



CORVAN ANTICS

VOLUME 21

NUMBER 6

NOV & DEC 1993



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



CORVANATIC MARSH HESSLER OF COLORADO WITH "THE WORLD'S HIGHEST RAMPSIDE" AT 8000 FEET. CAN ANYONE TOP THIS? WRITE IN AND LET US KNOW. IF WE DON'T HEAR ANY DIFFERENT, THE HONOR, AND ALL THAT COMES WITH IT, WILL GO TO MARSH'S FAITHFUL RAMPSIDE.

The Steering Column

By Bob Marlow

How do you think of your Corvair van? As a mini-van? As a regular van? As something in between? This question occurred to me recently, thanks to a local business.

When the Corvair 95s were introduced, there really were no such things as "vans" and "mini-vans" as we know them today. Panel trucks were conventional in design, with a hood and an engine out front, and large wagons were limited to the panel-truck-based Suburban and Travelall. The Volkswagen bus (everybody called it the "Volkswagen bus") was sometimes termed a "microbus," but for the most part, vehicle distinctions were not drawn on size.

With the introduction of the Corvair 95 and the competing Ford Econoline, the word "van" began to come into the common usage we know today. Prior to that time, a van was a "moving van," a tractor-trailer or a straight truck associated with furniture delivery.

As the Econoline dominated the market and the Corvair 95 evolved into the front-engined Chevy-Van, commercial delivery vans and their passenger-carrying derivatives grew in size. When the 1980s began, modern vans dwarfed their ancestors, and Chrysler saw an opportunity. The mini-van was born.

Today, Econolines, Chevy Vans, and Dodge Ram Vans remain huge as compared with their 60s predecessors. Mini-vans, the Caravans, the Astros, the Aerostars, are closer in size to our Corvair 95s. Of these, the Chrysler products are the closest, with the Chevy and Ford offerings still a bit bigger than our FCs. So what does this make our FCs?

I tend to think of my Greenbriers as mini-vans. I own a Chrysler mini-van (a Grand Voyager), and it is very similar in overall size to the Greenbrier. The Greenbrier, however, can wallop the Chrysler in carrying capacity, thanks to the Greenbrier's better utilization of space.

And I own a Ford Econoline Superwagon, a behemoth of a van that makes both the Greenbrier and the modern mini seem small indeed. So, again, I consider my Greenbrier not only to be a mini-van, but to be the granddaddy of today's crop of family mini-vans. After all, the Greenbrier offered car-like comfort and trim long before it was fashionable to do so.

Now back to that local business. When I take the Chrysler mini-van to the car wash, I am charged the posted rate for "cars and mini-vans." When I take the Ford Superwagon, I am charged the rate for "trucks, vans and limos." These are the only two rates this car wash has. One fine

day, I drove up to the car wash in my '64 Greenbrier, the one that is in my mind the same size as the Chrysler. The price? "Trucks, vans and limos."

"But this is a mini-van," I protested. "Nah, it's a van," said the disinterested Walkman-wearing kid collecting the money. Phooey. Two more bucks at the car wash because this kid, born long after the last Greenbrier was built, is sticking to lineage.

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Only one Corvanatics member has contacted me so far in my quest to find long-time FC owners. A cupla issues ago, I noted that one of my two '64 Greenbriers is creeping up on both its 30th birthday and its 30th anniversary in my family. Who else among us has owned their FC for that long? So far, no one. C'mon, people, I know you're out there -- drop me a note!

New Modulator

Could you use a little bit more acceleration for your powerglide equipped Forward Control? Is your ATF mysteriously disappearing? Then you should look at this new universal GM vacuum modulator.

Although I am an advocate of using original parts whenever possible (it shows the suppliers and manufacturers that there is a demand) this new modulator has the advantage of being more easily available and it's adjustable. With a small screwdriver slot inside the vacuum port, a quarter turn either way will make it shift at a higher or lower RPM. This allows a "fine tuning" of the shift point to take advantage of the higher RPM characteristics of a 110 or 140 HP engine. It also lets you accelerate with a lighter foot on the gas pedal for a little better fuel economy.

