

CORVAN - ANTICS

VOLUMN 2 NO. 1

JULY/AUGUST 1973

KEN'S KOLUMN Hi! I hope that you are all in good health and enjoying this warm weather as much as I am (Whew!) I hope you also had a nice Memorial day weekend. I spent the holiday weekend in Atlanta visiting my parents, and as usual when I go there, visited Stone Mountain, Calloway Gardens, The Swan house, and last but not least, The Underground. If you ever are in the area you should visit these places. Also there seems to be an abundance of Greenbriers down there, anybody know why?

Sorry for the delays in the newsletter, But my burdens at work before this past semester were released from class were just unbearable, but I managed to survive. There were other small problems too, but as of this issue they have all been virtually eliminated, anyhow thanks for your patience While we're on the subject of the newsletter, I might bring to your attention the fact that as of this issue we will become a bi-monthly publication, this is due to two reasons: 1) Lack of material to reproduce for newsletter, 2) dwindling of capital in our treasury. The latter, hopefully will be resolved by an increase in our membership fee from \$3 to \$5, effective this coming December, allowing us more monies with which to work with for the newsletter and any special projects

Did any of you notice our being mentioned in the "Post Entry" column of the May issue of Hot Rod magazine? Well they gave us a very nice "plug", which has netted us about twenty responses to date requesting more info about Corvanatics, and what is even more unusual, the majority of these people didn't even know CORSA existed! I did send them membership applications to CORSA along with Corvanatics applications. The people who wrote me were quite interesting too! One guy has a early Rampside with Corvette suspension, 292 Chevy V-8, and turbo-hydramatics. Also received a letter from a girl who is restoring a Greenbrier.

Work on my van still continues, Despite continual "bugs" I keep finding. Had to replace the gas tank due to it being rusted through on top! Obtained a new tank from my local Chevy dealer, But found that the gas tank gauge sender has been discontinued! If anyone could locate one of these (GAS TANK GAUGE, 3.107GRP, #6425826) I sure would appreciate it. Also the chrome rear bumper is no longer available, But there seems to be an abundance of chrome front bumpers still available (Tip: You can use a bumper made for the front on the rear, Just drill new holes and file square, filling the extra holes with bumper bolts)

We have some new members to add to our ranks, they are;

Mr. Wally Brenneman
Rt. 1
Kalona, Iowa 52247
Greenbrier

Mr. Michael B. McKeel
4235 S. Dearborn Rd.
Melvindale, Mich. 48122
1964 95 Van
1965 Greenbrier

Mr. Spencer H. Shepard
Rt. #216
Poughquay, N.Y. 12570
Greenbrier Deluxe

Well that about does it for me, see you in a couple of months

MISCELLANY Dave Newell (Prez of CORSA) sent me this little bit of info: The Society of Automotive Engineers has available a reprint (Xerox) of "The Corvair 95, Chevrolets Space-Age Panel Truck", by Alex C. Mair. Request report 313B and send check/money order to: Society of Automotive Engineers, 2 Pennsylvania Square, New York, N.Y. 10001

Pre-cut carpeting kits in either deep-twist or high-pile are available for Corvair Greenbrier, Van, Rampside from the Auto-Mat Co., 223 Park Ave., Hicksville, N.Y. 11802 Colors available are: black, blue, green, grey, saddle tan, other colors being available on request. Write them for catalog and samples.

Conratulations are in order for our tech editor Russ Long, who was married last month, CONGRATULATIONS RUSS!!

Mr. W. Schwarz
"Group Corvair"
13150 Old Columbia Pike
Maryland, 20904

373 38th Avenue
East Moline, Illinois, 61244
24 July, 1972

Dear Woody,

Well I'm sure that the second National Corvair Convention (Why not call it international. ---there were Canadians in Chicago last year) has come and gone, and even though a friend of mine, Jim Hall of Davenport, Iowa, My son John(12) and I tried desperatly to attend, we were unable to make it.

