



RAMPSIDE



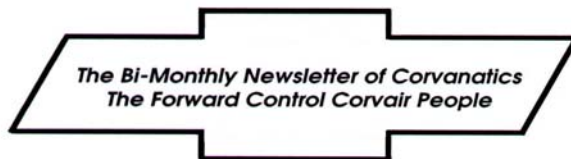
CORVAN



LOADSIDE



GREENBRIER



VOL. 32, NO. 1

JAN / FEB 2004

## LAKE TEXOMA TRUCK-IN



Front and rear cover photos are of the FC lineup (not sure how that late model got in there!) that showed up at the recent Lake Texoma Corvair Get-away. Normally, local clubs, NTCA, INCA, and GCCG are the only attendees. This year we had a surprise visit from a couple from California, whose name escapes me at this writing. They are full-time R.V.'ers who tow their Rampside. They had been spotted a few days earlier in Dallas by a local member and invited to attend. It was a very nice Rampside with Landau lights on the cab, and an interesting center console where he had his PG shifter relocated. There are a couple more pictures inside of this rig. Again, my apologies for not getting their names and writing it down. Maybe if they see this they write and I'll let you know next issue. (ed.)

# CORVAN ANTICS

A CHARTERED CHAPTER OF COSA, CORVAIR SOCIETY OF AMERICA

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FOR 2003-2004

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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 \$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/)



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WELCOME to a new year in Corvanatics! I hope everyone had the chance to reflect on the past year, both good and bad. Now's the time of year when we, as human beings, try to encourage ourselves to be better people, to correct whatever shortcomings we have, and to look ahead with optimism. I personally am looking forward to a very busy new year. In addition to this newsletter, I have also taken on the duties of activities chairman for NTCA, and Denise volunteered to be the treasurer. So our Corvair plate is full! Hopefully there'll be no regrets come December.

On the CorvanAntics front, I was blessed last year by lots of articles. Please keep them coming. Best method is by e-mail (keeps me from doing lots of typing), but I do accept anything I get. I try to keep editing to a minimum, just spelling and obvious grammatical problems. And please, please send pictures! If sending by e-mail, best optimum for printing is 300 dpi. If sending real photographs, please indicate if you want them back. If you don't, I keep them. Remember, If you don't send it, I can't print it! Things are a little light this issue, but I know you'll do better. Don't forget to send pictures of your rear view mirrors.

*Garry Parsley*

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# A LAST LOOK BACK AT CARLISLE, 2003

PHOTOS COURTESY OF CLAY WISPELL







Here are a couple more photos of the Rampside from California. It can't be seen in the picture, but the license plates are from South Dakota. One of the perks of full-time R.V.'ing. In the upper left photo, the Landau lights are clearly shown, and you may be able to make out the console. Not luxuriously handcrafted, but very utilitarian. In the upper right photo, the tow bar bracket and electrical connection can be seen. The lower right photo shows the very nice tonneau cover, and clean lines of this very nice Ramp. Remember, this is a Powerglide unit, that is towed all day long at highway speeds. Can't tell me that these aren't tough little units!

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One more photo of F.C.'s at Texoma. See how easy it is to get pictures of your F.C. outing in the newsletter. Just send 'em!

## IS IT DONE YET?

If any of you have ever restored a vehicle you all know this phrase "Is it done yet?" For the past 2 ½ years I have heard this statement at least once a week and at one point once a day. At one stage of our restoration project, the statement became it's own joke. The reply amongst our friend John Schlier (Paint & body man) and his wife Susie was, "It's getting there." Ahhh the restoration, the pride, the blood, sweat, tears and empty wallet. I found that this statement would haunt you, as you get closer to completing your masterpiece. The one day that you wait for is the opportunity to say, "Yes, it's done," and then you get the reply, "We'll its about time." So your sweet victory is slammed with another negative. And is it really done? There is always something to fix, adjust, clean or repair that goes hand and hand with keeping the car show quality. And the weird thing is you find yourself asking your fellow friends who are working on their vehicles, "Is it done yet?" Sorry friends.

**Gail Policella**



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For Rampside and Corvan owners who feel the need to plug those annoying oblong holes in the sidewall of the bed area, here's a source for a very good, if not strictly factory stock, replacement plug. It seems our good "friends" over at Ford used a very similar plug on 1982 Econoline vans. The ford plug is made of rubber, a little thicker than the stock GM plug, but a very good fit. The plug may have been used on other years, or even models, but the 1982 van was where I saw it. Part number from Ford is 380878-S, and it comes in a package of either 2 or 4 (can't remember which), for only a couple of dollars. So, if Factory Stock Original is not in your FC's future, give these plugs a try.

