

CORVAN ANTICS



Greenbrier



Loadside



Rampside



Corvan

A Chartered Chapter of CORSA
Corvair Society of America

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The Forward Control Corvair People*

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**CORVANATICS OFFICERS & DIRECTORS
FOR 2001-2002
PRESIDENT**

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

VICE PRESIDENT

Jim MacDonald CORVANATIC@aol.com
8400 Hawthorne Dr., Munster, IN. 46321

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 254-857-8527
P.O. Box 1254 Hewitt, TX. 76643

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 415-223-4725
P.O. Box 588, Orinda, CA. 94563

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 (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.

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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COVER PHOTOS....

This issue's front cover photo is a flashback to the 1981 CORSA Convention held in Denver. It is a beautiful copper / gold color. Sorry, I don't know who the owner is (or was). Same for the back photos, both from Denver. Top is a burnt copper / brown color, while the Corvan in the bottom photo is gray / blue. Some GREAT memories!

EDITORIAL DEEP THOUGHTS....

It was brought to my attention recently that most of the pictures in this newsletter seem to be from Texas activities, most notably NTCA. There are two very good reasons for this. Number one: NTCA is my local club and the source of most of the pictures I am able to take. Number two: Nobody else (at least very few) is sending any pictures in. Want to know something? I already knew this was happening. Am I happy about it? No! I see these vehicles every month, not that there's anything wrong with that. If you'll look back at the introductory letter I wrote before I took over, I stated that this newsletter would be heavy in pictures, but that you the members would have to send them. Otherwise guess what you get. NTCA pictures. Can't say you weren't warned. Now, send me some pictures! Stories to go along with the pictures would be nice! Powering down soapbox now....

On a more FC related note, I finally pulled the engine from the '62 8-door and tore it down. Except for some heavy carbon in the combustion chambers, it was extremely clean and in great shape. At least it was till I broke one of the jugs. As a bonus, I discovered it is actually a '64, 95 hp engine, not the '62, 80hp that I thought it was.

Garry Parsley

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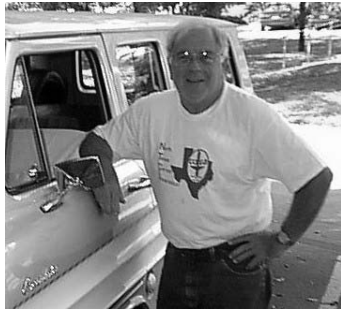
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RIDING WITH THE PRESIDENT



I recently took a trip from Dallas\Fort Worth to Williamsburg, VA (remember '94) to attend a dinner for my brother and his wife celebrating their 50th wedding anniversary. I was thinking about 1952 and what I was doing in my life. Due to the fact I was in junior high school, I was a long way from driving a car. I could hardly wait to drive a car, much less own a car. I was thinking 50 years ago is a long time. After thinking about this span of time, it came to me that 42 years ago I bought my first Corvair. It was the standard four-door with three speed, gas heater and am radio. I traded in my 1958 Chevrolet Impala with factory continental kit. It was a beauty. But after driving my friend's Corvair, I had to have one. This was also my honeymoon car in 1961. I traded this Corvair in on a 1962 Monza Coupe. At the time you had to order your car unless you liked the very limited selection the dealer had on hand. My wife and I

could hardly wait for our new Corvair to come into the dealer. When it did arrive we were so excited, we jumped in the car; and before we arrived home, we ran out of gas. Ask any of my NTCA friends and they will tell you, I still have the same problem today in my Corvairs. That was the last new Corvair that I purchased. I kept the coupe until 1967 and I needed a full-size Chevy pickup, so I traded it in. I still wish I had kept that coupe. I did not drive another Corvair until 1978 when I bought my 1962 Greenbrier. Needless to say, my wife was nowhere near as excited about my van as she was about the 1962 coupe. It had no engine. It was brown with brown felt seats, and it was a mess. After a lot of help from my brother-in-law, Mike Dobie, (he wanted to keep his sister off my case), we had it running and looking good. Then in 1994, I started on my Loadside with the same person helping me for the same reason. (Remember its his sister) I have really enjoyed both of my forward controls, and over the last 24 years they have attended many Corsa conventions. After looking back over the past 50 years, that really has not been that long at all. See ya, Corbin Tayloe

Corbin Tayloe



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F.C. (FEATURED COLUMNIST)

Valveeta and the Gremlin!

