

CORVAN ANTICS



Greenbrier



Loadside



Rampside



Corvan

A Chartered Chapter of CORSA
Corvair Society of America

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*The Bi-Monthly Newsletter of Corvanatics
The Forward Control Corvair People*

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CORVANANTICS 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 \$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....

This issue's front cover photo is a blast from the past. Anyone remember Gary Watson's wheel standing Paddy Wagon? No, then how about the comings and goings of Mexican Pete, and his Mexican Jump'n Bean Loadside pictured on the back cover. Anyone know what happened to either of these high octane F.C.'s? Let us know.

In Memoriam

My husband, Bob Zimmer, passed away suddenly last week at the age of 59. We have been attending Corvair functions together for the past 7 years and got married at the Lake Placid Convention in 1997. We owned a blue 65 Corsas and a red 61 Greenbrier van (our Scooby van with "Bob & Thurma" on the rear tire). We were at Chicago last year for the group Corvanatics picture. My husband was known as "Mr. Corvair" in his days as a mechanic at Westpark Chevrolet in Cleveland, during the 1960's and 70's. He loved his Corvairs. He was the BEST family man his kids and I could ask for. He will be forever missed.

Thank you,
Mrs. Thurma Zimmer

Our van was featured in an article in the May- June 2001 Corvanatics.

EDITORIAL DEEP THOUGHTS....

Well, it looks like a few people caught my hint about filling these pages with stories of my van. Sorry, you'll have to wait until at least next month for an update.

I hope everyone is getting ready for Flagstaff. Denise and I have started planning our route, which hopefully will take us about 90% of the way without getting on the interstate. We are planning to go Interstate out of Ft. Worth, to Sweetwater, and then get off and stay off! From there we will go back roads through Roswell, NM, to visit the UFO Museum, (I always wanted to go there!) then across the scenic center of New Mexico and Arizona, making a stop at the Meteor Crater along the way. Then a quick stop in Sedonia and Flagstaff by Tuesday. If all goes well, we'll have done two of the three tours by the time we arrive. Hey, they are on our route! By the way, if you've never slept in a TeePee, I suggest you plan on spending a night in Holbrook, Az. At the WigWam Motel. It's way too cool (not comfortable, just cool)! Anyway, that's the plan, it remains to be seen what the reality looks like. An unexpected breakdown could sure throw a monkey wrench in the works! See ya'll in Flagstaff!

Garry Parsley

RIDING WITH THE PRESIDENT



I just finished reading the April issue of the CORSA Communique, and our CORSA President Sara Jones writes about our 2005 convention in Honolulu. It looks like this convention will be held in a beautiful place. I can't wait.

As I just passed paying Uncle Sam for last year's income tax, I am looking forward to good weather, lots of Corvaireing, and our convention in Flagstaff. As time gets closer, I still have the engine out of my Loadside with both heads off for repair. One side has a spark plug problem that I had on the way to the Albuquerque convention; and with the help of JB Weld, it's still holding. The other side dropped a valve seat and is currently being repaired in a local machine shop. I hope to have both heads back and installed by the end of April. This way I can log a few miles on the repairs before Flagstaff.

Speaking of the convention, the Corvanatics meeting will be held on Friday, June 29th from 9:00 to 10:30 p.m. This is a little late at night, but there are no other activities

scheduled during this time, so please plan to attend. It's still not too late to enter all events plus the Cole Award. There is an article in the April Communique by Larry Schmuhl, the Cole chairman. If you have any questions about the Cole rules, contact Larry.

It's nice to read in the Communique about all the Corvaire shows being held around the country. It appears that right behind the Corvaire the next most important thing is food. I know at NTCA it is.

Last year I entered my Loadside in a show presented by "Pickups-n-Panels" of North Texas. Now this show features only "Pickups-n-Panels" built by Chevrolet and GMC during the years of 1918-1972. Now you talk about some nice "Pickups-n-Panels" in one show. It was great. Everything from stock to four-wheel drive panel trucks to full-blown custom, and the good thing I liked was none over the year of 1972. It was a great show and I will attend again this year in September. Their web site is www.pickupsinpanels.com.