Even if your current vacuum modulator is still operating fine, it's a worthwhile modification. If you have a mysterious loss of ATF with no external leaks, chances are it is being drawn into the intake manifold through the vacuum line leading to the modulator. You may also notice exhaust smoke, especially under deceleration or light-throttle cruising. Do not let this condition go on too long as burning the ATF will cause carbon buildup in the combustion chambers, ping and ultimate engine problems such as burned pistons or dropped valve seats.



Big A Auto #28738

1993 President's Choice

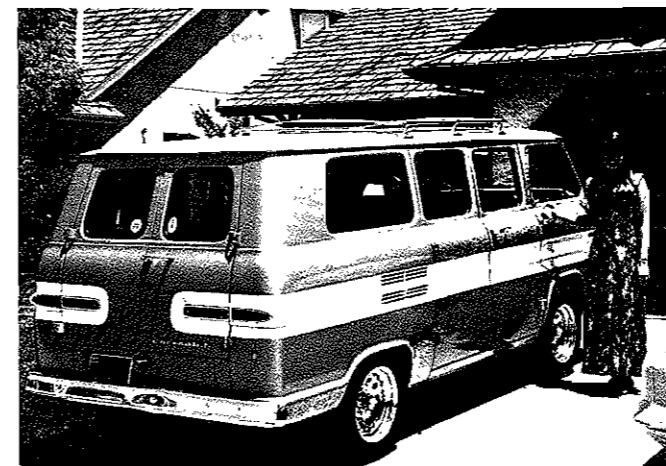
ANOTHER CHAPTER IN THE LOVEJOY'S

"CORVAIR CHRONICLES"

FEATURING "DAN, THE VAN"

Hi! My name is Dan, the Van. Actually I'm Dan, the Greenbrier, but my owners, Steve and Cheri Lovejoy, like Dan, the Van because it rolls so trippingly off the tongue. I'm a 1965 Corvair Greenbrier Deluxe with a 110 HP engine and automatic transmission with 43,000 actual miles. Since I am Cheri's daily driver an automatic transmission is critical. Everything about me is original except my owners, a stereo and 15 inch wheels with P215/65R15 tires. Even my paint, "Artesian Turquoise", and interior are the same as the day I left the assembly line. Well, almost the same. After all, I'm 28 years old!

I was very attached to my first owner who had me from 1965 until 1992. He took such good care of me. That's why I do not look chronologically challenged. Steve and Cheri's names have been on my pink slip since May of 1993. The story I've heard is that Steve came home one day and told Cheri that he had some good news and some bad news. Cheri always wants the good news first which was that Steve had found a van with automatic transmission! Cheri was jubilant. The bad news was that I was green. I think she was picturing "army green" but Steve convinced her to take a look at me. He is very, very persuasive. They found me waiting forlornly on a ranch and rescued my from owners #2 (I forgot their names) who never used me but bought me for an "investment". Steve and Cheri fell in love with me. What's not to love? After some negotiating (Steve is good at that, too) the Lovejoys cautiously (I had no rear brakes!) drove me to my new home.



DAN AND CHERI, THE PERSON HE ALLOWS TO DRIVE HIM EVERYDAY!

Now I am garaged every night and most days. My roommate's name is "Gus". He is a sprightly 1966 Corvair convertible with an "Arrest Me Red" paint job. Gus and I enjoy discussing why each of us think we are the Lovejoys' favorite car. When the house is quiet and K.C., the Lovejoys' "Killer Cocker", is asleep, we swap stories about our adventures with the Lovejoys.

I won the President's Choice Award at the 1993 Inter-

national Convention held in San Jose, California in August. The convention was a unique experience. Gus and I somehow got separated. This guy kept looking at me. I mean really LOOKED at me - inside and outside, over, under, all around. For a second I thought that maybe he was looking for my keys and planned to abduct me. Then I noticed what an honest face he had. Nevertheless, I was greatly relieved when Steve finally returned and moved me next to Gus. I could not believe it! I had just been relocated and this same guy came bounding up to Steve, pointing at me. This man introduced himself as Bob Marlow. He told Steve how he had admired me. Come to find out, Mr. Marlow is the President of the Forward Control chapter of the Corvair Club. He announced my name at the convention as the winner of the President's Choice Award. Later, Cheri caressed me on my headlight and kissed me on my windshield. That's why I'm smiling!