Last year I had attended the first convention in Chicago with my '66 Corsa, And enjoyed it immensely, And placed seventh in the concourse event. Jim had been unable to attend because after I left, his Corvair had given him trouble. So this year we were determined to go to Washington, DC together in the '61 Greenbrier camper I had bought because we knew it was going to be an even greater and better meeting.

But alas, it was not to be. The Greenbrier unit is basically OK, But the man I bought it from had maintained it very poorly. So, a couple of months ago, We got busy under the motto, "Washington, DC or bust!" We worked on it every available evening and weekend, And had planned to leave for the East last Thursday evening. But there was much more to be fixed than we had thought. Almost everything we checked had something wrong with it. Not only had it been thoroughly neglected, It was obvious that whoever had worked on it before, must have been looking the other way when he did, because numerous components, from wiring to engine, had been assembled erroneously. For example, the horn would only work with the parking lights on, one head stud had been threded into the block backwards, there were two stuck valve lifters, a jammed valve seat, etc. etc.

We worked straight through Friday night and by Saturday noon we finally had the engine running, but even if we had left right then, it would have required a non-stop 17 hour drive, two hours at the convention, and then head home again in order to be back to work in time Monday morning. So with broken hearts, we decided to call it off, and try fo for next yeras convention(Where will it be?)

14 August, 1972

Sorry I didn't get the first half of this letter out yet, but the past few weeks have been even more hectic for us than the ones before the convention. As I explained, we were unable to get the Greenbrier rolling in time for the convention. So, the weekend thereafter we headed for Elkhart, Indiana, to see some relatives and to wring out the Greenbrier. Well, it was a short and fast trip; we left Saturday at 6pm, and back Sunday at 9pm(550 miles round trip) and I found some serious bugs in the machine. Needed a quart of oil every 100 miles(much through leakage), and was impossible to start when hot. Even though she ran strong---managed to stay ahead of those Greyhounds--the engine needed a thorough overhaul, and I doubt seriously that we would have ever made it to Washington, DC and back.

Anyway, exactly one week later my two-week vacation was to start and we had planned a trip to Oregon to see some relatives, but the six nights that were left, weren't enough to overhaul that sick engine. Now I had this '65 110hp spare engine, so by Saturday night we had swapped engines, and yesterday morning, on the first ride through town, I promptly lost all transmission oil in a matter of minutes(fractured oil cooler line). So even though it took my friendly Chevrolet dealer the better part of Monday to fix it(epoxy setting), I was glad this happened in town, and not somewher in the middle of th

the Idaho desert. So here we go again, an "Oregon or bust" sign on the rear window, and tomorrow morning we'll take off for the first leg of that 4000 mile plus trip, Hope to be back two weeks from now.

27 August 1972

We didn't get to go to Washington, DC, and we almost didn't make it to Oregon either. Time was running out fast, and, as I wrote on the 14th of August, we were going to leave on the 15th, and if we hadn't been able to get off the ground then, we would have had to stay home. But to keep a long story short. WE MADE IT TO OREGON.....AND BACK TOO!! And only a few minor problems. Statistics: 4400 miles, 500 miles per day, 15-16 MPG, 4880 lbs(Gross weight including driver, luggage, two passengers etc.) cruising at 70 MPH plus on the interstate.

This belated happy end to our Oregon undertaking somewhat consoles us but by no means makes up for our inability to be at the Washington convention. Meanwhile, we are also looking forward to seeing you at the next convention, somewhere in this good 'ole USA.

Sincerely,

Four Corvair fans: Nico(42), Mary Jane(?), John(13), and Jim Hall(23)

N. H. DeJong

P.S. We still love our Corvairs!