Valveeta got an oil leak, after 75,000 from the last complete rebuild. Not a serious leak. Just a "two dime size spots" below the skid plate. Valveeta, has never leaked before..... wellnot in the last 200,000 miles at least. For me , any leak is intolerable. I have a long running challenge here. Most people who can remember who IKE was, seem to think that all Corvairs leak oil. Not so, especially in my driveway! So first, we have to find the source of the leak.

Step 1. Clean the effected area. Spray brake cleaner works great to remove any oil residue. Next, start the engine and look for fresh oil. Hmmmmmm.... no leaks! So..... go for a teat drive, then check the engine.... AH HA...slight oil residue around the area of the crankcase numbers.

Step2. Change the oil pressure switch - easy fix and changing it eliminates this possible source. Clean again, No leaks. Test drive..... oil residue showing again. OK, so perhaps we have a high pressure oil leak in the Delcotron Adapter gasket. Delcotron Adapter? Yep! That's what GM called the alternator, fuel pump, oil filter, and belt idler pulley bracket on the engine. Easy repair.. no problem. Test run.... no leaks....OH wait a minute...I see some oil! OK, so its starting to look like the oil is coming from under the fan shroud. So....

Step 3. Top strip the engine and change the crankcase top cover gaskets. Fan bearing is OK, so I'll re-install it. This is not as simple a job as the previous repair attempts, but then again, there is not much left to cause a oil leak. Final re-assembly and a test drive.....Yup, still some oil showing by the crankcase numbers.

Step 4. Eliminate all possible oil leak areas at the rear of the engine. Remove the oil cooler and the oil cooler mounting fitting. New gasket and new oil cooler o-rings. Next remove the crank pulley and rear engine cover. New gasket and new rear main seal. Now were getting into some work! Reassemble and call it a day. Early the next morning, and it's time for a test run. Ten miles down the road and.... you guessed it.... oil showing up near the crankcase numbers. WHAT COULD IT BE!!! Ok now, here is where we enter a whole new area of the Corvair world. This is the "Can't happen but does anyway" area. The unlikely world of the one in a million or mystical magic! To make matters worse I knew the answer was staring me in the face! I cleaned things up - one more time. Running the engine at highway speed, I held it there

until oil finally started to appear. It looks like..... there is oil around the 1/4 - 20 shoulder bolt that holds the fan shroud to the crankcase. It's the one just left of the crankcase numbers..... That bolt? I have never had a leak from that bolt! Shut down the engine, remove the bolt, clean everything including the threads in the crankcase. Dry everything good. A Q-tip confirms the bolt hole is clean and dry. Now.... test run. Sure enough, oil starts to show up down in the bolt hole, ever so slightly. Now that's a first!!! The fix is easy. Clean up everything and reinstall the bolt with gasket cement. NO more leaks.

So now, do I get all upset over all the work I did before I found the leak? Naw, at least I have new gaskets in these areas after 75,000 miles of service. In another 50,000 or so I will rebuild the engine again just for reliability. Best of al I have located a impossible oil leak source that I can pass on to you. This was never a problem before, but our Corvairs are getting older, and perhaps because this is close to a high pressure oil area, there is a little porosity that is showing up now. Regardless, I found it and chased that little "Gremlin" away.

Dave Palmer



Not sure if this photo will turn out, but the water tower is smiling at the Greenbrier going up the hill.

Greetings from Ben's Bus:

Hello to all Corvanatics! I felt compelled to write in and share with you some of the continuing adventures of Ben's Bus, as well as the Rampside. It has been quite a summer!

Over Memorial Day weekend, Lynn and I went camping with the VW bus club as usual. We had fun chatting with the many bus owners and sharing ideas. Sometime Saturday, a Velvet Green split windshield bus pulled into the camping field. Lynn fell in love with the color! I had to agree that it was a very nice color, and I left it at that. We had both been aware, myself more than Lynn, that the van was in dire need of bodywork and paint. The rockers were not faring very well after several years of abuse. One must remember that the last time my van was restored was 1983, when I was in third grade (you do the math...) Other areas were also rusty, and I did not want to see the van dissolve before my eyes. I had put too much time into the interior and camper top to see the van disappear. Well, Lynn seeing that color and that bus was the motivating factor we needed to get the project underway. We got several quotes, one from the father of one of my students. All of the body guys kept calling it a "mini-restoration." If you are not aware, most body shops do not do rust repair anymore, only collision. I was finally referred to a good body man a few hours from home.