DAN'S FLAWLESS, ORIGINAL DELUXE TURQUOISE AND WHITE INTERIOR.

Gus and I have a lot in common and one thing we enjoy most is the attention we receive whenever we are driven. Recently Cheri was driving me downtown and was stopped at a red light. The couple in the lane next to us was awestruck by me. The interaction went something like this:

Husband: What year is that van?
Cheri: 1965, the same year I was married.
Wife: Are you still married to the same guy?
Husband: Is it an automatic? Is everything original?
Cheri: (To wife) Yes, I am still married to the same guy. He takes care of the car. (To husband) Yes, it's automatic and everything but the tires, wheels and stereo are original.
Wife: I can't believe you're still married to the same guy.
Husband: I can't believe a car that old looks that good!
Cheri: (To both) Believe it!

The light changed and we sped off. Conversations like this happen all the time. I guess I am an enigma in the minds of most people who have a water-cooled mentality! I hope you've enjoyed this chapter of the Lovejoys' CORVAIR CHRONICLES. I'm sure you'll be hearing more from me in the future.

Dan

A busy Fall Show Season for our FC's

CORVANATICS

Drive In

PHOTOS BY JOE DARINSIG OF YORK, PA
TEXT BY TIM SCHWARTZ, EASTERN DIVISION DIRECTOR

The Central Pennsylvania Corvair Club's "Corvair Days" weekend, September 11 & 12, was the site of the 1993 Eastern Division "Drive-In" for Corvanatics. It was held at the historic Strasburg Inn near Lancaster, Pennsylvania. Just about a dozen persons brought their FC's to this event, and eight of those vehicle were entered in the Concours.

The weekend weather was windy but otherwise perfect. The swap meet offered a good variety of FC parts, including body panels, muffler supports, lenses, and axle bearings. The first-place FC in the Concours scored 93 points, which is a very good score for any vehicle. 1964 was the best-represented year, with three Rampsides, one Corvan, and one Greenbrier from that year on hand. We signed up one new member during the show.

John Downer's 1964 Rampside was the first-place winner among the FCs, earning the aforementioned 93 points. John drives this factory-stock truck to all shows, from his home in Cambridge, Ohio. Jesse Wright's 1961 Corvan, which is restored as an authentic local furniture company van, was second in the show. Jesse lives in York, Pennsylvania, and his van is like a time machine. Robert Martin's 1962 Rampside, from Maryland, was awarded third place. These were the three award winners in the show. The awards were the regular CPCC awards, sponsored by Corvanatics in the FC class.

It was a fun, relaxing weekend. Our thanks go to Joe Darinsig, Jesse Wright, and the CPCC for being our hosts.

"DRIVE-IN" SHOW PARTICIPANTS
Strasburg, Penna., Sept. 11 & 12

Ward Bourgondien, New Carrollton, MD
1963 Rampside, white w/red

John Downer, Cambridge, OH
1964 Rampside, blue (1st place)

Jim Garrison, Warminster, PA
1964 Corvan, red ("Beatrice")

Jim Lynch, Brick Township, NJ
1963 Greenbrier, blue

Robert Martin, Hempstead, MD
1962 Rampside, silver (3rd place)

Tim Schwartz, Ho-Ho-Kus, NJ
1963 Greenbrier, beige w/white

Ron Stearn, New Holland, PA
1964 Greenbrier, white w/green

Jesse Wright, York, PA
1961 Corvan, green (2nd place)

Also on hand: 1964 Rampside belonging to Dick Weidner of Whitehall, PA; a 1964 Rampside, light green and white, owner not known; and a bright yellow camper, owner not known.



BEAUTIFUL FORWARD CONTROLS ON THE CONCOURS FIELD AT THE DRIVE-IN.



THE UNIQUE "GEISLER'S" VAN OWNED BY JESSE WRIGHT OF YORK, PA.



BILL GARRISON'S ALL ORIGINAL BEATRICE FIRE DEPARTMENT CORVAN.