TECH TOPICS We will begin this section of our newsletter by correcting an earlier newsletter tech article(Vol. 1 No. 1)

The article was Russ Long's "Van Suspension Modifications", and I quote, "... but before you install the new rear springs, Cut one turn from the coils" This is incorrect(Russ advised me of this) as too much negative camber will result. It took me 3/4 of a turn off to get the correct 0-1 degree of negative camber. Make sure you also have your alignment shop check the rear suspension out too!

I also received a letter from Lee Hart regarding the fabrication of a 4-spd crossmember article featured in a earlier newsletter. Lee says, "...slotting the new motor mount holes as a way to make engine re-installation easier, as well as to adjust rear toe-in, I am wary of this method for two reasons: a) It creates a non-positive toe-in adjustment; which can change with vibration etc. b) The slots weaken the joint. Since these two points must bear the drive trains full torque load as well as its dead weight, I hate to compromise strength here!"

Mark Corbin(Air-Vairs group) also has mentioned to me that he can furnish installation instructions for virtually all GM accessories for all Corvairs, the exception being the '65's air conditioning and stereo multiplex adaptor. All you have to do is send Mark a long-sized envelope, stamped and self-addressed.

This months tech article is by Lee Hart, who gave us the wiring modifications featured last issue.

INSTALLATION OF '66-'67 FORD MUSTANG BUCKET
SEATS IN YOUR GREENBRIER, VAN, OR PICKUP

To begin with you'll have to pick up a pair of the aforementioned seats from your local wrecking yard, this is no great problem, and the cost is minimal, being about \$25-\$35 per pair.

FIG. 1 Shows the modifications that are necessary to the seat frame itself. You take the seats apart, cut the internal mounting brackets off, and relocate them, using the dimensions shown. A very good idea would be to fabricate a jig out of a piece of 12"x12"x1" pine, as the 10 1/4" dimension is fairly critical. The new securing strip is 1" wide and has 1/4" holes evenly spaced its length.

FIG. 2 Shows the details of the shock mount assembly. The rubber washers shown can be the rubber washers as used on shock absorbers, make suer you use a 5/16 locknut as a regular nut will loosen.

FIG. 3 Shows the method of attaching the shock mount assemblies to the floor. Bolt-
ing is recommended, In case you ever want to reinstall the stock seats.
Welding can be done, but removal of the gas tank is suggested.

