



CORVAN ANTICS

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RAMP/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division

?? CORVAIR SNOWCATS ??



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HUMOR ED.	Dave Anderson
Membership - 302				

NEWSLETTER COPY: Anything to do with FCs (prefer text with pictures)

NEWSLETTER DEADLINE: First of each ODD month (Jan Mar May etc)

CHANGE OF ADDRESS: Please send them to Caroline Silvey.

DUES, APPLICATIONS and RENEWALS: CORVAN ANTICS is published bimonthly by CORVANATICS, a chapter of CORSA and CORSA membership is required. CORVANATICS dues are \$6 (US) a year and should be sent to Caroline Silvey. CORSA dues are \$14 (US) and should be sent to CORSA, INC 2506 Gross Point Road Evanston IL 60201

CORVANATICS MERCHANDISE AVAILABLE: Window decal \$1 ea; Back issues of CORVAN ANTICS \$1 ea; Complete set 45; Jacket patch \$2.15 ea; Club stationery & envelopes \$.05 ea. All items can be ordered from Caroline Silvey.

ON THE COVER:

Well, a while back I asked if anyone had any pictures of "kustoms" and sure enough from the land of krazy things (California) I got a few pictures from our Western Director, Jim Craig. It seems while he and his son, Bob were on a motorcycle vacation/camping trip thru the California Sierra mountains they spotted this jewel sitting behind a stand of pine trees in the ski village of Bear Valley. There was no one around to give any information on the conversion.

The body work, paint and detailing of the cab interior was excellent and the steering wheel and shaft have been removed and replaced with two "joy sticks". It appeared to be mounted on a large truck frame which included a four speed box and a large V8 engine. Jim's comment was "I once was a sporty Rampside, now I am a Classy Snowcat"

How about that folks!?! Lets see some more pictures. Keep those cards and letters coming in.

FORWARD CONTROLLING WITH THE PRESIDENT:

Activity in the realm of the Corvair and FC enthusiast seems to have slowed considerably lately. In the last newsletter Bob Kirkman said his mailbox had been rather empty lately and we must say the same here at Corvanatics Headquarters. Hopefully this trend will be reversed soon. As Bob said, since the summer activities have ended, perhaps we can all get back to our fall and winter restoration projects.

That is exactly what we did after returning from the Winston-Salem Fall Corvair Affair. After motoring to that show in the luxury of ex-Corvanatics president Ed Gridley and wife Betty's new motorhome; we returned enthused by the sight of all the beautiful FCs shown there. The Corvan that son Tom II and I were restoring for his driving to school had been sitting all summer. Naturally it wouldn't turn over since some corrosion had taken place in the the ground circuit. Finding an FC in the back yard is not as easy as it used to be but my son found another one last week. It is battered and worn but has a good windshield and a few good parts. This proves that there are a few of them still left to be saved.

As you may have notice we did not have our annual Corvanatics Drive-In in the Central Division this year. I was not aware of the needfor new hosts until it was too late so the blame goes on me. However, we need to find a few members that would consider hosting the 1983 Drive-In. So, please think about it and get in touch with me so that we can plan it ahead of time.

Mike Ganor of Minneapolis has volunteered to be the new Vice-President and National Convention Chairman. Charlie Goerge of New Jersey also volunteered, but his letter got here after Mike had accepted the job. However, thanks to you Charlie, we will probably need you in the future to help keep the club going.

I have established a new policy based on discussions with officers and members at the national convention. I hope to always include pastpresidents as members of the board of directors as long as they are interested in serving in that capacity. Their experience and opinions are helpful to the present president. Therefore, Cecil Miller will be added as another director at large.

The binders and index that you have heard about for so long have finally come into being. Robert Terkelson of San Francisco has joined the index committee and volunteered his computerized index system. Hopefully we can have them available by the end of the year. The binders that you have seen demonstrated at the conventions are now available. These are sturdy spring backed binders that grip the contents without benefit of holes, staples or clips. The contents are released by folding the stiff covers backwards and pressing them together. I now have all the Corvan Antics issues stored in one and find it very satisfactory. A binder and dividers for the 1972-80 issues is priced at \$8.50 and the 1981-90 dividers with the same type binders is \$9.50 (more dividers). You may order the new binders from the Sec/Tres now. The cost includes postage. These binders may be ordered without dividers for \$8.00 if you want to use them for your Corsa Communiques or other newsletters and papers. This is a very good price for this high quality binder. The best price we could get in Indianapolis for lots of 125 was over \$11.50. So, member Nico DeJong has done his job well in finding us a good buy.