This is where it gets interesting. He said he could do the project in two weeks. It was early June. I said that two weeks was fine, but he could have until the beginning of August to finish the work if he needed it. I knew I needed to have it back to get it ready for my Labor Day camping trip. Weeks turned into a month, and I tried several times without success to contact him to check on the progress. There's a lesson to be learned here: never trust your prized and cherished Greenbrier to a person who only has cell phone service. He never returned voice messages. More weeks passed. In our limited contact with him, lies were beginning to surface. By now, Lynn and I were very concerned that this guy had stolen the van and headed for Mexico. I finally did get in touch with him, with some help from a third party, and the van was finally finished (if you can call it that) two weeks before our camping event.

I was more than upset. Before I turned the van over to him for the work, I had removed most of the camper interior. I didn't want everything to get filthy in his shop. I was less than excited to have such a short time to put it all back together, clean the engine of body putty dust, have Lynn paint the door jams with some excellently color matched paint from the local hardware store, reinstall a million and one rubber bumpers and bits, freshen up the interior (starting with a good scrubbing), and pack for the trip. What I was supposed to have a month to do I now had less than two weeks to complete. Complete it we did, and the van looks great now. I find things I am disap-

pointed with concerning the body work and paint job, but all in all, it is 100% better than it was when I sent it off to be prettied up.

When I had the van painted, I decided to have a late fiberglass engine access door installed and painted to match. I thought it was a good change to make as I often travel with a roof rack and step on the bumpers to reach the load. I continually knocked the old license plate light covers off, where now the lights are concealed up in the body and are protected from my big feet. New "Greenbrier" emblems and a freshly polished grille rounded out the beautification program. I have gotten a lot of compliments on the van since it has returned. I am still getting used to the lighter green color of the van. One thing is for sure: I like having it all one uniform color. Before this summer, it sported about five shades of green "touch up" paint. Now I can understand why the car show folks use "do not touch" signs on their cars.

Our camping event, Kampers near Knoebels, took place over Labor Day weekend. It drew twenty-five Volkswagen bus owners and four Corvanatics members. These members included Tim Schwartz, Jeff Stonesifer, J. Henry Tully from Tennessee, and myself. Henry and his wife had been on a trip to New York and decided to add our event into their plans. We all had a lot of fun sharing Corvair FC stories and talking about a few Monzas as well. The Volkswagen folks were very interested in the two Greenbriers present and enjoyed hearing about the strange Corvair pickup trucks with ramps we described. Jeff tried to tow his little travel trailer with a Rampside, but it wasn't running well, so he decided to turn around and bring the big Ranch truck instead. I hope more of you can attend the event next year. It is scheduled for Labor Day weekend 2003.

I have undertaken another, and perhaps final (ha-ha!), revision of the cabinets in the Greenbrier. This time it involves rebuilding one cabinet we were unhappy with and building some new ones to fit on the side door. A new folding table has also been installed on the front side door and a few scratches are being tended to. In actuality, we have become very adept at packing all of our gear in the allotted cabinets and Lynn gets frustrated with me when I change things that seeming do not need fixed. I am constantly looking to make things better, more convenient, and more functional. I think I am about at the end of the rope, though. When something is as good as you can make it, it is time to leave well enough alone. I think I'm just about there.

While the Greenbrier was in the paint shop over the summer, the 1961 Rampside took over as the daily driver. I drove it often to college for classes and used it as my run-around vehicle. It had been, and still is, running a bit rough at cold idle, but seems to smooth out once warmed up. I think it needs a complete carburetor rebuild. I had

(Continued on page 6)

(Continued from page 5)

one done on the Greenbrier some years ago, and it has made a world of difference. I am also contemplating installing an electronic ignition in the Rampside. I like having some background knowledge of what works and can make the trucks run better because I have been through just about everything with the Greenbrier. The Rampside is sort of like the second child in that respect. I have already been through all the trials of being a Corvair truck owner with Ben's Bus, and I am therefore more aware of what can go wrong. All of this experience makes it easier to pinpoint problems or predict problems that could occur in the future and to take steps to fix them.

