



RAMPSIDE



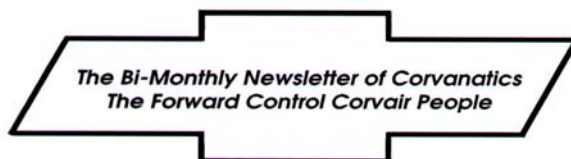
CORVAN



LOADSIDE



GREENBRIER



VOL. 33, NO. 2

MAR / APR 2005

DOES YOUR VEHICLE HAVE A DONOR CARD?



Here, on the back cover, and on page seven is the photo story of a Greenbrier that gave it's all. Even after 350,000 plus miles of reliable service, Brier, as she was known, still continued to give through the efforts of the National Corvair Donor Society (NCDS). After a valiant struggle, this poor car finally gave up all her mechanicals, floors, rockers & doglegs, front panel, doors, glass, all shiny parts, fuel tank, and electrical items so that others may continue to drive. It's generosity will not soon be forgotten. A moment of silence please.

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/



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Well, all good things must come to an end. And so it is with my editorship of CorvanAntics. With an ever-increasing workload, more involvement at the local level, and a homelife that just keeps getting busier every day, it is time to turn over the reins to some fresh blood. I realize it takes time to get somebody in the mood to do this, and that's why I am announcing this now. It really is not that hard of a job. Each issue takes 6-8 hours to edit and assemble and a couple hours to fold, staple, and mutilate. Now remember, that's every other month, so it's not all-consuming. But I do find myself tired at this point and not putting forth the effort that the rest of you deserve. I'm not sure if I'll be able to make this year's convention or not, but that is when I would like someone else to take over. If that's not possible, I will finish out the year. I want to thank everyone who has contributed over the past few years, and everyone who made kind comments about the product put forth. So how about it, all of you would-be editors out there. Think you can do better? Now's your chance to prove it. This is a really great organization and I have been proud to serve you folks in whatever small way I could. Thanks for the memories!

Garry Parsley

RIDING WITH THE PRESIDENT

Hi, and welcome to 2005. I hope you have enjoyed the first few months of this year and everything is going your

way. I had the pleasure this year to attend my first Rose Bowl Parade. It was a great experience to be with so many people and finally getting the up-close-and-personal feeling you get when you attend any event in person. The day after the parade we took in the post-parade activities, and this was great. To see the floats up close and the amount of detail and workmanship that a lot of people do, it kindly reminds you of a 98+ point Corvair. A lot of work goes in and a lot more satisfaction comes out. It was a great experience, and it also helped that Texas won the Rose Bowl!



In the January issue of the Communique, Clarks Corvair has an advertisement for future reproduced parts. The list has several parts for forward controls. Look the ad over, and if you see anything that you will need in the future, you may want to order now for possible reproducing. We must support all of our vendors, for as you know Chevrolet will not be reproducing any parts for the Corvair. Maybe you would like to send a thank you note to all Corvair vendors for their support and efforts in keeping our vehicles on the road.

Speaking of on the road, I hope you are planning to attend the 2005 International Convention in Portland. "Take the Trail to Oregon" is shaping up to be another great convention. I attended the mini in Portland several years ago and had a great time. This part of our country is beautiful and exciting to visit. For more details, please check the Communique each month. You don't receive the Communique each month? Then you must not be a CORSA member.

CORRECTION

In the last issue, I incorrectly identified the cover photo (the photo below) as the Greenbrier belonging to Jean Allen. This 'Brier, #101129 did belong to Jean, but was sold to Don Filkins. My apologies to Don.



Check out the web site at www.corvair.org and join today as CORSA needs your support just as much as our vendors and Corvanatics.

Until next time,
Corbin Jayloe

CORVAIR PARTS!

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

We offer new, used, rebuilt, NOS and reproduced parts as well as toy cars and collectibles.

Corvair Underground sells to every state in the Union plus all over Canada and the rest of the world. We accept all major credit cards and you can call, fax, mail or e mail your order.

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Find out why so many of your fellow Corvair owners save time, effort and especially money at

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MOTOR CITY MILESTONES

By Byron Olsen

Courtesy OLD CARS Magazine, Feb. 12, 2004

Submitted by Ed Thompson

It is generally recognized that the minivan revolution in the U.S. began with the 1984 introduction of the Dodge Caravan and Plymouth Voyager. In contrast with other passenger vans then available from American manufacturers, which were based on truck chassis, the new Caravan and Voyager were smaller and drove more like cars than trucks. There was a good reason for that: the drivetrain, chassis components, and platform were derived from the Chrysler "K" cars. It wasn't long before the Chrysler Corporation minivans virtually replaced the station wagon as America's family car and spawned a raft of imitators. One of the keys to the success of the Chrysler minivans (and something the competition was slow to figure out) was that the Mopar minivans drove like a car instead of a clumsy, downsized truck.