BEAUTIFULLY RESTORED, DARK BLUE RAMPSIDE OWNED BY JOHN DOWNER OF CAMBRIDGE, OHIO.

Fall Corvair Affair

EXTRA! EXTRA! FC wins "Best of Show" at the North Carolina Fall Corvair Affair held in Charlotte, NC on October 29-30-31, 1993!

John Downer of Cambridge, Ohio won his class and "Best of Show" with his blue and white 1964 Rampside. If you haven't seen John's truck, try to. It's better than new.

There were two other unique FC's in the show. Bill Hatchell's modified, King Cab, V-8 truck and Joe & Duane Sipe's Rampside with a Diesel V-8. Both of these trucks look new; Joe's won 1st Place in his class.

Other FC's in attendance were: Spence Shephard's 1964 Greenbrier, Homer Gurley's 1963 Greenbrier, Hank Horton's 1964 Greenbrier. Hank also won the "Hard Luck Award". He had to change the left rear wheel bearing in the rain, although there was a lot of moral support. Ray Hatchell brought his red and white Rampside from Bealton, VA and Cliff Akers' Greenbrier came from Lynchburg, VA. Jim Deveraux had his eight-door Greenbrier there, which was used for his flea market cover. Oscar Mooshian brought his beautiful black, white and red 1964 Corvan. Last,

but not least, this writer's 1962 Greenbrier.

Our President, Bob Marlow, was in attendance and spent the weekend trying to stay dry. We had many nice trucks and cars and most had a good time in spite of all the rain.

Next year we move the Fall Affair to Raleigh. So all of you out there bring your FC's to Raleigh-Durham next October.

Bob Gabriel
Winston-Salem, NC

Old Duck Express

Did you remember this vehicle from Seattle '83? I sure did. But I don't know who the owner is, do you? An artist in the Bay Area somewhere, I think.



It's an overwrought, garish vehicle, but I love how his rear door treatment disguises the fact that this is a rear-engine van, and the side air inlet scoops are truly sexy. The side mirrors, by the way, are straight off a VW Vanagon.

I remember that his business card had ducks on it. That was back in Seattle.

Bob Marlow



WANT TO SEE A WILD, BLOWN 421 PONTIAC POWERED RAMPSIDE? SEE THE JULY 1993 HOT RODDING MAGAZINE. The Pro-Street hauler is worth a trip to the library to find this issue! That engine sure does eat up a little cargo space, though...

ed.

The ultimate FC tow truck

By Richard Boxdorfer's wife Ruth Ann

How many of these have you seen in your lifetime? None! Then this must be "one of a kind"... It was rolled out of the paint shop this past May and the color is Carmine Red (a Cadillac color) with a silver band.

Member Richard Boxdorfer, of Bethalto, Illinois, who also has a 1961 green and white Rampside that he shows, is the proud owner of this 1962 FC.

Richard purchased this FC back in March of 1990 from Al Ramsey out of Cookeville, TN.

The basic "tow truck" design was there when purchased. It just needed to be completed with pullies, cables and lights. And maybe a different bumper than the one it came with.

The big bumper that is now on the truck was picked up a couple of years before this FC was purchased. When Richard brought it home from the junkyard, I asked "What in the world are you going to do with that"? He said "Some day I'll find something that it will fit on". The bumper was on an old Corvair truck to begin with - welded right onto the original bumper - this explains the perfect fit.



RICHARD BOXDORFER'S UNIQUE TOW TRUCK. COULD THIS BE THE PERFECT COMPANION TO RES-Q-921?

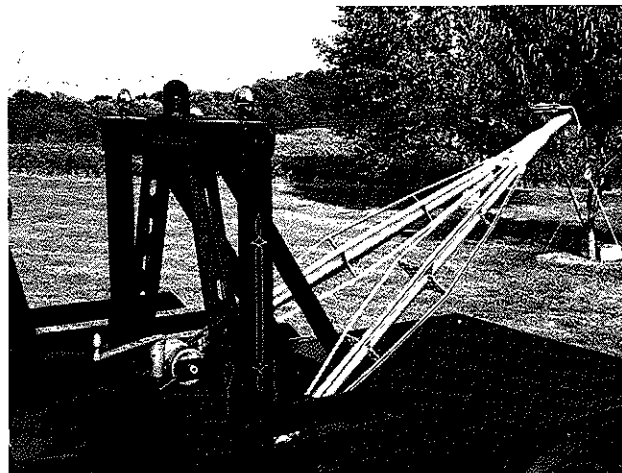
Part of the wrecker boom is Holmes and part is a special design by a man from St. Louis, Missouri who has been in the wrecker boom business for many years. He specially made the pullies for this truck.