Get those tech tips and questions in to Tech Editor Bob Kirkman and articles to Editor Dave Anderson. Also, if you have any solid evidence of what was available on your FC when you bought it new or have literature to help us define what was stock. Send that information to Ed Gridley so that he can start to assemble our club catalog on what is "Stock". Let's keep things moving in CORVANATICS by communicating. The life-blood of our club is member communication. Consult your local tech advisors or directors and let them know how valuable they are to us.

TECH TOPICS:

Tech Topics is a collection of technical questions, answers, tips and opinions. All questions, comments, etc you have should be sent to a Technical Advisor in your area or with a specialty that matches your need. Those of general interest will be included in some future issue of Corvan Antics.

Technical Advisors, Locations & Specialty (more next issue)

Larry Claypool (Central US and Canada) 80th Ave Lincoln Est, Frankfort, Ill 60243 (815) 469-2936 10AM-6PM except Wednesdays and Sunday
Engine, chassis, mechanical and electrical

Bob Marlow (Eastern US & Canada)
161 Hill Street Midland Park NJ 07432 (201)444-1859
Original equipment identification, FC's in commerical use

Larry Thomas
Box 4 Goshen OH 45122 (513) 722-2871
Parts Finder

Q: What do the numbers and letters in the serial numbers mean??
Henry Peabody Memphis, Tennessee

A: We asked Dave Newell to help out on this one. He states that the 95 serials may be old hat to many members but it has not been published (condensed) in one place before. Following is the write-up that Dave supplied and we thank him for it.

***** CORVAIR 95 SERIAL NUMBERS *****

I. Vehicle (body plate on the left lock pillar)

Sample: 1R125S100002

1 = Year (61, 62, 63, 64, 65)

R = R-10 Series

125 = Corvan (Model R-1205)

Also 126 = Greenbrier (Model R-1206)

Also 124 = Rampside (Model R-1254) or

Loadside (Model R-1244, 61-63 only)

S = St. Louis, MO (61-65)

Also F = Flint, MI (61-64)

100002 = 2nd Corvaire 95 built at St. Louis in 1961

(begins at 100001)

Note: Chevy appears to have rearranged the serial number for 1965 only. Mine appears as R1265s100815 (Tech Ed)

On approximately June 15, 1963, the serial plate was changed to read "DD" following "Chevrolet". It stood for "Delivery Date", which the dealer was supposed to die stamp just to the right of the DD, to aid warranty verification. Not many dealers bothered though.

II. Engine (located behind oil filter adapter on block)

Sample: T0430V

T = Tonawanda

04 = 4th month (April)

30 = date (April 30)

V = 80 HP, manual transmission (type)

Codes:

V = 80 hp, manual trans

VA = 80 hp, export, manual trans

W = 80 hp, Powerglide

WA = 80 hp, export Powerglide

VD = 102 hp, manual trans, std clutch

VE = 102 hp, manual trans, HD clutch

WC = 102 hp, Powerglide

V = 95 hp, manual trans

VA = 95 hp, export, manual trans

W = 95 hp, Powerglide

WA = 95 hp, export, Powerglide

VB = 110 hp, option, manual trans

WB = 110 hp, option, Powerglide

RS = 95 hp, manual trans

RV = 95 hp, Powerglide

RU = 110 hp, manual trans

RX = 110 hp, Powerglide

all 1961-1963

1963 102hp option

1964

1965

III. Rear Axle (left hand bottom of case on pad below axle shaft)

Sample BL612

All axles built at Buffalo, NY

BL = type

6 = Month (June)

12 = day (June 12)

Types:

BL = 3.89 manual trans (3 or 4 speed)

BQ = 3.27 Manual trans (4-speed)

BY = 3.27 Powerglide (HD axle std)

