



CORVAN ANTICS

VOLUME 2

NUMBER 4

SEPTEMBER 1974

Newsletter of CORVANATICS*, whose members still appreciate the Corvair Automobile, particularly the Corvair 95 series pickups, vans and wagons.

* a branch of the Corvair Society of America (CORSA), Inc.

CORVANATICS GROUP

CORVAIR 95



RAMP-SIDE/LOADSIDE

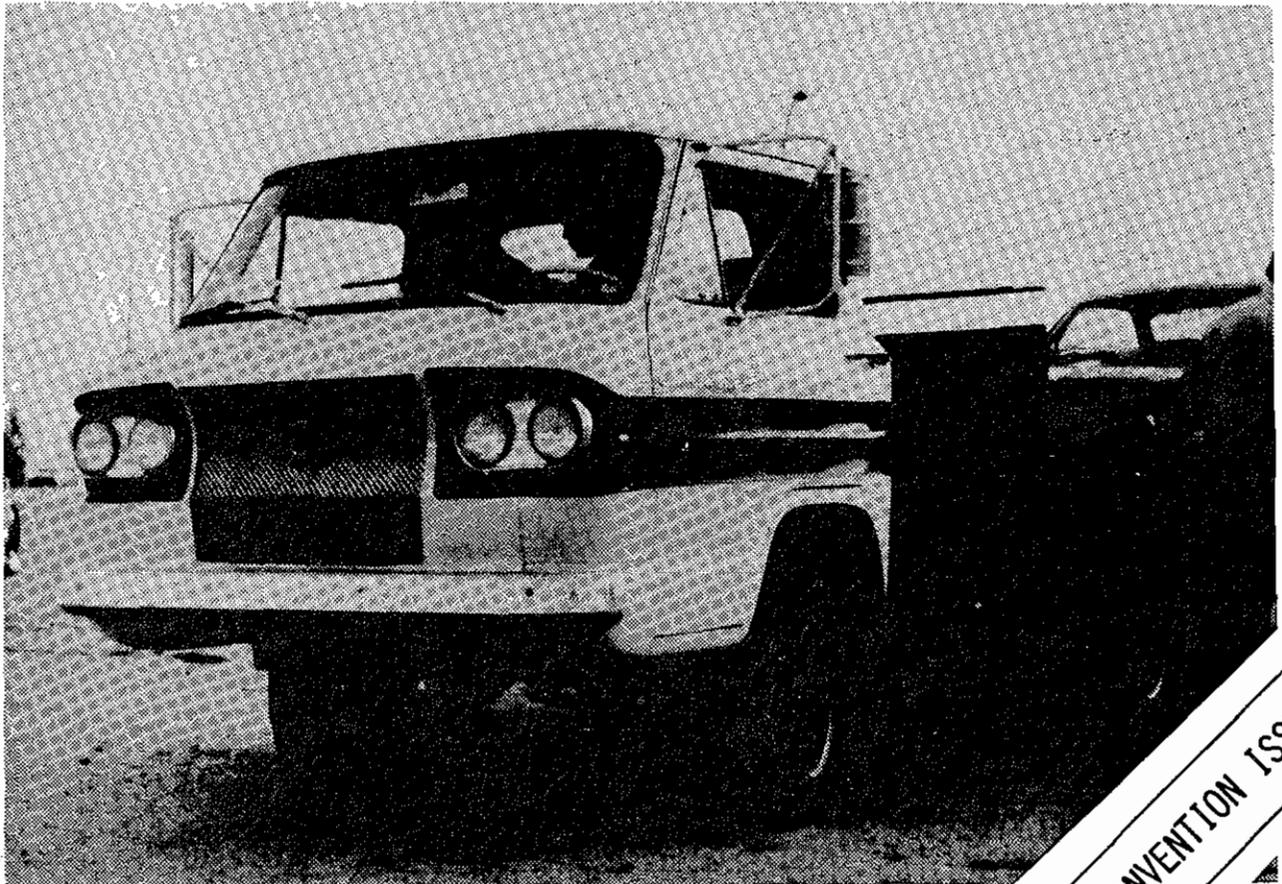


GREENBRIER SPORTSWAGON



CORVAN

(Courtesy of Corvair Society of America)



CONVENTION ISSUE

CONTENTS

| | | | |
|--------------------------------|--------|------------------------------|---|
| Officers and Statistics | page 2 | Tech Topics | 6 |
| The President's Corner | 2 | From the Editor's Desk | 7 |
| Backfire | 2 | Membership Drive | 7 |
| 1974 National Convention | 3 | Classified | 8 |

OFFICERS AND STATISTICS

Founder & President: Ken Wilhite Jr., 3654 Green Ash Court, Indianapolis, Ind. 46222
Phone 317-247-7834

Secretary-Treasurer: Howard Mayhew Jr., 4 Hawthorne Drive, Cherry Hill, N.J. 08003
Phone 609-424-5371

Editor: Nico H. DeJong, 3422 Veralta Drive, Cedar Falls, Ia. 50613
Phone 319-268-1234

Technical Editor: R.(Russ) J. Long, 6798 North Maple, Fresno, Cal. 93710
Phone 209-299-8075

Membership: 58

Dues & Subscription: \$5.00/year, payable to CORVANATICS; send to secretary-treasurer

Back Issues: \$0.50 each, '74 Convention Issue \$1.00, payable to CORVANATICS; send to editor

THE PRESIDENT'S CORNER....