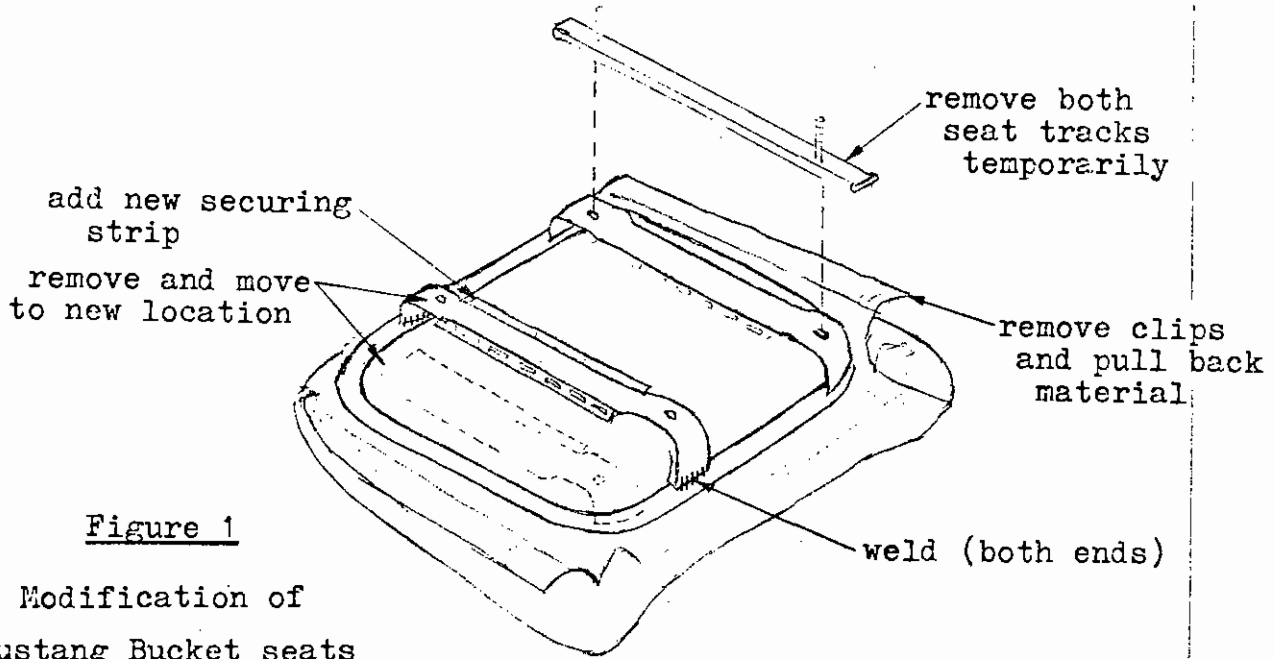


Figure 1

Modification of Mustang Bucket seats

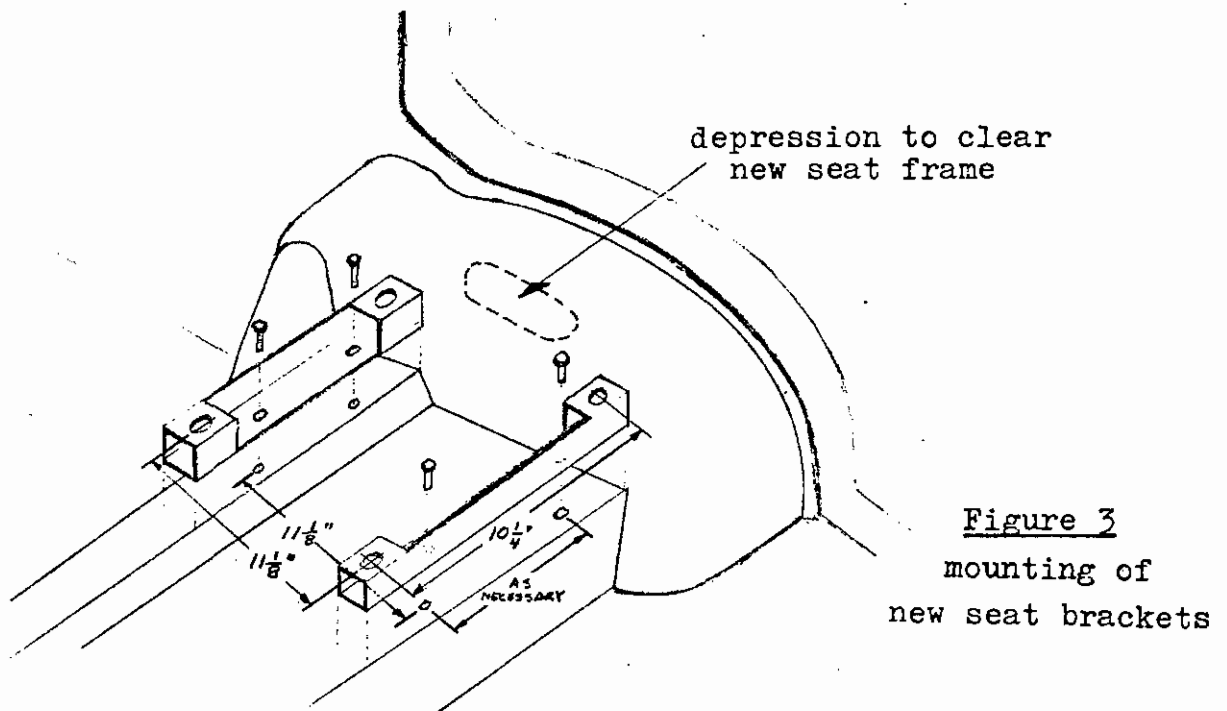


Figure 3
mounting of new seat brackets

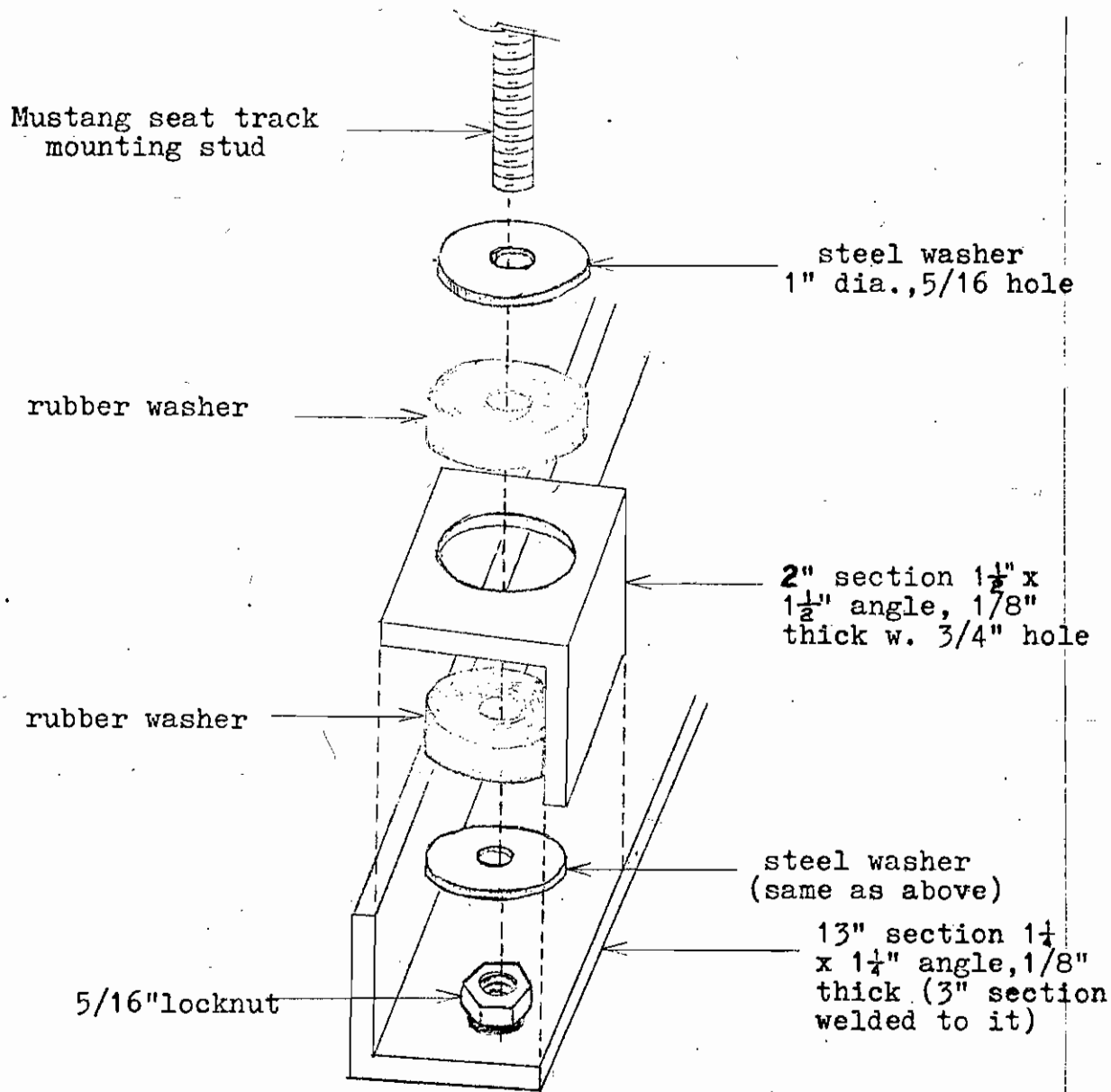


Figure 2
detail of shock mount assembly

FOR SALE ITEMS

1964 GREENBRIER, 110HP, AUTOMATIC, RED W/WHITE STRIPE, RADIO,..\$200 MR. WILLIAM SCHOPPER, 234 S. 9TH ST., BEECH GROVE, IND. 46227, 1-317-787 2349 Or 1-317-546 5784