Well, gang, I'm here to tell you that the Caravan/Voyager were not the first U.S. minivans to be built with car components, easy-to-maneuver small car size, car economy, and car handling. That honor belongs to the now-forgotten Chevrolet Corvair Greenbrier, a compact, rear-engine, rear-drive minivan introduced in 1961 as part of the new Corvair compact car line.

The year before, 1960, was the year that Detroit's "big three" finally took notice of America's growing interest in smaller, more economical cars and introduced the compact Ford Falcon, Plymouth Valiant, and Chevrolet Corvair. Sales of the German Volkswagen and the U.S. Rambler had been booming, and Detroit was forced to concede that many car buyers had decided that bigger was not necessarily better.

The VW used a rear-mounted, air-cooled engine. That layout became the role model for Chevy's new Corvair. The Corvair was considerably larger than the Volkswagen and used a flat-opposed, six-cylinder engine of a 144 cid instead of the tiny 72-cid four-cylinder in the VW. Horsepower was 80 units in the Corvair compared to a modest 36 bhp in the Volkswagen. But the engines in both cars were air-cooled, and both had independent suspension on all four wheels, something unheard of in any other American production car at the time. The Corvair drew much more from European engineering than did its two competitors, the Valiant and the plain-and-simple Falcon.

In the second year of compact car production, each of the "big three" introduced compact-sized passenger and cargo vans to go with their new compact cars. Until this time, small vans set up carry people had not been built in the U.S. Volkswagen's compact "Microbus," which could seat as many as eight or nine and yet ran with the econ-

omy of a VW "Beetle," because it was powered by a Beetle engine, inspired the new crop of American small vans. Ford and Dodge built theirs on downsized truck chassis with solid axles front and rear. They were crude and had their engines stuffed between the two front seats where they took up valuable passenger and cargo room. These vans soon forgot the original concept of compactness and grew into the present huge Dodge Ram and Ford Econoline truck-based vans.

But Chevy again followed the Volkswagen model, this time the Microbus rear-engine, rear-drive box on wheels. The Corvair Greenbrier was the result. By placing the engine and transaxle between and behind the rear wheels, the passenger and cargo area floor could be dropped to the bottom of the vehicle. With no driveshaft or transmission to take up space, this cargo area was unobstructed and at the same time permitted a roof much lower than the competition. With no engine up front, the front seat area was similarly unobstructed and had comfortable seating for three. The drawback was vulnerability to front-end collision crushing.

The finished Greenbrier package was sleek, low, and very much in the GM style idiom of the time. Wheelbase was a short 95 inches, less than any contemporary car. Length was a modest 180 inches, the same as the compact Corvair sedans and coupes. Yet, this space contained 175 cubic feet of space, with room for seating as many as nine people. The distance from the back of the front seat to the rear tailgate doors was almost 100 inches. Interior height in the center was 54 inches (40 inches in the rear over the engine compartment). There was Corvair independent suspension on all four wheels, steering was very without any power assistance. Double side doors gave easy access to the rear seats, and matching double doors could be ordered on the left side as an option. It took the new generation of minivans a decade to make left side doors available. There were roll-down windows in every side door, and on the left side, even when doors there were not ordered. Camping equipment and gasoline heaters were among the options.

Mechanically, the Greenbrier used the 144-cid Corvair 8—bhp six-cylinder engine. In 1964, the displacement was increased to 164 cid producing 95 bhp with 110 bhp optional. Buyers could choose a three-speed or four-speed manual gearbox, or the Powerglide two-speed automatic. While acceleration was not neck snapping, it was vastly superior to the benchmark VW Microbus, and the Greenbrier could keep up with freeway speeds, something the VW could not.

With all of this room and flexibility and easy car-like handling, the Corvair Greenbrier was an appealing package. Yet, perhaps it was ahead of its time. The Corvair rear-engine, rear-drive concept soon diminished in popularity, and GM quickly turned to conventionally arranged replacements: the Chevy II/Nova car, and the front-engine,

truck-suspension vans similar to the Ford and Dodge. Greenbrier sales started off at about 18,000 units in 1961 and 1962, but then trailed off to 13,761 in 1963, 6,201 in 1964, and a paltry 1,528 units in 1965, the last year of production. Chevrolet had clearly lost its enthusiasm for the car by that time, and the lack of advertising push showed it. Yet, the Greenbrier deserved a better fate than that. It was truly the forerunner of the new generation of minivans that would arrive on the scene 20 years later, claiming to be the latest innovation in motoring. Yet we know better: the Greenbrier was there first.