1961

(mid 1961 BL = 3.89 made std for manual trans with no
3.27 option

BY replaced by BF 3.89 Powerglide)

HE = 3.89 manual trans	....
HF = 3.89 Powerglide	.....
HL = 3.89 manual trans with Positraction	.....	1962-1963
HM = 3.89 Powerglide with Positraction	....
HQ = 3.55 manual trans	....
HR = 3.55 manual trans with Positraction	.....
HS = 3.55 Powerglide	.....	1964
HT = 3.55 Powerglide with Positraction	....
AV = 3.55 manual trans	....
AW = 3.55 manual trans with Positraction	.....	1965
AX = 3.55 Powerglide	.....
AY = 3.55 Powerglide with Positraction	....

IV. Transmission (On upper left differential mounting boss) manual
(RH side middle pan mounting boss) Powerglide

Sample: S706D

S = source and type

S = Saginaw 3-speed 1961-1965

M = Muncie 4-speed 1961-1965

B = Toledo Powerglide 1961-1963

T = Toledo Powerglide 1964-1965

C = Cleveland Powerglide 1964-1965

7 = month (July)

06 = day (July 6)

D = shift (day)

Dave Newell

CLASSIFIED:*****

FREE to members: non members \$3/5 line ad. Commerical rates are
available upon request. Approved, furnished 8½x11 inserts free.

SELL: Gabriel Red Ryder (heavy Duty) 42084 Shock Absorbers for FC
\$60 per set of 4 Bob Goodman 8415 Glen Valley Drive
Houston TX 77061

WANT: 1962 Greenbrier Gas tank sending unit van has automatic
shift Henry Peabody 3913 Wisteria Dr Memphis TN 38116

WANT: Lefthand Ramp or tailgate door latch (not necessary show but
one that works) Ralph Durbin 1346 W. Lake Road Conesus NY
14435

FC With a late model Corvaire Rear suspension

Jesse Wright (RD #3, York, PA 17402) wrote in to tell about how
he performed major surgery on his CORVAN and came up with very
satisfactory results. The description of the installation of the
late model Corvaire rear suspension is not detailed enough to pass
along, but if you are interested in this unusual conversion, you
could write him.

The major surgery included cutting away some of the "frame" struc-
ture in the rear wheel area. He now has 3 years and 20,000 miles
on the vehicle and all is well. From his description of how he put
the new suspension through its wheel travel to check for clear-
ances as he went along, I believe he knew what he was doing and
did it well. The photos show the exterior of the vehicle and it
is very neat indeed. Here's one FC owner that no longer worries
about rear axle shaft bearings!!



PLEASE NOTE:

We are starting a new list of people who can help you if you break
down while traveling in your FC. If you can be of help get your name
on the list.

FC TRAVEL HELPERS

Donald L. Rinehart
1705 West Clark Street
Champaign, IL 61820
Home 1-217-359-7609
Work 1-217-351-4540

W.George Roeschen
(from May - Sep)
Rt. 2 Box 282 B
Middlebury Ctr PA 16935
1-717-827-2556

Tom Silvey
Box 68
McCordville IN 46055
1-317-335-3772

Ralph Durbin
1346 West Lake Road
Conesus, NY 14435
1-716-243-0379

W.George Roeschen
(from Oct-April)
Box 5576
Lake Wales, FL 33853
1-813-696-3550

Ralph & Shirley
McDonald
6941 Larsh Drive
Denver, CO 80221
1-303-429-2080

Mike Paholsky
16216 Del Parque Drive
Victorville, CA 92392
1-619-245-8732

Mike Eurke, Jr
301 Perth Avenue
Toronto, Ontario
M 6 P 3 X 9
1-416-535-6018

Greg Clemens
1818 Franklin Ave
Colonial Heights
VA 23834
1-804-526-2292

Gene Brick
&
his buddy "FC"



WE HOPE THAT
THE NEW YEAR
FINDS YOU IN
GOOD HEALTH
AND
WILL BE THE
KIND OF YEAR
YOU WILL CARE
TO REMEMBER
FOR A LONG
TIME!!!!



J.A. Mason

CORVAN ANTICS
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FIRST CLASS