The truck is powered by a 140 HP engine and has a 4-speed transmission. Air is drawn in through two louvered slots in the rear to help keep the engine cooled. Access to the battery is through a hinged opening in the side. There is also a storage space (a hinged door) on the side where the ramp would normally be. The 14 inch wheels are from an Oldsmobile Cutlass.

The interior is carpeted, with carpet inserts on the doors and also lining the roof. There is an AM/FM radio with cassette player and a CB is installed. Plus it has seat belts.

The chrome eyelids and the special license plate complete the front of the truck. The hookup of the lights was the last step in completing this project.

The truck was on display for the first time at the Antique Truck Historical Society Convention in Wisconsin this past May and has been to a couple of local shows. Each time it has drawn quite a crowd around it. So you can see why my husband, Richard, is so proud of this FC "TOW TRUCK"



CLOSE-UP OF THE "BUSINESS END" OF THIS VERY SPECIAL FC TOW TRUCK

FC Classifieds

WANTED: 1964 or 1965 FC motor. Please send details to Terry McKenna, 4934 Galena Dr., Colorado Springs CO 80918 (719)598-0743.

FOR SALE: 1963 Greenbrier, auto trans, truck engine and cloth interior. Original restorable condition. It runs and drives. \$500. Call Jerry Lopez at (215) 536-0266. East PA.

FOR SALE: 4-speed trans crossmember. Clean, 90% factory paint still on it. \$45 plus shipping. Bob Kirkman, 1820 Moffat Rd., Leonard, MI 48367.

FOR SALE: 1961 Greenbrier. 35,000 highway miles since restoration. Yellow with silver belt. AZ van. Strong 110 HP and automatic. Camaro wheels. Lots more. Reduced to \$2000. Delbert Wulf, 707 Ocotillo, Yuma, AZ 85365-4503. (602)341-0837.

Exact fit protection products for your Corvair at factory prices. Car covers, 5 material choices. Dash Savers (only source for FC!) 12 colors. Plush carpeted floor mats, 16 colors. Logo available. Chevrolet neon inside blue bow tie. Call or write for prices. Chisholm Coach, 1700 Gattis School Rd., Round Rock, TX 78664. (512)255-2285 after 5:00 PM.

Tech Topics



MYSTERY PARTS

The author of the item in the SEPT/OCT issue was not printed, so I will stick my neck out to all members in print by saying I believe the parts were misidentified; they do not belong to an FC. If a part number could be found I could determine to what they belong.

The reference to something between the trans cross-member and the suspension crossmember is detailed (production version) in the MARCH/APRIL 1990 issue. Dave Newell covered the "field fix" version in the JAN/FEB 1991 issue. The item was to control transmission gear disengagement (hop-out). Had nothing to do with clutch chatter. Since the clutch cable sheath is attached to the trans crossmember, the suspension crossmember motion does not enter into clutch chatter.

I'll stick my neck out again and list some reasons for clutch chatter:

- Oil on clutch disc
- Marcel cushion spring in disc has gone flat. This is the wavy (supposed to be) blades to which the clutch facing has been riveted.
- Stick-slip clutch cable. If you take off your boots and press on the clutch pedal very slowly, you might feel a whole series of easy and hard spots. This is stick-slip and it works while releasing the pedal also.
- Rear end of the cable has a rubber grommet (yo-yo bushing, whatever) that might have been better if it were solid. It's about the only thing that could allow uncontrolled motion between the cable and the outer sheath.

Back to clutch disc marcel. Check any disc you plan to install to see that there is space between the facings that can be squeezed together. If there is no space ("give") then the marcel has gone flat. Great for quick engagement for racing, but rotten for chatter. Reference the Clutch & Flywheel Handbook by Tom Monroe.

