



RAMPSIDE



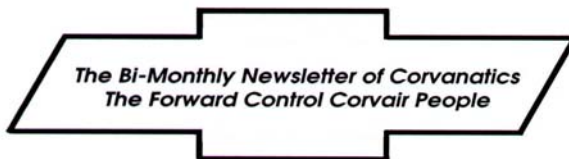
CORVAN



LOADSIDE



GREENBRIER



VOL. 33, NO. 4

JUL / AUG 2005

## BROCHURE ARTWORK

### TOTALLY NEW CORVAIR 95 MODELS

For 1961, Chevrolet has taken another giant step ahead of the industry, with three precedent-shattering Corvaire 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 years-ahead Corvaire 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, Corvaire 95 proportions cradle the bulk of the cargo amidships,

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 R1244 LOADSIDE PICKUP features an amazing 1,900-lb. payload capacity, with deep-well load floor boosting cargo to 80 cubic feet. Versatile three-section level load floor is optional at extra cost.

MODEL R1254 RAMPSIDE PICKUP offers unmatched ease for loading heavy objects. Rugged bridge-built cargo ramp provides level, no-lifting access to deep-well load-space. Ramp closes and latches securely flush with body side.



#### SPECIFICATIONS

##### STANDARD EQUIPMENT

AXLE, REAR: Ratio 2.95.  
BRAKES: Hydraulic, front & rear 11" x 5", lining area 167 sq. in.  
CLUTCH: 9 1/2" diameter.  
DIRECTIONAL SIGNALS: Front & rear.  
ENGINE: Turbo-Air Six; 80 hp; 144-cu-in. displacement.  
FUEL TANK: Capacity 18 gallons.  
GVW: 4,600 lb. maximum.  
SPRINGS, FRONT: Coil, capacity 1,150 lb. each.  
SPRINGS, REAR: Coil, capacity 1,150 lb. each.  
STEERING: Ball-joint, ratio 29:1.  
SUSPENSION, FRONT: Independent, capacity 2,500 lb.  
SUSPENSION, REAR: Independent, capacity 2,500 lb.  
TIRES: Five tubeless 7.00-14/4PR.  
TRANSMISSION: 2-speed synchromesh.  
WINDSHIELD WIPERS: Dual electric; single-speed.

##### OPTIONAL EQUIPMENT\*

BUMPERS, CHROMED: Front & rear.  
CUSTOM EQUIPMENT: Interior and exterior appearance, comfort and convenience features.  
DOORS, BODY: Left side for Corvan model.  
FLOOR, LEVEL, PICKUP BOX: Pickup only.  
HEATER & DEFROSTER: Gasoline operated or direct air.  
HUB CAPS, CHROMED.  
PAINT, TWO-TONE EXTERIOR: Choice of 14 combinations.  
RADIO: Manual.  
SEAT: Full-width front for Corvan model.  
TIRES: 7.00-14/4PR whitewall; 7.00-14/NPR blackwall or whitewall.  
TRANSMISSIONS: 4-speed synchromesh (includes 2.27 rear axle ratio); Powerglide.  
WINDSHIELD WIPERS: 2-speed electric (includes washers).



MODEL R1205 CORVAN means good news for light-duty delivery van operators everywhere. Big right-side double doors offer curb-level, walk-in access to over 131 cubic feet of protected inside load-space. Wide-opening rear doors are standard and left-side double doors are optional at extra cost.

# CORVAN ANTIICS

A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA



Automotive brochures used to be so much fun. Remember when the new cars were about to roll out? All the excitement downtown as the dealership windows were covered over, and the spotlights were searching the skies. Everybody was so excited to go downtown and see the new models, and collect all the brochures they could carry. Remember the fun of selecting options for Detroit to put onto your new car—made just for you? What happened? Today's one size fits all cars and mega-suburbia dealerships just don't have the same pizzaz. Collecting new car brochures—just one more thing I miss today.