This is the last newsletter before the convention. However, it is not too late to attend and show us what your Corvaire looks like and how it performs. Flagstaff will be a super place, and I am sure that everyone has worked really hard to be sure we have a good time. So fix up, sign up, and show up at Flagstaff. Until our meeting in Flagstaff,

Corbin Jayloe

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(FEATURED COLUMNIST)

INTRODUCING GAIL'S GREENBRIER

I have been driving 5 hours each way to Jacksonville, FL on the weekends now for 7 months with my husband, John and our dog, Winston. We are passionately restoring an original 1964 Greenbrier Camper van. You're



probably wondering why Jacksonville? We have a friend that restores cars as a hobby and he lives in Jacksonville. He is honestly the best we have ever seen in paint and body work. Our friend is doing the detail work and teaching

my husband, John, the trade as a hobby. I am queen of the sandblaster and could probably write a book on sandblasting. It's very time consuming but we keep striving on because we will reap the benefits when it is complete.

We plan on going to a lot of car shows throughout the U.

S. The camper package has (sink, bed, curtains, screen windows, cabinets, and we have added a portable potty). Estimated date of completion is 3/02. The van is 99.9% original rust free which is rare for a vehicle



37+ years old. The van is being restored to original color and appearance. Until now, I never understood how someone could have passion for a vehicle. After thousands of dollars above our estimated expenses, we have found passion in this restoration. The vehicle is for our enjoyment and we never plan to sell it, just enjoy it. Enjoyment is priceless. We would appreciate any input on re-assembling the van.

Sincerely a Greenbrier fan,

Gail Policella
Margate, FL



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CORVANATICS

Is pleased to announce the 2nd printing of:

From the Idle Mind Workshop

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More than you ever wanted to know

By

Bob Ballew

This is a 91 page booklet comprised of articles written by Bob over the years. Some have been published in the CORSA Communique, CorvanAntics, and Whales on Wheels. Most have not been published, deemed to long and too technical. This is not a booklet on "How to Fix", it is a booklet on "How does it work, and why". It covers early model, late model, and 140 transmissions, and their differences, vacuum modulator, governors, shortening or lengthening a shift cable, purpose of downshift timing valve, and it's correct installation, and other tidbits of information. Bob has graciously allowed us to sell these as a CORVANATICS fund raiser. They are priced at \$10.00 each PPD. Send your check to:

CORVANATICS

Diane Galli, Sec./Treas.
 5000 Cascabel Rd.
 Atascadero, Ca. 93422

These will also be available at the convention in Flagstaff. We will see you there.

Diane

REBORN RAMPSIDE

I purchased this Rampside about two and a half years ago from the grandson of A.L. King from Kingsport, TN. The truck was sold by Ballance Chevrolet in Morristown, TN On May 11, 1964. Mr. Leroy Gannon, now 88, who lives in Jefferson City, TN was the first owner. He had a camper installed, somewhere in Florida, I believe. The camper had been removed when I bought the truck, but it still had the heavy duty springs, which have since been replaced.

Over the past months with the help of a lot of people, like my wife Jimmie, James Law, Billy Bruce, Dwayne Luckow, and several others, it is almost completed. I hope to finish work on the A/C sometime this year, with the help of Tom Mags and James Law. It is only through the help of these friends that the restoration was possible. The truck took 1st place at St. Augustine and best of show at Navarre, FL. I hope to have it at Helen, GA, and at the nationals. Since I am unable to walk even short distances, the ramp and cart have provided a way for me to continue a hobby



I really love. Not just for the beautiful cars and trucks, but most of all for all the Corvair Friends Jimmie and I have made over the 31 years we've been involved in Corvairs. For those

who are keeping a roster on the '64 Rampside, the VIN is 4R124S108997 and current mileage is 34,370. I look forward each month to receiving my copy of Corvanatics, just wish it was in color!

Keep Corvairing,
Will Elliott
Wewahitchka, FL



Greetings form the Director at Large:

I hope all of you are getting ready for the Corvair show season. This is the time of the year when Corvair drivers across the country can get their cars out, perform any required maintenance, and enjoy fun times with fellow Corvair enthusiasts. I am especially hoping that many of you are planning on the International CORSA convention in Flagstaff, Arizona. Although I am not going to be able to attend this year, I will be there in spirit, as will Lynn and Ben's Bus. We had a great deal of fun in St. Charles.

