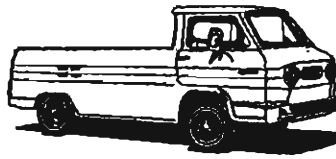


RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



VOL. 33, NO. 3

MAY / JUN 2005

CORVAN ANTICS

A CHARTERED CHAPTER OF CORSA, CORVAIR SOCIETY OF AMERICA

OBJECTS IN THE MIRROR.....



Everyone knows what a dilemma rear view mirrors are. Stock, dealer option, modern, fancy, plain, or how about, just work right. Finding the correct mirror is not always the easiest thing. What works right for one person, is absolutely wrong for someone else. Reproductions are out there, but ever so slightly off perfect. Dealer installed could be just about anything. Inside and on the back cover are a few samples from around the country. My apologies for not knowing whose is whose, the pictures were sent to me from the Lexington Convention.

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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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EDITORIAL DEEP THOUGHTS....

That's funny, my e-mail hasn't been ringing off the hook with folks begging for the editorship. Hmmm.... Could I have overestimated the numbers of people wanting this lucrative career? Just kidding. But for real, time is running short. Somebody out there needs to step up and start designing your version of CorvanAntics before it's too late.

Well, I stepped right into it at the annual NTCA auction, and now I have an extra 1965 8-door Deluxe Greenbrier that needs a good home (not to mention a ton of restoration). I've picked a few parts off of it that I need, and now it's time to pass it on. If anyone is interested, let me know, otherwise you'll see it on ebay soon! I have lots of pictures I can send—none of which over-flatter it!

With our son still in Iraq, but due for leave any day now, it looks like once again we will miss the convention. The Army has really been very inconsiderate about that. This will make the third time in four years we will miss convention to spend time with our son. I can't think of a better reason to miss the convention, but still....

Everybody have a GREAT TIME for us!

Garry Parsley

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
POWERGLIDE TRANSMISSIONS by BOB BALLEW.....	\$10.00
DIFFERENTIAL BOOKLET	\$5.00
CORVANATICS PATCHES	\$2.00
CORVANATICS DECALS	\$1.00

RIDING WITH THE PRESIDENT



Here we are on the "countdown" to Portland. I hope you have made your arrangements and everything is ready to go. I will attend, but at this point it appears I will not drive a Corvair. I don't like going to convention without a Corvair, but several factors enter into this convention.

Just a reminder that the Corvanatics group meeting will be on Wednesday starting at 5:00 p.m. The PIR cruise-in starts at 6:00 p.m., so our meeting will end early, so anyone that wishes to attend the cruise-in can do so. Speaking of the meeting, do you have anything you would like to say or bring up for discussion? Please let me know and I will gladly put it on the agenda. Also, if you would like to be nominated for any of the board positions, including president, please let me know.

If you have been reading any of the articles in the Communique, you know they are looking for ways to increase membership, well, so are Corvanatics. If you have any suggestions for Corsa, please let them know. If you have any for Corvanatics, please let me know.

CORRECTION

My apologies to Chuck Armer, whose name was inadvertently left off of the moving tribute to Burnie Weddle in the last issue. Chuck put a lot of work into the article about a very deserving person, and it was a shame that his name did not appear with the article. I vow to do a better job of proof-reading. Thanks for writing the article Chuck.



That's it for this issue. I hope to see you in Portland.

Corbin Jayloe

CHEVROLET

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(FEATURED COLUMNIST)

ANOTHER FC TESTIMONIAL

The following tale took place midway through my Corvair career, but the practicality is timeless as we continue to be enchanted by these waterless wonders. I ran across my original article and pictures from 1981, and thought it adds another little testimony to the versatility of the FC.

In the spring of 1981 I decided that taking my 65 Corsa race car to the Continental Divide Raceway near Denver at the CORSA National Convention would be a real treat. The Denver folks had the raceway reserved for a slalom event and it was sure to draw lots of interest. I was towing my car on a tandem axle trailer behind a '63 eight door Greenbrier to local events mostly within the Kansas City area, and the thought of going to the mile high city and back (1300 miles roundtrip) in the summer made me give a lot of consideration as to the best configuration for that kind of trip. The Greenbrier was a four speed and the engine was originally a 66 140 automatic on which I installed some very clean (inside and out) 95 heads. I also used a 12 plate oil cooler, slightly modified 95 distributor and left the lower shrouds off. Removed previously was the insulation at the air intakes.

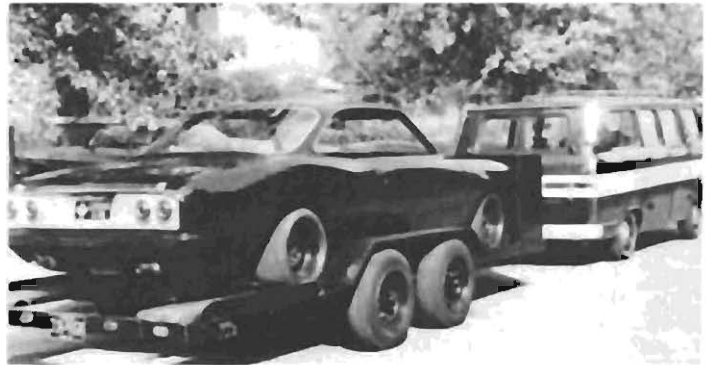


I took a while to decide what transaxle to use for the best all around towing and finally picked a truck 4-speed (4.26:1 first gear) and a 3.55 differential. With F-78 tires it would probably pull stumps in first but stall was not at too high an RPM on the highway. The clutch/flywheel was late HD design and the disc was a new original GM. The small clutch shaft worried me a little, but I decided that

anything that had been in service for twenty years probably didn't have any manufacturing defects.