## CORVANATICS OFFICERS & DIRECTORS

FOR 2003-2004

### PRESIDENT

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

### VICE PRESIDENT

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

### 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:** Lon Anderson LonzoVair@aol.com 270-862-2135  
503 cave road Glendale, Ky. 42740-9752

**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@sbcglobal.net 817-558-1281  
402 Forrest Ave. Cleburne, TX. 76033-5343

### 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, 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.

**Web Page Address:** [www.corvair.org/chapters/corvanatics/](http://www.corvair.org/chapters/corvanatics/)



## CORVANATICS MERCHANDISE

Available from the Secretary / Treasurer

- ROSTER**.....\$2.00
- 3 BOOKLET SET:**
- PAINT CODES
- (INCLUDES CARS THRU 64)
- PRICES & OPTIONS
- PAINT & TRIM COMBINATIONS.....\$5.00
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- CORVANATICS PATCHES**.....\$2.00
- CORVANATICS DECALS**.....\$1.00

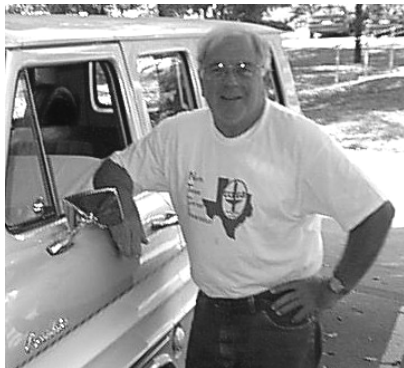
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I've finally restarted my efforts on the '62 Corvan restoration. So far the new front floor is in, the rocker panel rust has been repaired, the remainder of the rust problems at the back of the wheelwell openings has been cut out and is awaiting new patch panels. The front wheelwells have been stripped of all old undercoating and have been primed with POR15. The collection of NOS and other new parts continue. I did a program on instrument cluster refurbishment at a recent NTCA meeting, and was able to display the newly refurbished cluster for this van at the end of the program. It got rave reviews. Progress is painfully slow, but it is progress.

A couple of weeks ago I got into our '65 "brier and the brakes hit the floor. I pulled up the trim and carpet, checked the reservoir and sure enough, it was empty. Not only no fluid, but a jelly-like substance. Much work later, I was back on the road. Only after thinking about it did I realize it had been several years since it was last checked! I hang my head in shame. Due to the inconvenience of getting to the cylinder, I just always by-passed that critical check. Don't fall into the same trap—check that fluid at least twice a year!

*Garry Parsley*

# RIDING WITH THE PRESIDENT



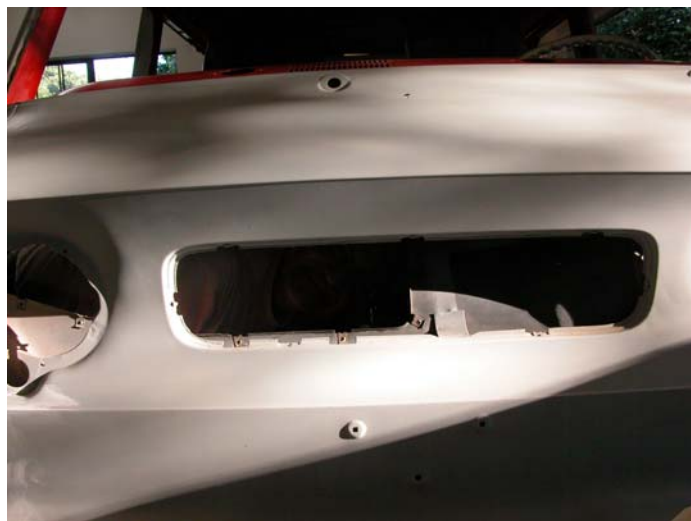
Here we are on the countdown to Portland. With just over a month to go, I am getting excited to visit this part of our country. I have been to Portland one time and I really enjoyed the beauty of the northwest. I hope you are planning to attend.

Here at North Texas Corvair, we have a group we call "Romeos." In fact, this is a group of seven, and the youngest is 65 years old, and all retired. "Romeo" means something different. Now, you have to understand that "Romeo" stands for "Retired Old Men Eating Out." We have lunch every Wednesday and solve all the world's problems, not to mention all of our Corvair problems. All total, we have about 165 year's seniority in the North Texas Club. Now, with all of this group meeting at one time, do you think we can't solve all of the above problems? We do have a great time.

Just a reminder, if you would like to be nominated for one of the positions on the Corvanatics as an officer or director, please let me know as it is not too late. This will take place at our meeting in Portland. Just let me know by meeting time and I will put your name in the hat. Join in and be a big part of Corvanatics.