Hi!

I want to thank some of the members for their patience during the transition to a new editor, and to apologize to those members who -- because of errors in the membership roster -- have not received their copies of CORVAN ANTICS. I must admit that I "fell behind" in records maintaining, but we're getting straightened out.

I had an amusing incident occur to me a few weeks ago. I received a letter from the "Greenbrier Club" in New York and, thinking it was a Corvair-oriented letter, hastily opened it. Imagine my surprise at finding in it a flyer on pornographic literature!! (Q#W*X!) Watch your mail!

My little "Mini-Corvair" (NSU) is still running OK, but I may be picking up a Greenbrier soon! It belongs to the maintenance people in our apartment complex.

Well, I'd better be going. Auf Wiedersehen!

KEN

BACKFIRE.... READERS RESPOND

".... I think it would be a good idea to place an ad in the CORSA COMMUNIQUEs to inform all previous members of the change and an invitation to any CORSA members to join."

John E. Howell, Jr.
Lenoir City, Tenn.

Right on, John! By copy of this newsletter we're asking Ed Connolly, CORSA COMMUNIQUEs editor, to do just that, and kindly give us a plug in his next edition. Editor

(letters and articles to the editor of this newsletter are greatly appreciated and may be abridged for publication. Please address any technical letters and articles to your technical editor, Russ Long.)

1974 CORSA ANNUAL CONVENTION

Chicago was the place this year where some 500 Corvair enthusiasts and their 250-275 Corvair cars, pickups and vans met for the Annual Convention of the Corvair Society of America, Inc.(CORSA) on 16, 17 and 18 August. As was true for the '71 Convention we attended, this year's event was again eminently hosted by the Chicagoland Corvair Enthusiasts, club president Don Fletchic, Convention chair Diana Brodman and her many capable committee members. They had scheduled the following events in and around the Hillside Holiday Inn and parking lot:

- Friday: - Registration
- Welcome Party
- Saturday: - C.C.E./CORSA Breakfast
- CORSA Board Meeting
- Parts Selling & Displays
- "Econo" Rally
- Banquet
- Sunday: - Concours
- Parts Selling & Displays
- Awards Presentation

It was truly an international gathering this year. As you know, there are CORSA members in Australia, Canada, England, Iceland and West Germany, in addition to several members of the Armed Forces serving our country in different parts of the world. Three countries were represented in Chicago: U.S., Canada, and one fan came all the way from England! Anybody got his name?

Thanks to the valuable assistance of our good friend Dave Sutherland (owns 30 Corvairs!) and his son Dave Jr., we made it to the Windy City at the start of the banquet. "We" are mama-squaw Mary Jane, papa-son John (15) and yours truly. Ex-Illini and fellow-Iowan Jim Micheau of Des Moines did a nice job as master of ceremonies during the banquet, attended by 455(!) fans, and put on a humorous slide show on -- you guessed it -- "Corvair Vehicles and Their Owners".

Concours Class 4 - Rampside-&-Loadside Group:

| | | | |
|-------------------------|-------------------|--------------|-----------------------|
| 1. #59 Don Colburn, | Eau Claire, Wisc. | 322.5 points | '63 Rampside |
| 2. 14 Ted Malo, | Chicago, Ill. | 315 " | '62 " |
| 3. 16 Roger D. Harris, | Montello, Wisc. | 307.5 " | '61 " |
| 4. 58 Richard E. Hires, | Georgetown, Ill. | 294 " | '61 " (cont'd on p.6) |

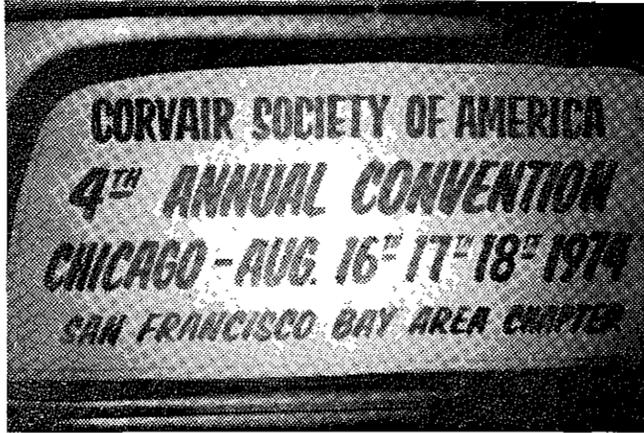
*.... including CORVANATICS, AIR-VAIR, LAKEWOOD and YENKO-STINGER Groups, we might add. Next issue will include a chart, showing how they fit in the CORSA organization.

