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GREENBRIER



VOL. 34, NO. 2

March / April



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CORVANATICS 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 \$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: Mike Moyer 2736 Sherwood Dr Navarre, FL 32566. All of these can also be sent by e-mail to: Vairvert67@yahoo.com. 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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SAD DAYS

SUBMITTED BY

Pat Bremer & Betty Gridly

Ed Gridley Was president of Corvanatics for several years. Ed was also the founder of Circle City Corvairs in 1974. He was also chief judge for Corvairs for the Hoosier Auto Show. He had several FC's and quite proud of his 61 Loadside with which he won many trophies. He will be greatly missed by is wife Betty, His Family & Friends . Lung cancer took him January 1st 2006

CORVANATICS MERCHANDISE

Available from the Secretary / Treasurer

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RIDING WITH THE PRESIDENT

Ken Hand



There have been a few things sort of NON FC related that has happened in the last couple of months and I will talk about each of them. The first item is about the FC web site. Since it has been moved it is not like it used to be. I contacted the web master and he indicated that he really would like someone else to take over the job. I asked a friend of mine that is not in the Corvanatics club, but he does have a Rampside, to take over the web duties and he agreed. I do hope to get the web back to the way it was before the move. By the move, I mean the transfer of data from one server to another. Another topic that I want to bring up is a little change that most of you will never see and maybe most of you don't care about if you are not on the internet. What I am proposing is that the Corvanatics President, whomever that may be, be made part of the email list owners. What this means is the Prez will be partly responsible for keeping all that bad email away from the whole list. I am sure that most of you don't want spam email from online pharmacies or overseas offers of great riches. The job is very simple and I have been doing it almost since the day I was railroaded "er" I mean elected to this position. So now that we have the serious stuff out of the way, is everyone ready for spring already. I know some of you don't really know what the real meaning of spring is but us folks here in the Great White North do. We have to put our toys up for the winter so they will stay nice longer because of all the salt usage on our roads. That is a shame because any of the Corvairs are excellent in the snow. I know because I drove them year round when they were just transportation. They would go almost the same places 4 wheel drive trucks could. It is time to start thinking of Spring and getting our vehicles prepared for the onslaught of all the driving you will be doing. I am sure there are many activities planned this summer that you can drive your FC's to.

Happy Vairing
Ken Hand

Back on the Road

Thought I would write to let you know another FC is back on the road. It is a '61 8 door that was originally a FCC vehicle owned by the U.S. government. I found remnants of a decal above the drivers door indicating such. It is a Powerglide and has been in the Corvan Antics Newsletter once before. Volume 17 number 4 in 1989. It was used as a library van for our club (Corvairs of New Mexico) and was owned by Leroy Rodgers. Anyhow, it has been languishing the last decade and more. Sitting outside and being moved when in the way. I have been working on it the last 3 months or so, the former contents of the van are now in my house and just got it licensed 2 weeks ago. I plan to use it often just because it is fun to drive. Slow but willing although it runs, stops, and steers very well. Just have to get used to the different level of performance. Thought you might be interested.

David Huntoon
President of Corvairs New Mexico,

CNM



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"Who stole the Glove box Door, rear Grille and rear windows in '63?" by Dave Newell

It was an all-out effort to take cost out of the FCs in '63, especially for the Rampside (R1254) and Corvan (R1205). This was part of Chevy's last big push to increase FC sales while they were waiting for the Chevy Van to hit the showrooms. It was hoped that claims of lower prices and increased durability would help counter negative public perceptions in those areas. Three items were deleted as standard equipment on both R1205 and R1254: the glove box door; rear grille and rear door windows on R1205s. These deletions didn't apply to Greenbriers.

Glove Box Door: Chevy always referred to truck glove boxes as "Dispatch Boxes" whether they had a door or not. The term went back to prewar days when a truck was strictly a commercial unit. At the start of the '63 model year, the dispatch box door was eliminated on *all* R1254s and R1205s, whether or not they had the Deluxe "Custom Equipment Option", RPO Z60. The door check rod holes and rubber bumper holes were eliminated, too. But that didn't stop a rush of parts shortage claims from angry dealers, who felt that their Corvair 95s had been shorted dispatch box doors at the assembly plants. Because of these complaints, Chevy sent letters to dealers on Sept. 24th, 1962 noting that the missing doors weren't indeed missing. And adding that they weren't available unless a dealer wanted to order '63 Greenbrier doors and hardware through his parts department. More letters of that nature followed throughout October, until a dispatch door option could be created to quell dealer dissatisfaction. Hence on November 12th, letters went out to dealers announcing RPO B78 Dispatch Door for all R1254s and R1205s at \$5.40, regardless of usage on standard models or those with Z60 Custom Equipment. Four days later--on November 16th-- Chevy sent other letters announcing that the door would now be *standard equipment* on all FC models. Thus RPO B78 has the distinction of being perhaps Chevy's shortest-lived option. Finally, back to square one after a lot of procedural expense.