Well, I have to go for now. I hope to see you in Portland, and may all of your travels be safe and fun!

*Corbin Tayloe*



This is an artsy shot taken by Clay Wispell of Mike Dobbie's 1965 8-door Greenbrier, currently undergoing restoration. Mike, better known for his immaculate Corsas actually does own a Greenbrier. We hope to see it on the road one of these days.



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## G. Chambers Williams III: The Corvair is still in style

Web Posted: 04/24/2005 12:00 AM CDT

San Antonio Express-News

KERRVILLE — The 1960s were alive and well last weekend in the Hill Country.

Specifically, it was dozens of those cute little Chevy rear-engine cars from the '60s, known as Corvairs, that brought the decade back to life.

Members of Corvair clubs from San Antonio, Austin, Fort Worth-Dallas and Houston gathered for their annual "Heart of Texas" homage to the vehicles that made Ralph Nader famous, or in the eyes of Corvair fans, infamous.

Nader, whose factually shaky book indicted the early Corvair models as "Unsafe at Any Speed" and launched his career as a self-appointed auto safety advocate, has yet to attend a Corvair club event (despite an open invitation, club members say).

But those in attendance at the event here said he would have been welcome, particularly because his inclusion of



G. Chambers Williams III / Express-News

Tom Robinson of Seguin polishes his 1964 Corvair convertible, which he has owned 34 years, during last weekend's Corvair show in Kerrville.

the Corvair in his famous book has helped secure the cars' special place in history.

Some minor suspension tweaks in the early years of production (the cars were built model years 1960-'69) corrected the problems Nader complained about, and the Corvair went on to earn high marks for road handling and performance among its peers of the era — even beating some Corvettes of its day in skid-pad tests.

Despite the misconception that continues today among those unfamiliar with Corvairs that Nader's book killed the little cars, they are as popular today with collectors as they were with those who owned them in the '60s as their daily drivers. Of more than 2 million Corvairs built, a good percentage of them are still around, in the hands of people such as those who gathered for the weekend event — Corvair lovers who are dedicated to preserving and displaying these cars for as long as possible.

The cars were quirky and different, but those quirks have made Corvairs the great collectors' item they are today. There really was nothing else like the Corvair, and because it was so different, it still stands out as something unique in a world of sameness.

The most remarkable thing about Corvairs, though, is how they seemed to touch just about everyone's life. Corvair owners say that wherever they go with their cars, people stop and comment, and start telling their own Corvair stories.

And, of course, those who collect the cars today have their own stories, many of them associated with their coming of age in the '60s and '70s. They're the same kinds of stories one hears around vintage Ford Mustang owners. Corvairs, despite their differences from Mustangs, had the same kind of following — and still do today.

Tom Robinson of Seguin, a member of the Alamo City Corvair Association, drove a 1964 Corvair Monza convertible he has owned for 34 years to the Kerrville event.

It still has its original interior, but it has been repainted and the engine has been rebuilt. Robinson has been careful, though, to keep the car as close to the original as possible, even to matching the factory exterior color when repainting it.

For Robinson, as for many other Corvair fans, the car brings back lots of memories.

"When my daughter was born, we needed a second car for my wife to use around town," he said. "I bought this car in Kansas City in 1971 for \$600. When my wife and I divorced in 1978, she didn't want it, so I ended up putting it in storage for 12 years. Then I got it out in 1990 and

started putzing with it, and the more I putzed, the more I like it. I've been putzing with Corvairs ever since."

Those who collect these cars rarely seem to be able to limit themselves to just one.

Geary Grimes of Hurst, a member of the North Texas Corvair Association, came to the weekend event with his daughter, Rachel, in a 1965 Corvair sedan. For him, it's not just a collector car to be brought out of the garage and shown off on special occasions.

"I bought it in 1999, and I've been driving it daily since," said Grimes, a lawyer who can certainly afford a newer and more expensive car. But like many who love Corvairs, he thinks there is nothing on the market today that quite measures up.

Daughter Rachel, 16, now has one of her own — also a '65 model — that she drives to school every day. And the family has a third Corvair that is being restored.

Corvair collectors get a real charge out of saving derelict examples that they find rusting away in fields, barns and garages.