DELUXE CHROME FRONT BUMPER(BRAND NEW)....\$20, TWO CAL CUSTOM CHROME AIR CLEANERS (PAPER ELEMENT)....\$3, ONE REUPHOLSTERED FRONT BENCH SEAT(BLACK, SIMILAR TO VW MATERIAL)....\$40, ALL FOR GREENBRIER/VAN KEN WILHITE, 3825 N. MERIDIAN ST., INDIANAPOLIS, IND. 46208 1-317-924 2195 LATE EVES.

WANTED ITEMS

SPYDER GLOVE BOX DOOR, GAS TANK SENDER(3.107GRP #6425826) for '64 VAN, FACTORY CHROME ROOF LUGGAGE RACK FOR GREENBRIER, ALSO WOULD LIKE TO HEAR FROM ANYONE HAVING A 140HP ENGINE IN THEIR GREENBRIER/VAN WHO HAS EXPERIENCED EXCESSIVE CYLINDER HEAD TEMPERATURES, AND CORRECTIONS. KEN WILHITE, 3825 N. MERIDIAN, INDIANAPOLIS, IND. 46208 1-317-924 2195 late eves.

FOR '61 RAMPSIDE....SCUFF PAD FOR RAMP DOOR(P.N. 3776592) JOHN E. HOWELL JR., 3531 ROTHMOOR DR. NE, KNOXVILLE, TN. 37918

GREENBRIER IN VERY EXCEPTIONAL CONDITION.....DURKEE AUTOMOTIVE, C/O MR. LEWIS DURKEE, 6120 HAVERFORD AVE., INDIANAPOLIS, IND. 46220, 1-317-255 8347

'63-'65 4-SPD. CROSSMEMBER.....MIKE McKEEL, 4235 S. Dearborn Rd., MELVINDALE, MICH. 48122 1-313-382 6137

LATE NEWS! LATE NEWS! LATE NEWS!

XEROX COPIES OF BACK ISSUES OF CORVANATICS ARE AVAILABLE FOR \$2.00 FOR THE SET, INCLUDING POSTAGE, WRITE ME DIRECT, ENCLOSING CHECK/MONEY ORDER. KEN WILHITE 3825 N. MERIDIAN ST., INDIANAPOLIS, IND. 46208 (NOTE: THIS IS FOR MEMBERS ONLY)

SORRY FOR ALL THE ERRORS I MAKE IN PUTTING TOGETHER THE NEWSLETTER, ESPECIALLY THE TYPING MISTAKES...Ken

ADDRESS CHANGE.....HOWARD MAYHEW, NEW ADDRESS-P.O. Box 227. Mt. Holly, N.J. 08060

ANYONE NEED A FRONT CHROME EMBLEM FOR THEIR 95? CONTACT MR. H. V. MORRIS, 3700 HYCLIFFE AVENUE, LOUISVILLE, KY. 40207

FOR SALE....'64 GREENBRIER DELUXE W/FACTORY CAMPING EQUIPMENT, BIRCH CABINETS, STAINLESS STEEL SINK, 30 GAL. WATER TANK, COLEMAN ICE BOX, FULL SCREENS, VANITY, CLOSETS, CURTAINS ETC. 110HP, POWERGLIDE.....MR. RICHARD SWEETMAN, 4 SOUTH 70TH AVE., PENSACOLA, FLA. 32501 1-904-432 3702