I checked and upgraded everything in the brake system and hooked up the previously unused electric brakes on the tandem trailer to the Greenbrier. The brake pressure could be adjusted at the unit under the dash (no micro-processors then) and I practiced until I had the trailer brakes coming on just barely before the wagon brakes. Several short highway trips let me position the car on the trailer for best towing with the added weight necessary for the trip. I added a head temperature gauge and practiced some more.

I installed Gabriel adjustable shocks on the rear set to extra firm and continued to use the original dump truck sized Delco shocks on the front. We left Kansas City for Denver with a 3500 pound car/trailer, 500 pounds of parts, tires, and tools, 200 pounds



of fuel, 450 pounds of passengers and 250 pounds of luggage—almost four tons including the Greenbrier. The eleven hour trip was totally uneventful, with the temperature gauge reading around 325 with downshifts to third gear on hills at 350. Fuel consumption was right at 16 mpg. We arrived in Denver's non-stop rush hour traffic which left me feeling like I was driving a freight train until I reset the timing for the altitude.

The convention was great, the trips around CDR Raceway exhilarating, and the journey home perfect.

As a postscript. The '63 Eight Door was stolen from my shop one night in 1982 and used to transport merchandise burglarized from five Lenexa, Kansas businesses. The police found it out in the country where it had been burned. I salvaged the drive train and other hardware and quickly found a Six Door to install it in which I still drive today. It has made many trips to Sun City, AZ to visit my parents and I also drove it to a couple of conventions. I once used the trailer to pick up a Greenbrier that was donated to me and hauled it across I-435 south of Kansas City. That was an interesting sight! Today I'm still using that same tiny 1961 four-speed clutch shaft that went to Denver so long ago. FC's were made for truckin'!

Mike Dawson

FC MIRROR MENAGERIE



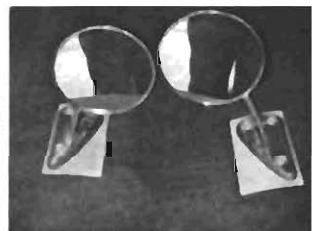
HAULING

Here we are again. Craig Wilson of Cedar Falls was waiting for me to drive his F.C. pick-up to a landfill south of Waterloo. Over the years I have been cutting down several trees downed by strong winds and heavy rains. About 27 loads on my neighbor Edward Richmond's snowmobile trailer. So many loads, that he wanted to park it on the side of my driveway. Several months ago he sold it to his friend. I was lost without it, so last month I bought a new 8'x10' aluminum tiltable snowmobile trailer. It has very nice tie-downs that work great with the branches and lawn tractors that always seem to need repairing. Thank heavens for Craig's Rampside to haul all of this mess off. As you can see by the picture, it gets a workout.

Kent W. Kischer



MORE MIRRORS



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CLASSIFIEDS

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

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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

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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

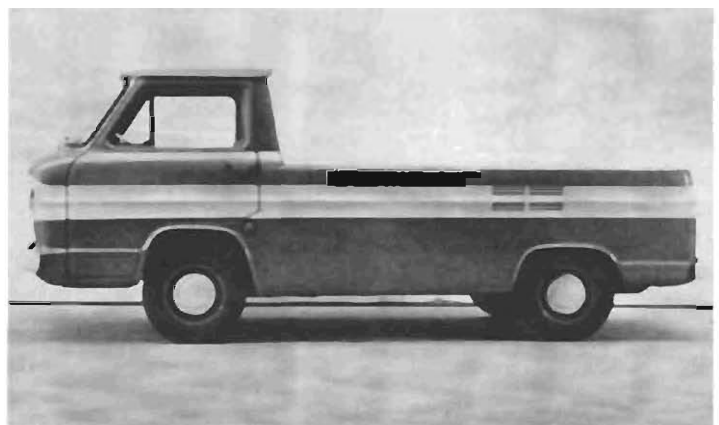
1961 Rampside, restored to approx. level 3. Fully driveable, fully worked over, new suspension, brakes excellent, push rod job recently done. Shoulder belts, new stereo, fuzzies, and weatherstripping. New paint within last year. Must sell, not as young as I used to be. Asking \$11,500.00.
Faith Schexnayder 512-448-2256 schex@austin.rr.com

FOR SALE

Greenbrier hobby sell-off! 1965 6-door green/white top and stripe, w/new Michelin tires on powder coated rims. Package deal includes the following: misc parts, books, 2 floor jacks, 6 jack stands, Craftsman 5.5 hp 25 gal. compressor, auto specific tools, engine stand, car cover, parts storage bins, grinder collectibles, CB radio, parts washer, creeper, dolly, oil and grease. Body and drivetrain ready for reassembly—great deal for someone with more time than me.
Jeff Cohen 972-490-0614

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





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FIRST CLASS