I would like to know if anyone out there could help me reinstate a former Corvanatics tradition? In the past, Corvanatics was sponsored at local club shows as a featured vehicle. Word was passed and as many Corvanatics owners as possible hopped in their Forward Control Corvair and attended the event. These were called "Corvanatics Drive-Ins" and they were very popular in the mid eighties to the mid nineties. These events seem to have died off. Because the International Convention takes place in the West this year, drive-ins would be best held in the Eastern and Central divisions for the FC owners who might not be able to attend the CORAS convention. I know that Delaware puts on a great show in the late summer and that there are several clubs in the Central division that hold events as well. Perhaps these could be potential Drive-In candidates? Would any of you be able to do the initial foot work with your local clubs to get them to consider hosting a Corvanatics Drive-In? All they would really need to do is invite us. The Corvanatics directors and dedicated members could do the rest. Really, it is just a chance to get together with fellow FC lovers, publicize our trucks, and perhaps recruit new members. Sound great? I agree. Please contact me if you would like to help with this endeavor.

I would like to officially congratulate the new slate of officers, especially Garry Parsley for two great issues. The Corvan Antics has taken on a new look, but it is unique to the editor and is a refreshing change for all of us. Keep up the good work, Garry! It is appreciated.

In closing, I would like to ask for your nomination and vote for the Presidency of Corvanatics in the next election. The 2003 CORSA International Convention is being held in Carlisle, PA, which is close to, but not quite, right in my back yard. I feel I could represent our group well as Lynn and I have already had a hand in preparing for the big event.

Best wishes for safe and happy FC travels. If there is anything that I can do for you concerning the club, please feel free to contact me.

Ben Stiles



Pete and Clark's Great Adventure

It all started with a simple e-mail. "How would you like to go to Dallas around Easter with me to pick up a Greenbrier I just bought from Ches Cain?" Being retired and not having anything else on my calendar, I said "sure". Pete lives in Connecticut while assigned as a GM Service Rep but his family and my family live in Michigan. He has a tandem axle car hauling trailer that Bob Marlow calls "TrailerZilla" because it is so big and heavy, but Pete can't get a "real" tow vehicle from GM this time so he decides to flat-tow the Greenbrier with an Olds Bravada and leave the trailer in Connecticut.

The Greenbrier has a busted differential and/or transmission, and we are not sure it will tow on it's own wheels. Pete has some tow hubs at his Farmington Hills, MI residence that bolt to the rear control arms in place of the axles and bearings. The plan is to drive to Little Rock, AR on Monday March 25th, sleep overnight in a cheap motel, drive into Dallas on Tuesday around lunch time, jack up the Brier, pull the axles out, install the tow hubs, put the wheels back on, attach the tow bar, install his or my light bar (which ever one works and fits) and hit the road by 3 P.M. getting back to Little Rock in time to sack out and then the all-day marathon home on Wednesday. So far, no plan that Pete and I come up with has ever worked and that is one reason we are called the "Masters of Disasters!"

The trip starts out OK as I actually made it to Pete's house by our 6 A.M. departure time. He picked the Easter week to do this because "all the bad weather will be gone by then". We barely escape Michigan and get into Indiana when the snow starts! For the next 100 miles we are in a blizzard! There are cars in the ditch, then trucks in the ditch, then cars upside down in the ditch, then trucks rolled over in the ditch! Pete is thinking about towing a Greenbrier, which is like the side of a billboard, home in a snowstorm with 50 M.P.H. winds and says we should turn around and go home. I remind him if we turn around, we now have two more hours of blizzard to drive thru and the weather will get better as we head south! By golly it did get better after Indianapolis! The blizzard just turned into thunderstorms for the next 100 miles! At least we weren't sliding off the road anymore.

Before we left I pulled up a weather report on my computer that said Dallas was 72 degrees and Little Rock was 64 degrees and I kept reminding Pete that "the weather will get better as we head south". We rolled into Little Rock and their 64 degrees turned out to be 40 degrees at best but at least the rain had stopped. We grabbed some dinner and sacked out. The motel had a free breakfast so we actually hung around later than planned to get our free Wheaties and doughnuts.

We are motoring along I-30 in Texas wondering if the bad weather is still going to be there on our way home when a

lightening bolt of an idea hit us just as we passed a huge trailer manufacturing plant. Let's buy a trailer for the trip home! So we make a U-turn at the next exit and go back to BIG TEX trailers and buy a car hauler. The deal was so good we were congratulating ourselves for our supreme intelligence! While Pete was jaw jackin' and signing papers I was in the parking lot wiring the trailer plug. GM puts the wires there but no end on it so I had to unravel about 6" of tape to find the end of all the wires. Pete had bought a 4-wire connector kit before we left so that was good. We had no tie downs or way to get the Greenbrier onto the trailer so we stopped at a Wal-Mart and bought some "stuff". The weather was now a balmy 45 degrees in Dallas.