(ed. note: Received a card from Russ Burgio of Buffalo, NY stating "I know what the mystery parts are: they are intended to limit transmission and engine movement fore and aft to help eliminate popping out of reverse gear". Good call, Russ. Back to that part number... as stated in the last issue, I received these parts at the Annual Meeting from Richard Campbell of Van Nuys, CA. Do you have any part number info, Richard? Maybe a flap from the GM box? Let us know so we can unravel this mystery.)

WORN OUT THROTTLE LINKAGES

Paul Henrich sent a Tech Tip and photo concerning worn out linkage. Intent was to fix effects of egg shaped holes in carb cross shaft levers and carb throttle levers, and notches worn into the rod links. When finished, he reports, both carbs are on the idle speed screw at the same time and both carbs open at the same time.

What he did was to replace the rod links with steel

straps (1/2 inch wide; 1/16 inch thick) that were twisted 90 degrees on one end so that the ends match the direction of the cross shaft and carb levers. New straps are bolted to the cross shaft and carb levers with 10-24 screws and nuts with provisions to allow free pivot motion, described as follows.

The old holes in the cross shaft and carb levers were drilled out to 5/16 inch diameter and reamed to 11/32 inch (0.343 inch diameter). Four pieces of 10-24 hex nuts were lathe machined so that the outside was now 0.340 inch diameter instead of hex. These became spacers fitting inside the cross shaft and carb levers so that the 10-24 attaching bolts and nuts can be tightened completely without binding up the straps.

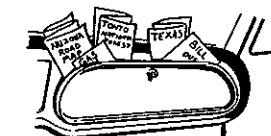
Now the last detail is that the strap for the L.H. carb was actually two overlapping pieces; one with one or two slots and the other with tapped holes for 10-24 screws. This is for the fine adjustment needed to synchronize the carbs. Check all straps for clearance through the complete throttle travel and relieve any contact spots. Lubricate moving parts.

Since Paul opened up the subject, our members may or may not be aware that Corvair parts dealers offer bearing blocks to eliminate "slop" between cross shaft and it's pivot brackets. They have to be finessed a bit but result in a precision fit.

I believe Otto Parts used to offer spherical rod end links that were a sophisticated version of what Paul outlines above. I have not seen ads lately but ball and roller bearing outlets usually sell small spherical rod ends. Cut off your worn rod links, chase on threads on both ends and screw on spherical rod ends, with a jam nut. The rod ends then bolt solidly to the worn out lever holes.

From The Editor's

Glovebox



As of this issue, we will no longer be listing new members and address changes in the newsletter. We will continue to publish a roster annually and an update once a year. There are just too many to list and they take up valuable space. Sometimes they are 3-4 months old before they are published anyway, so we're not really gaining anything.

Do you want to see commercial advertizing in your newsletter? With the limited amount of editorial space, we really don't have room, considering the small income we would realize from them. Call or write your President before it's too late! If all the businesses that have asked for rates are allowed to advertize, about one-quarter of the newsletter would be advertizing! Write and voice your dissatisfaction!

ed.

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CORVAN ANTICS is the bi-monthly news-
letter of Corvanatics, a Chartered Chapter of
the Corvaire Society of America. Established
September, 1972, and dedicated to preserving
and enjoying America's original and most
innovative small vans and light trucks, the
Chevrolet Corvaire 95 series.

Stories, articles, photos or anything
of interest to Corvanatics members should be
sent to the Editor, Ken Krol, at 17433 N.
16th Lane, Phoenix, AZ 85023. Technical
material should be sent to the Tech Editor,
Bob Kirkman, at 1820 Moffat, Leonard, MI
48038. Classified-style advertising is free
to Corvanatics members, and should be sent to
the Editor. Commercial advertising is also
available, please inquire. Deadline for
publication is the 15th of February, April,
June, August, October, and December.

Membership in Corvanatics is open to
any CORSA member with an interest in Forward
Control Corvaire. Membership applications
are available from the Secretary/Treasurer,
Caroline Silvey, at Bob 68, McCordsville, IN
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FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIRE PEOPLE