PICTURE CAPTIONS

The 1961 Chevrolet Corvair Greenbrier was the “big three’s” first minivan built with small-car components and with car-like features, and its success was short-lived. By the time this 1965 Corvair Greenbrier minivan was offered, sales for the vehicle were deeply waning. (Byron Olsen collection)



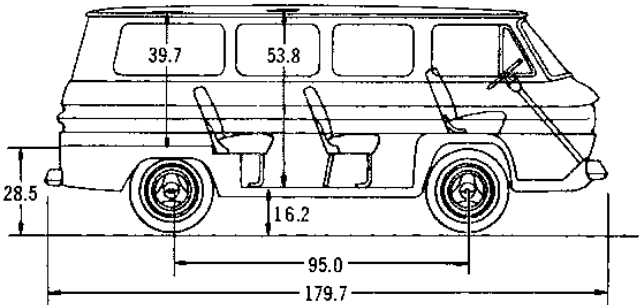
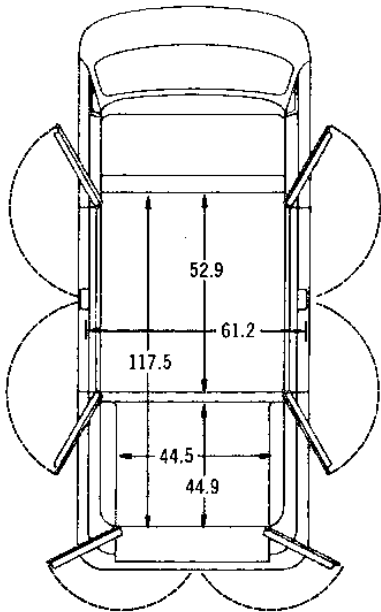
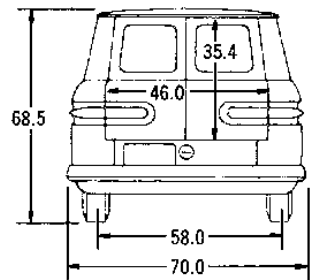
Not only could a Corvair Greenbrier owner select left side doors to provide access to the rear seats, but the windows in these rear doors could be rolled down. Even when the left side doors were not ordered, the windows could still be rolled down for rear passenger comfort. (Byron Olsen collection)



DIMENSIONAL DRAWINGS

1965 GREENBRIER

DIMENSIONS



IN MEMORIAM

On January 11th, we in the Corvair hobby lost a true enthusiast. Burnie Weddle was one of the founders of Corvair Atlanta. He was a lifelong CORSA member, an Honorary Lifetime member of Corvair Atlanta and friend to all he met. Burnie was instrumental in the first CORSA International Convention held in Atlanta in 1980 and also contributed heavily in the 1992 Atlanta Convention. He served as an Eastern Director of CORSA and was also prominent in the decision that brought our annual Corvair Atlanta Springfest to the beautiful North Georgia village of Helen.

Jack Allison, longtime Corvair Atlanta member and club historian had this to say in a article published in our Newsletter (The Connecting Rod) in the fall of 2002 when I was Corvair Atlanta president:

Burnie Weddle

Corvair Atlanta members come and go, but there's one member out there who not only came along for the ride (no pun intended), but he came along to stay.

...snip...

... a 21 year tradition. Here was a man with a vision, a guy whose hobby and Corvair Atlanta was a great part of his life.

We will all miss Burnie, his stories, his pranks with the fake oil slick and above all his great outlook on life in general.

Burnie was buried in Arlington Memorial Cemetery in Sandy Springs, Georgia at 2 pm Saturday, Jan. 15th. The family has requested no flowers and if you wish, to make a contribution to the Alzheimers Charity in his memory.

Sincerely,



PORTLAND UPDATE

As a fellow Corvanatic and member of Corsa Oregon I would like to extend an official invitation to my fellow members to make the trek to Oregon (as Lewis and Clark did 200 years ago) this summer for the 2005 Corsa National Convention. On the banks of the Columbia River, with views of Mt. Hood and the ever changing Mt. St. Helens, an easy drive to the coast or up the Columbia River Gorge where Lewis and Clark once camped, Portland offers a great variety of things to do. Our website is not quite finished yet, having to wait for final approval from Corsa National, but you can log on to check out lodging. I also own an Ultra Van and was volunteered to make arrangements for RV/camping. The host RV park will be found under lodging on the web site as well as some alternatives. I would like to see a good representation from our FC campers out there. The only serious restriction is that no tent camping is allowed. If you have any questions or suggestions feel free to contact me.
PLAN NOW.

<http://www.corsaoregon.com/convention2005/>

Doug Bell doug.bell3@comcast.net

61 Rampsides

66 Ultra Van #215 "Bella Beluga"

63 coupe



NEW FC REGISTRY

Merv Krull of Salmon Arm, BC, Canada has graciously volunteered to start a registry of all known Corvair FC models. E-mail Merv at krupross@sunwave.net and supply the following information:

Make: Greenbrier, Rampsides, Loadside, Corvan

Year:

Model:

Vin Number:

Features:

Location:

E-mail or phone number:

Status: Running, under restoration, parts, junked

I'm sure any interesting short notes would be appreciated by Merv. He says you can send up to 3 jpeg pictures with the information. Thanks from all of us for taking on such a large task Merv.

CLASSIFIEDS

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

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)



GREENBRIER DONOR PROGRAM



Many of you may remember this Greenbrier as belonging to Clay Wispell. She attended many conventions.



Clay generously donated it so that a Corvan might live on.



Thanks Clay for always thinking of others!



CORVANANTICS
5000 Cascabel Road
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FIRST CLASS