Some are in terrible shape, others just need a little TLC.

Such was the case with the red 1963 sedan restored by Tom Herman, president of the San Antonio club. The car looks almost like new, but it wasn't in such great shape when he got it.

"I've had this one five years," he said. "I've painted it, put in a headliner and redone the seats. The engine was filthy when I bought it, so I've done some work on it as well."

San Antonio resident Ron Scott drove his beige 1964 Spyder convertible to the event — a car that has been in his family for 30 years but spent 20 years sitting in his garage with a blown engine.

"I finally got it back on the road in mid-March, and this is the first big club event I've brought it to," he said. He is the car's third owner

It's just one of four Corvairs he owns. His son, Ron Scott Jr., drove one of the others to the event — his 1963 Corvair Greenbrier.

The Greenbrier, which was produced from 1961 to '65, was the first American minivan. Taking the idea from the Volkswagen Bus of the day, Chevrolet created the Greenbrier passenger van, with seating for up to nine people. It has the same rear-engine layout as other Corvairs.

Also included in the lineup was a van, known as a Cor-

van, which essentially was a Greenbrier with no rear seats or side windows; and the Rampside pickup, a Greenbrier with the top chopped off behind the front seat to create a rear-engine pickup. Because the engine made the bed too high to load from the rear, the Rampside had an opening on the passenger side for loading cargo.

The convertibles, particularly the Spyder models with turbocharged engines, are the most popular Corvairs among collectors today, and they often command the highest prices.

Rob Price of Austin, a member of the Lone Star Corvair Club, drove his 1966 Monza convertible to the event.

"I've owned it since 2000, and it is special because it was one of the last Corvairs to be made at the Los Angeles assembly plant," he said. "Chevy stopped building Corvairs at that plant about midway through the '66 model year."

He bought the car almost completely restored, with only 63,284 original miles on it.

Another well-preserved Greenbrier was driven to the event by Garry and Denise Parsley of Cleburne, also members of the North Texas club.

They bought this one, a yellow 1965 model, in 1998. But they have another Greenbrier and a Corvan at home, they said.

And one of the best-looking cars at the event was a yellow 1965 convertible driven in by Alan and Dee Kress of Thrall, who are members of Corvair Houston, the club that sponsored this year's Heart of Texas event.

After a Saturday morning drive to a barbecue lunch at the Lost Maple General Store in Vanderpool, and a return run to Kerrville with a stop at Stonehenge II near Hunt, the group gathered around the Kerr County Courthouse for a public display of their cars for the rest of the afternoon. A banquet followed Saturday night.

For more information about Corvairs, visit the Corvair Society of America Web site at [www.corvair.org](http://www.corvair.org) or the local club's site at [www.alamocitycorvair.org](http://www.alamocitycorvair.org).

Ed. Note: G.Chambers Williams III is a noted automotive columnist in Texas. He writes for the San Antonio Express News and the Ft. Worth Star Telegram (possibly others). He is also an avid Corvair collector, owning at least two right now, and looking for a Greenbrier, the vehicle he learned to drive in. I know this article has little to do with FC's, but a whole lot to do with promoting the Corvair hobby. I hope you enjoyed it. His columns, many mentioning the Corvair, can be found online through the San Anto-

**Optional Camping Gear**—Turn your Greenbrier Sports Wagon into a camper on wheels with a wide choice of special camping equipment\*. Order any or all of the camping accessories through your Chevrolet dealer. Custom Camper Unit\* provides in one package most everything to personalize your Greenbrier for outdoor activities.



## TECH TOPICS

### FROM THE CORVANATICS BB

### FUEL PUMP PREP

When installing a new fuel pump I always put it in a vise (carefully) loosen the screws, and hold the plunger full in then retighten them with diaphragm tight (post up as far as it goes). I have not had failure of new pumps yet. Napa had some bad ones a few years ago, but I think it was because the screws were tightened with no tension on the diaphragm, then it is too tight on upstroke. Maybe its just my good luck, or maybe skill, but an old timer taught me that one many years ago on other types of pumps.

Tim Colson

### A QUESTION ON TIRES

Western Canada CORSA wrote:

A quick check of my Corvair Basics Manual tells me I need a 205/75R14 to put some new shoes on the soon-to-be-mine Rampside. The question is though, will a passenger car tire in that size do, or do they have to be a Light Truck Tire?