Before the thick of summer was upon us, the Rampside broke down in downtown Lancaster, the "big" city that Lynn works in. I was taken on a detour and was among a great deal of traffic. The truck began to sputter and ran rough for a few moments. Soon afterward it died. I walked to Lynn's office to get her as I was late in picking her up. We returned to the truck which I had temporarily parked part way on the curb. A nice man in an older Chevy car stopped and asked what seemed to be the problem. I thought it must be vapor lock. I tried with no success to restart the truck. He soon suggested a problem with the fuel pump. We tried to get a fuel line loose to see if the pump was doing its thing, but could not get it off. I trusted his fuel pump diagnosis. I just looked old and menacing! I made a call to AAA for a tow. Lynn left with another ride as she had a deadline to meet and a broken down Rampside was not in her time schedule. I waited through a horrendous rainstorm while waiting for the tow truck. Finally it arrived and I had the Rampside towed home. Normally, I would have had the truck towed directly to the Corvair Ranch, but I resigned myself to the fact that I could change a fuel pump, and did not have a lot of extra money sitting around to put into labor. I ordered a pump from Advance auto parts. It took four days for it to arrive. In the meantime, I removed the old one and got lots of advice on how to install the new one. Installation took less than twenty minutes and I was so proud and relieved when it started up the first time and kept running!

Two other things I recently added to the Rampside include a new front seat and a sliding rear window. The seat was straightforward, only requiring a two hour trip to pick it up. We incorporated that trip in with a shopping event with Lynn's parents. After making the deal with the seller and loading the seat, we talked for about an hour in the mall parking lot. A security guard pulled up and asked if we were OK. We explained that his old van had not broken down, we were not selling illegal goods, and that we were merely discussing our common interest in the old trucks. She just chuckled when she realized just how old his Greenbrier actually was. The slider window is another story. The gasket being sold to install the sliding window into is a horrible thing. It does not conform to the curves of the window or body of the truck. I tried to

get quotes to have it installed. I received anything from "we will not even consider working on a truck that old" to \$110. We decided to install it ourselves. Two attempts were failures. Then we got Lynn's dad involved. With his help, the project was successful, as it usually is when he helps. He is a much more patient man than I am. As soon as we finished, we realized that we needed a bit more length of gasket. I had cut some off, but did not remember where I put it. He found it on the windowsill when washing his hands. We reported to his house after dinner to finish the installation. Trying to get the new piece in, we ended up pushing the window out of place again. We got it reseated and added the extra piece. Now the only problem is that the gasket does not fit anywhere near correctly on the lower curves of the window or frame. I can actually see strips of light between the gasket and the frame where none should exist. I am now looking into other types of gasket (perhaps with different dimensions?) to reinstall the window with. Does anyone out there have any ideas? The gasket I used is made by Steele Rubber Company and is sold through Clarke's.

Soon to come on the Rampside project list: roll on bed liner, carburetor rebuild, and lots of small paint touch ups. I'll have to put it to bed for the winter soon, might as well enjoy it while I can!

Well, I am about out of topics to write about at the present. I will sign off as I encourage all of you to write in about your Corvair FC adventures. I am sure that all of our members would love to know what you have been up to!

Ben Stiles
Corvanatics Director-at Large

((((((((((((((((((((COMING ATTRACTIONS))))))))))))))))))



A sneak preview of next issue's story by Lee Rich on his Rampside Camper.

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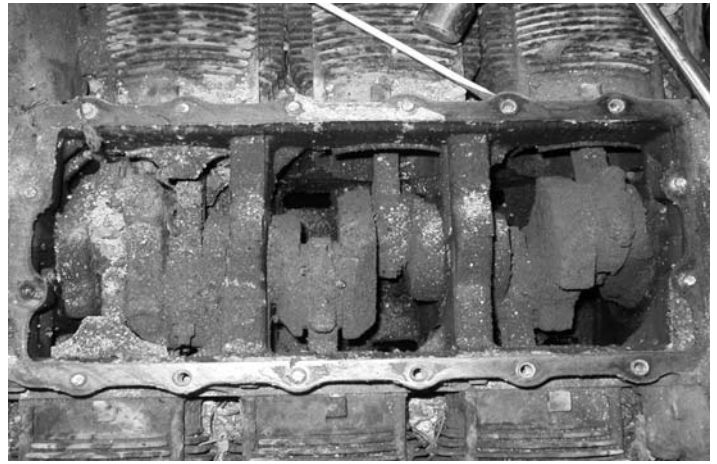
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Approx. 25 Corvair F.C.'s for sale. Some are complete with drivetrains, some for sheet metal use. Highlights:
1-1964 8-Door Van, very restorable, no drivetrain
1-1962 Greenbrier Deluxe, good body w/car drivetrain
1-1962 Corvan, was AT&T service van 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.



I wish you could see this picture in color. This is what the inside of a Corvair block looks like after sitting outside for over 20 years! There was absolutely no chance of getting this engine apart any further, and no reason to try. The artifacts coming up from the Titanic had less rust on them than this engine. Some day when space permits, I'll share the story of this engine.—ed.

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