We called Ches Cain on the cell phone and he skipped out of work early to meet us at his house. He was getting serious

about being a musician so he wanted to clean out his garage of all Corvair stuff. Pete and Ches cleaned out the garage and I went back into the street and got the ramps and come-a-long ready to load. Once we got the van loaded and tied down, it never moved on the way home and the trailer worked fine. Of course the trailer weight plus the Greenbrier weight was much more than a little V-6 Bravada wanted to tow so we had to keep it down to 60 M.P.H. or so on the way home. We stopped in Little Rock again and picked a nice motel on the freeway service drive that was so noisy it was a wonder we slept at all. We were both wide-awake at 4 A.M. and decided to leave. It took us 20 hours to drive back home from there.



Pete had a few more days of vacation left and I said he could keep my toolbox for a few days so he pulled the drivetrain out of the Brier and discovered bad pinion bearings in the differential and the snout broken clean off the transmission. He brought the "remains" to my house thinking we could fix it by swapping some parts around

with a spare trans and diff Ches had given him. The spare diff had a chunk of casting and a bolthole missing so we scrounged around my junk pile and found a good transaxle. He took the good one home and left all the bad stuff with



(Continued on page 7)

CLASSIFIEDS

FOR SALE

1961 Corvair Lakewood Station Wagon. Original red paint and interior, 4-spd. Trans. Front and rear Addco sway bars, Aero 13"x6" wide wheels, 140hp motor. Needs body, interior, powertrain work. \$2750. Obo David M.C. Pilpa-Augustyn 626-584-6957

Approx. 25 Corvair F.C.'s for sale. Some are complete with drivetrains, some for sheet metal use. Highlights:
1-1964 8-Door Van, very restorable, no drivetrain
1-1962 Greenbrier Deluxe, good body w/car drivetrain
1-1962 Corvan, was AT&T service van w/ original drivetrain.
3-1961 & 1962 Rampsides, restorable bodies, no drivetrains
1-1964 Corvan, good body but somebody added windows on each side, no drivetrain.

Also have large amounts of F.C. front doors, side doors (including 8-door setups), engine cover lids, rear doors, etc. Unsorted, but also available are many engines, transaxles, seats, glass, fuel tanks, and includes many early and late model cars of all descriptions. A few photos are included below to help you get the picture. Call Herb Martin 541-967-9013 between 10:00 A.M. and 10:00 P.M. Pacific Time. If nobody is there leave a message and I'll call back.



A few photos of Herb's collection.



(Continued from page 6)

me to clutter up my garage! He replaced the power train and drove it around the block the same day. He then washed it and waxed it for the Detroit Area Corvair Club meeting Tuesday night. Anybody want to buy TrailerZilla?

Clark Hartzel

GOOFS!

Once upon a time, a long, long time ago. This was when I was experimenting with Ole' Blue, Our '63 panel van. I had built an engine for Ole' Blue, you can read about it in the tech guide, and I had left the old 3.89 diff in the van. We made several trips with the van and I didn't like the performance. It wasn't an engine problem! The engine was getting buzzed by the 3.89 diff. I built a 3.55 diff for the van after work in my shop and put it in over a couple of nights to get ready to go to a show.

I finally get everything done, close up shop, and proceed to go home. I am driving along fat, dumb, and happy. I get to the point of NO RETURN, midway between home and the shop. I realize that I forgot to put gear lube in the diff! We are talking new bearings, seals and an excellent 3.55 gear set. There is no noise from the diff so I tenderfoot as much as possible. I get within a mile of home and the diff LOCKS UP! I immediately slide to the side of the road, as far as it slides anyway, and proceed to walk home. I call a wrecker and have it delivered to my house. Obviously we didn't go the car show!

As it ended up, there was not 1 part useable from the diff. The gears were toast the pinion bearings were toast and the front bearing froze to the race, spinning the race tight and locking the diff up and cracking the case! I couldn't disassemble the diff because I couldn't get it apart. I am now still reminded by my family every time I do a diff rebuild about "did you put gear lube in it?" And this is over 10 years later.

Ken Hand

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