Regards, Joel

### AND THE ANSWER IS..

All P205/75-14 are rated at 95 or 1,535 lbs load at 34 PSI or 44 PSI. For trucks and SUV you are not supposed to exceed the 90% rating of the tire or 1381 lbs. The max load of the FC is 4,600 lbs (according to the shop manual and data plate) or 1,150 per tire. Thus any tire of that size is fine. You need to run about 25 PSI all around for no load and go up to 30 PSI for the loaded truck (1885 lbs). For the tires that require 44 PSI for the rated load, the figures would be 30/37. There is no need for a LT tire or Euro-metric tire.

Jim Davis



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Since 1974 Corvair Underground has been selling parts and services to the Corvair community!

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# CLASSIFIEDS

## AMBLEWAGON ANYONE?

**WANTED** - - Later version FC floor shifter box. I have a '61 Rampside with the crooked shifter under the front end. I want to put in a unit that will let me shift through my new 'holey' gas tank I will have to weld in the appropriate section of the floor to receive the new box, so please include that floor section, for me.

Fran Schmit 952-929-9174 schmfran@juno.com

### FOR SALE

1961 Loadside, very nice, runs well, new paint (red/white) in 2003. New tires on alum. Wheels. \$6500 or would consider trade for nice late coupe or convt.

Dorsey Gilliam 740-881-4410, Delaware Ohio

Gilliam@acc.met.com

### FOR SALE

Used but good parts:

License lamp lens, dirty but not cracked or broken, fits

64-65 FC #384887, Group 2.709 \$5.00

Chrome FC horn button, minor pitting \$5.00

Clutch cable (from 1962 model) \$10.00

Accelerator cable (from 1962 model) \$10.00

All plus postage

Marsh Hessler 970-586-8081

P.O. Box 872 Estes Park, CO. 80517

### FOR SALE

A second owner 1963 Greenbrier titled as a '61, fairly strong car engine, powerglide, new tires, new (amateur) paint job (white w/red, two seats, some deluxe options such as windshield washer nozzle, supposedly 18,345 original miles...nice tight ride except that it kept stalling when I would try to pull out. The owner admits that it needs some work, but I would say it is a prime candidate for a resto or driver. Oh, and one more thing: orange shag carpet as far as the eye can see. I'll leave that to your imagination. It is located in Southern Lancaster County, Pennsylvania, phone number is 717-284-4355. He said he is asking around \$1000.

Contributed by Ben Stiles

### FOR SALE

35 Years of Corvair Parts, NOS-New -Used Car and Van parts. Too many to list. Call or write with needs

Frank Justavick 496 Nancy Dr. Berea, OH 44017-1619

PH: 440-243-4115

I have read in the "Forward Control Corvair Primer" that only 3 Corvair AmbleWagon Greenbriers are known to exist. I have also observed the 2001: A Corvair Odyssey page with a Corvair Amblewagon photo and text stating that only three units were built by the Automotive Conversion Corporation. I question that only three were built because I acquired two of the Amblewagons from Eagle's collection after he passed away. My operational Amblewagon has only 8,000 original miles on it and runs like new. The original wide white wall tires should be replaced before I make any long trips. The second Amblewagon that I own has 52,000 miles on it and needs restoration. Please inform me where I can find other Amblewagon owners and articles that have been written about these unique vehicles. Thank you.

Dick M. Schoen 651-646-7539 [dmschoen2@msn.com](mailto:dmschoen2@msn.com)

### FOR SALE

1964 Corvan, new tires and battery, fair condition, original engine, 3 spd. Trans. Will run.—\$1000.00

95hp engine \$250.00

140hp engine \$350.00

Francis Tanner 3320 S.E. 24th St. Del City, OK 73115

405-677-1935

### WANTED

Front Bucket seats for 1964 Greenbrier

Francis Tanner (see above)

### FOR SALE

1961 Rampside, PG with '66 110hp engine (rebuilt by Woody Thomas). Blue/white, runs well, no rust. Owned 24 years. Asking \$6500.00

Ricky Meals Clarksville, TX. 903-427-3390

### FOR SALE

1961 Rampside, restored to approx. level 3. Fully driveable, fully worked over, new suspension, brakes excellent, push rod job recently done. Shoulder belts, new stereo, fuzzies, and weatherstripping. New paint within last year. Must sell, not as young as I used to be. Asking \$11,500.00.