Rear Grille: Shorter story here. For the '63 model year, the rear engine grille was deleted on basic R1254s and R1205s. If you ordered the "Deluxe" Z60 Custom Equipment Option on these models, you were supposed to get a rear grille. The same situation continued through the end of 1964 production.

Rear Door Glass, R1205: From the start of 1963 production, rear windows in R1205 Corvans were no longer standard equipment. All you got was a depressed area in the sheet metal on each door. The inside rear view mirror was also deleted on Corvans, but the normally optional outside rear view mirror was made standard on that model only. For \$12.95 you could get RPO A12 "Rear Door Glass Equipment". Even though you could now see out through the back doors, you still got the outside mirror instead of the inside one. A total of 10,258 Corvans were equipped with A12 for 1963 (67%) and 4,775 for 1964 (79%). Leaving off these seemingly essential items must have been worth it to Chevy's sales department, which ballyhooed the "New Lower Prices" for Corvair 95s in advertising and merchandising materials. Market penetration in the 95s Weight Class was the game. FC sales picked up for awhile with all the promotion. But it was all just marking time until the G-Series Chevy Van's debut in December of 1963!

E-LETTER UPDATE

The 2 E-letter test runs went very well thanks to the many volunteers from the FC Email Forum. With the acquisition of Acrobat 6 I was able to condense the Newsletter to a size manageable even for Dial up members.

We have had many volunteers join the Email list already. This will save the club money in the long run. The more who join the less chance of having to increase memberships Dues in the Future. The first full fledged Emailing are this months.

Mike Moyer
Editor

Forward Control Baby

(Future Corvair Owner)

After completing our 1964 Greenbrier with dealer installed camper package, my husband and I took the newly restored van through Florida and Georgia racking up over 3000 miles. We camped in it and then showed it in few car shows and placed 1st in the events. We spent nights next to a Helen, Georgia river that was spectacular and secluded. We also spent a night in a campground, which was fun. We enjoyed every moment and all the praise we received for the rarity of the vehicle and the restoration itself.

After 11 years of marriage, my husband and I decided to focus on our future plans, which meant a family. On January 18, 2005 Alyssa Brooke entered our lives at 5:42pm weighing in at 6 ½ pounds and 19 inches. We had a dear Corvair friend tell us they knew that van was going to get us in trouble. But the baby wasn't conceived in our van. Although that would have made a neat story. We realize we waited a long time to start a family and we know a lot of people had given up on the idea including our parents and good Corvair friends. Our excuse, simply, we've been having so much fun together enjoying our car hobby and other projects that the years passed us by quickly. But, we are ready and we are looking forward to her addition to our lives and having her share in our love of Corvairs. She of course will be willed our beloved 64 Greenbrier (our 1st car baby).

John and I are also downsizing in our car hobby but not our interest in the Corvair and we are getting rid of 3 too many cars (1-1965 Monza Coupe) yes, it is For Sale. John is working on the garage a lot trying to get rid of excess car parts that he has collected for over 20 years because we know we will lose the luxury of free time (Yes, parts are For Sale too!)

Our dear friend Sarah Beltrami (Formally :Jones) told me a little over 2 years ago she couldn't see us having a family. She thought we were too set in our ways and to active in traveling and cars to include a child, and honestly a few years ago we couldn't picture ourselves with a family but times have changed and we are not getting any younger.

Sarah and I have been friends for over a decade. The attached photos show the two of us at the 2004 An-

nual Turkey Run in Daytona, Florida (Thanksgiving weekend every year). Sarah's husband Rick had to drive in a beautiful Chevy Bel-Air for his job in the "Gas Light Parade." So we all hopped in and joined him in the event. I must admit it was weird not being in a Corvair in a car event. But we know next year we will be driving our Corvairs at the parade. We walked the infield of the Daytona Speedway for 2 days; I think I was the most pregnant woman there. My friends in South Florida couldn't believe I'd travel 4 ½ hours away from home being 8 months pregnant but my doctor reassured me it was fine. I had to make lots of stops at the porta-potty but it was worth it. I got lots of funny comments about my T-shirt "Future Corvair Owner"- with arrow pointing at belly. Lots of men assumed it was a boy since that seems to be the stereotype for car collecting. But hopefully she will take after me and love cars from a young age like I did.

We hope when she gets a little older we can start traveling again to the National Conventions with her so that she can experience the United States and the fine people who collect Corvairs.

