread articles in the CORSA Communique and CorvanAntics through the years that speak of upgrades necessary for modern Corvair travel. Fuel injection, electric fuel pumps, complex air conditioning systems, computers with temperature control, etc., etc. Anyone who knows me at all knows that I am not strongly opinionated when it comes to Corvairs; each owner should make the Corvair experience whatever it should be for him/herself. Some Corvair

owners can't believe that I drive my Greenbrier (and now Rampside) daily, on short and long trips. Both trucks for all intents and purposes are fairly stock meaning I run mechanical fuel pumps and only the dash gauging GM intended for these trucks, and little else. When my kick vents are open along with the windows, the air conditioning is on. I carry a fuel pump, two fan belts and a fan belt wrench, a distributor cap, a clutch cable, and a rear axle with bearing. Also included are enough tools to complete the repair processes I am comfortable with and a lot of faith. My philosophy is that a newer car could break down just as easily, and how would I ever drop the fuel tank and repair a modern fuel pump on a modern car on the side of the road, anyway? By the way, I did change the fuel pump and distributor cap in front of my friend's house after the Greenbrier died several weeks ago. Lynn as amazed when we were able to hop in and drive home.

I recently bought a \$100 1964 standard Greenbrier from a CORSA member. It was advertised in last month's Communique. What I have is a mostly solid Greenbrier shell that was stored in a barn for the past twenty years or so. The powertrain is currently nonexistent, but that will soon be remedied by the transfer of the powertrain from my totaled 1962 Corvair 700 four door. This 1964 Greenbrier is dented and faded, but it has a character all its own. I intend to GRADUALLY fix it up to be a driver/beater. My brother-in-law might even be interested in buying it when it is all done, thus adding a seventeen-year-old member to our ranks. Irregardless, the van was worth much more than I paid for it in parts, but it is too nice to part out.

I need to make a connection here. I noticed much more interest in Ben's Bus at Carlisle than when I showed it in Chicago. The reason for this increased interest, I believe, is shiny paint. Mind you, the Greenbrier is no where near show condition. I got exactly the level of body and paint work that I paid for. I cringe to think how many thousands of dollars are poured into the real show cars. I intend to have a family, and I intend to help my children to pay for college someday if they choose to attend. With that in mind, I put into the van what I thought I could afford realizing that beauty is more than skin deep. The undercarriage of Ben's Bus leaves little to be desired. It is functional, and still sturdy after 40 plus years of being driven. The shiny paint that resides on the metal now was the result of my realizing that I needed to do something to preserve the van, not necessarily to make it prettier. Lots of people thought the van needed paint long before I thought so. I had little interest in having it painted. Now I know why. Every little ding, scratch, or road blemish shows up and makes my heart sink a little lower. I just enjoyed driving and using my van so much, I rarely concerned my self with the fact that it did not have shiny paint. It has always been my toy, my hobby, my fun. When it stops being fun, I will park it and drive something else. How soon do you think that will be?

Back to my connection. When the '64 is roadworthy, I

intend to not have it painted. Like I said, it is faded, dented, and not terribly pretty, but it has character all its own. I could use it as more of a work van without having to worry about scratching it. I could haul stuff inside of it without worrying about scratching any hand made camper cabinets like in the '62. It could provide fun in a different way from my beloved '62 by being a workhorse, being ugly, and liking it. My point of view is that I might want to enjoy this FC while not worrying so much about a stray pebble shooting toward me from the highway or whether someone else likes or approves of it. I want to drive it into the woods with little to no regard for tree limbs or mud in the path. I want to have dirt and stones in the carpet and still jump in and drive away smiling. The standard '64 Greenbrier might give me that chance again. When I go to a Corvair show, my favorite class is beater/daily driver. Dings in the body, scratches in the paint, the smell of warm motor oil, that patina of a well-used car. I love it! I live it. I drive my Corvairs because I choose to, and I love to see others doing the same.

As a final note, the above is merely my opinion on how a Corvair should be enjoyed. To all of you who show, keep showing. If your Corvair is a trailer queen, keep towing. If you drive yours all winter long, or six miles a year, or just look at it in the garage year round, keep it up. Make the hobby your own without worrying too much about what others think. So long as you are Corvairing, you will always be in good company. Next issue: steering wheels and wheel covers. See you down the road!

Ben Stiles

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PARTS WANTED

Wanted for my '65 Greenbrier Deluxe? NOS mirrors, NOS door emblems, and hubcaps. Also, does anybody in the club have a lead on the correct headliner material or the proper ribbed rubber matting for the floor covering? Let me know if you can help direct me to appropriate Club members. Richard S. Ledford 8848 Hampe Court San Diego, CA 92129 (858)-484-0688