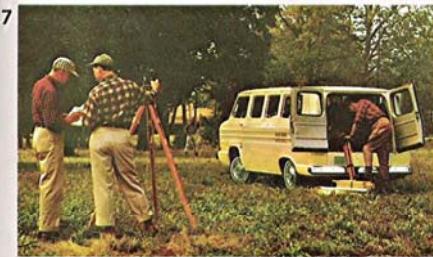
Faith Schexnayder 512-448-2256 [schex@austin.rr.com](mailto:schex@austin.rr.com)

### FOR SALE

1961 Rampside, white, MT needs windshield and back glass. Needs body work, EM non-original engine. Has not run in years—will need everything. Project/parts.

Located in Brown county (approx 150 miles from D/FW TX).

Lowell Windahl 817-306-9593 [lwindahl@aol.com](mailto:lwindahl@aol.com)



- 1 FAMILY ALL-PURPOSE**  
Got lots of kids? Need a wagon to take the family places? And want it with room *inside* to carry things as well? Look no farther than a 1965 Greenbrier.
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Travel bug bit you but tenting-out problems keeping you at home? Then look into a camper-equipped Greenbrier. Just about all the comforts of home.
- 3 MOBILE OFFICE**  
Do a lot of jobs on the go and need a versatile, roomy, mobile office? How about ordering a Greenbrier with a built-in table? Go from site to site in comfort.

- 4 BUSINESS CARRIER**  
Up to nine people can ride in foam-cushioned chair-high comfort in a '65 Greenbrier. For small businesses, hospitals and other firms requiring a passenger carrier, this is it.
- 5 PASSENGER BUS**  
Not much room left in ordinary vehicles when you load 'em up with nine people. With Greenbrier, there's more room behind the third seat to fit plenty of luggage.
- 6 LOAD CARRIER**  
Greenbrier does beautiful trucking duty. Standard tires carry generous payload; specify the heavy-duty tires for maximum payload capacity.

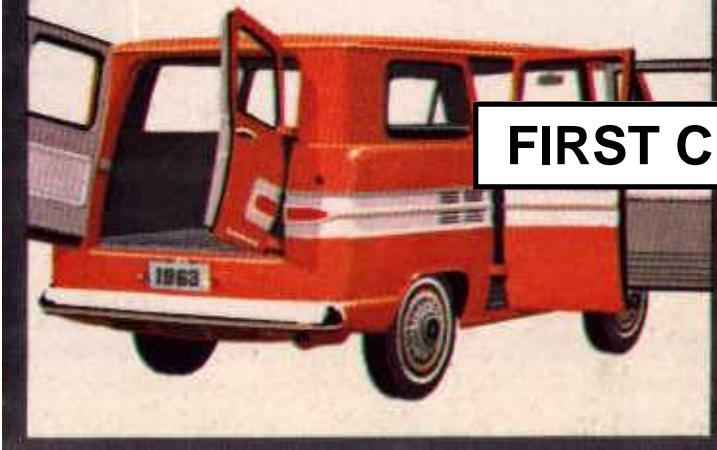
- 7 OFF-ROAD DANDY**  
Just point your Greenbrier where you want to go, right up to your job. Superb rear-engine traction and 4-wheel independent suspension should get you there in style and comfort.
- 8 BUSINESS DELIVERY**  
Those wide-opening side and rear double doors (even left-hand side doors can be ordered) make deliveries an easy proposition. Greenbrier's easy ride protects cargo, too.
- 9 SPECIALIZED DUTY**  
Bands to beaches, surfers to beach—you name it and Greenbrier will swallow up the unusual things you want to take in cavernous fashion. Got the idea now?

Covered in the illustrations and descriptions in this catalog are some of the extra-cost Options and Custom Features for Greenbrier. A more complete list appears on the back cover.

**CORVANANTICS**  
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Atascadero, Ca. 93422-2302



**Loads from Rear and Sides—Big double doors at both the rear and curbside let you stow cargo from either entrance for extra convenience. To make loading easy, doors open to halfway or full-open position. Double doors for left side are optional at extra cost.**



**FIRST CLASS**