Our new project with our Greenbrier is to add a factory option sleeper for her. Wish us luck.

Gail & John Policella Margate, FL





For Sale

12 Plate Oil Cooler \$25
 Mallory Distributor for 110 engine \$40
 2 FC Door Emblems Greenbrier by Chevrolet \$10
 Tail gate Chevrolet Emblem \$10
 Corsa Horn Button \$5
 FC Horn Button \$5
 New 1960 Corvair Shop manual S+M \$20
 New 62-63 Corvair Shop Manual ST20 \$10
 Used 1960 Corvair Shop Manual S)+M 21 \$10
 1969 Corvair Model AMT 38159 Unopened \$20
 FC Jack & Handle (Works Well) \$15
 Tri-Star 581 Capacitive Discharge Ignition \$50
 2 T3 Dim/Bright Original Bulbs \$50
 10 Different CORSA Communiqués/ Quarterlies \$10
 All Postage Paid of Course
Marsh Hesler P.O. Box 872 Estes Park, CO (970)586-8081

Traville Camper topper for Rampside. Located 40 minutes from the Buffalo Convention Site, in Gasport NY. In need of restoration, comes with stove/sink/refrigerator assembly, ramp filler panel and side door. \$100 or best offer, open for parts trades. **Contact mopar@jbc2.net 716-439-5194 Gary Swiatowy**

1961 Greenbrier standard, 1964 110hp motor. Power-glide. Unknown mileage. Recent rebuilds and repairs: new brake shoes and wheel cylinders, master rebuild Nov. 05, carb rebuild Jan 06, new blower bearing Mar. 04, new battery Mar. 05. Daily driver, a little rough as it was owned by a carpenter as a work truck. Body is in OK condition, there is some rust and bondo repair, and the beginnings of significant rust around part of the rain gutters. Interior is in good condition, with original rubber under new carpet in rear. Comes with front bench, middle bench on fabricated stand in place of legs, with very sturdy well built platform covering the rear well behind the middle seat; making it level with the engine deck; storage underneath with hinged and locking top. Blue metallic with light grey stripe (both non-standard colors). Located in the San Francisco Bay Area, California. \$1500. Picture and ad can be seen at: <http://www.craigslist.org/eby/car/126418115.html>
Contact: wild8bill@aol.com or (510) 914-6653

FRONT SUSPENSION CROSSMEMBER - from a '63 Greenbrier with earlier style manual transmission. Will fit all 61 to early 63 FC's with manual transmission or all 61-65 with PG. Solid unit has been shot blasted to clean metal and coated inside and out with Zero-Rust (like POR-15). Can beboxed to ship UPS or I may be able to arrange delivery to WI or MI. \$125 or best offer. **Dale Dewald (906) 482-2872 dkdewald@pasty.net**

Canadian built 64 700 sedan, 110, rare 3 speed, 21,000 miles on car (not certain about the motor), new clutch, new pressure plate, all seals redone, deflashed, decent interior, new tires (Firestone 440) perfect glass, white exterior, blue interior, bearings and brakes done, needs floor and exterior paint, presently giving electrical system complete checkup/repair. Sell for \$4000 CDN or trade for rampside equal or less value. **Merv Krull Salmon Arm, BC 250-832-7326 kru-pross@sunwave.net**

Free to good home. 62 Valley Rampside camper. Cab over bed. Gas fridge, lights and furnace. 24 volt hydraulic lifts. No leaks. Needs a strong rampside to safely move it about, it is very heavy. needs paint and some minor panel work inside. **Tom (360) 452-5374 WA email pictures contact lumpyptom@hotmail.com**

Tech Suggestion

The Jan/Feb 2006 issue asked a Tech Question about how to bend the brake line out of the Master Cylinder. A few years ago I spent some time working with one of the Vendors on that very problem. The correct fitting was/is not available from any of the fitting vendors. Since an appropriate fitting was the best solution the problem was solved by hiring a Machine shop that would make the part from the right material to the right specs so that the vendor could sell it with the blessing of his Liability Insurance provider. I presented this solution in a Tech Session at one of the Nationals - a few years ago in the form of a "how to" session..

As far as I know the only way you can get that part is to buy an MC from the vendor. Since we were working on a Dual Master Cylinder for the FC (we called it an FCDMC) the picture I am including shows the fitting (twice) on such a Dual MC. Since it is such a good idea to have Dual MC's on our Corvairs (FC's or otherwise) I would suggest that both Bryan and the member who asked the question contact the vendor for purchase information.

The phone number shown in the picture on the side of the FCDMC is 619/259-1520.



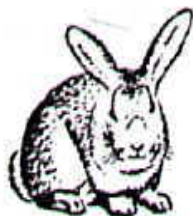
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