**Herb Martin**

## Spark Plug Cleaner The Frugal man's tool!

My husband John recently purchased a spark plug cleaner from Harbor Freight for about \$12.00. When he first showed it to me, I must say, my reaction was "Cheap, Cheap". John and I needed to clean the spark plugs on our coupe since it had not been running right. It ran rich and had a lot of carbon on the new plugs. After quickly assembling the unit and attaching it to an air compressor (necessary for this tool) I inserted the first spark plug. To my amazement it came out clean. After cleaning approx. 24 plugs, (some for John's lawn equipment), I learned a few tricks to expedite the cleaning. The instructions recommend installing it as a wall mounted unit. I think that keeping it mobile is better. The reason is, the unit is basically a mini sand blaster. The sand particles swirl around the inside of the unit and sometimes collect and stick in corners. Also you need to hold the heavy button down for a few minutes, so I placed it on the concrete floor and used my foot to hold the heavy spring button down. I also shifted the unit and moved the lever to make the sand swirl more in different directions and rotated the plug in the base to get every angle. The end result was clean, clean plugs. After the process you must use compressed air to remove any residual sand from the plug prior to re-installing. In summary, I must say, at least for my husband, this tool will pay for itself in a short period since his type of business and his hobbies all require spark plugs.

**Gail Policella**



## Camping for the 2004 CORSA International Convention

The CORSA international convention will be held in downtown Lexington, Kentucky June 15 through the 19, 2004. The host hotel is the Hyatt Regency. Unfortunately there is no overnight camping allowed in the parking lots of the hotel per hotel policy.

From the initial stages of planning this convention two years ago I have kept the Ultravans and the campers in mind. Located six miles and a straight shot to the host hotel is the Kentucky Horse Park Campgrounds. The campgrounds are beautifully secluded, modernized & affordable. The campgrounds policy is first come first serve. They do not take reservations unless there is a minimum block of twenty and then they also require the fee of the first nights lodging in advance. What we do have to offer is a 560-space parking lot rented for the week at the host hotel that will be used solely for outdoor vending and parking for conventioners staying at the campgrounds and hotels other than the host hotel. This will allow these conventioners an alternative place to come so they can come visit the convention during the day and not have to worry about finding a place to park. We will keep you updated on any changes and closer to the convention we will be putting together a list to reserve a block at the campgrounds so everyone can camp together. We just wanted to get the word out early so if you're planning on camping you will know what to expect.

We apologize for any inconvenience this might cause.

We have numerous fun activities planned throughout the week and we hope everyone can make it. For more information visit our web site at [www.kycorsa.com](http://www.kycorsa.com) or the horse parks at [www.kyhorsepark.com](http://www.kyhorsepark.com).

Hope to see everyone here in 2004!!!

**Greg Scarboro**

Central Kentucky Corvair



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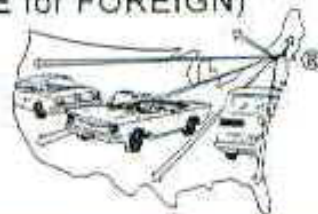
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# CLASSIFIEDS

## FOR SALE

34 Corvairs of which, 3 are Greenbriers, 4 Rampsides, 2 panels, and 4 wagons. 25+ years, some driven plus stored. \$300 up, as is, where is.  
Fred Johnston P.O. Box 323 Temple, PA 19560  
(610) 939-9593

## For Sale

Aftermarket springs and shocks for the front of the FC. This is the often heard about Mustang spring already modified and ready to go in. The full kit with shocks is \$160. Springs only, if you want to try your shocks, (not recommended), \$105 for the set. All plus shipping, 30#. This will lower the front of the FC and take away that roller coaster ride up front. The lower A-arms need to be slightly ground at the shock mounting hole to fit the shocks.

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Another  
"camper" spotted  
at the Corvair  
Ranch. Not quite  
as much work  
involved, but still  
a "little" different!



## FC CAMPER??

Many of you saw this at the Carlisle Convention, sitting out at the Corvair Ranch. Anyone have any details that they would like to share with the rest of us? There has got to be a story behind this.







## CORVANANTICS

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