Newly-elected CORSA president Mark Corbin pledged to do his utmost to help make the Society a greater and better one under his leadership. He also challenged members not to let trivial issues stand in the way of unity, but back up CORSA for the ultimate benefit of all local clubs and specialty groups.

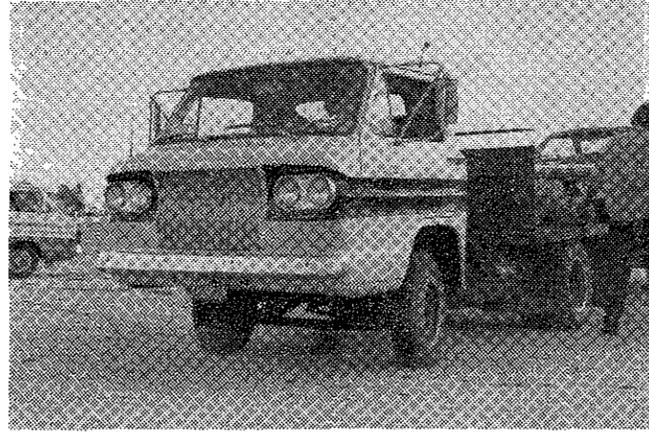
Don Fletchic and Diana Brodman spoke of the trials and tribulations of organizing a convention of this magnitude and warmly welcomed us all to Chicago.

Bob Hegge, St.Louis automotive writer and free-lance photographer, was the main speaker of the evening and told his audience the story of his unique '63 Monza (250,000 miles!) in a very entertaining way. Bob also works for Rod Action and Classic Car magazines; three pictures of his Vair appear on page 32 of Bill Fisher's famous book on Corvair engines and handling. As a bonus, Tony Fiore, CORSA QUARTERLY editor and Jim (last name escaped me) of the CORSA Northwest chapter showed slides of famous Corvairs and the 1975 Convention City - Seattle, Washington.

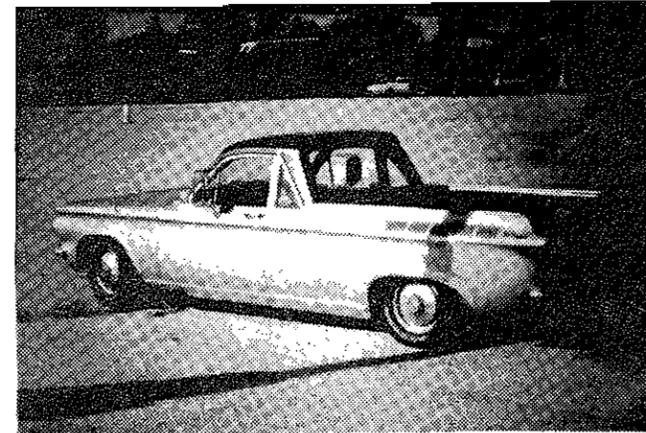
Next morning was Concours Time! An unbelievable collection of 83 stock and modified Corvair and Corvair-related vehicles were proudly displayed in the Holiday Inn parking lot. Each entry was the result of much TLC, patience and ingenuity on the part of the owners -- all there to compete in their respective classes for the favors of the Concours judges. Following are the results for Corvair pickups, vans, wagons and campers; courtesy of Paul F. Dehnert, C.C.E. Concours Chairman, and a special thanks to him for all his labors in preparation for and during this event.



Close-up of the right rear window of Dave Newell's Greenbrier which he drives all the way from Hayward, California. Dave has been the 72/74 CORSA president.



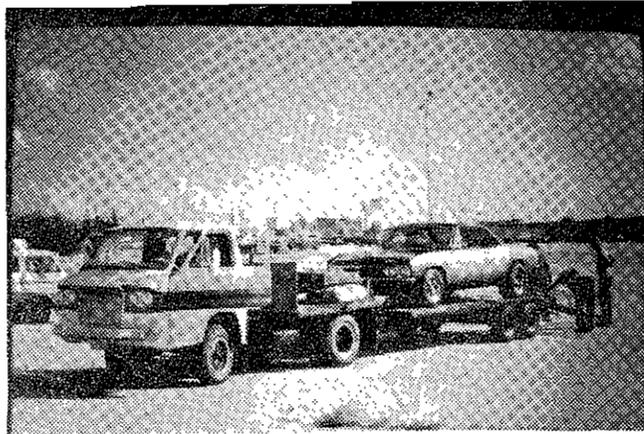
What's this.... a Corvaire "95" Semi....?



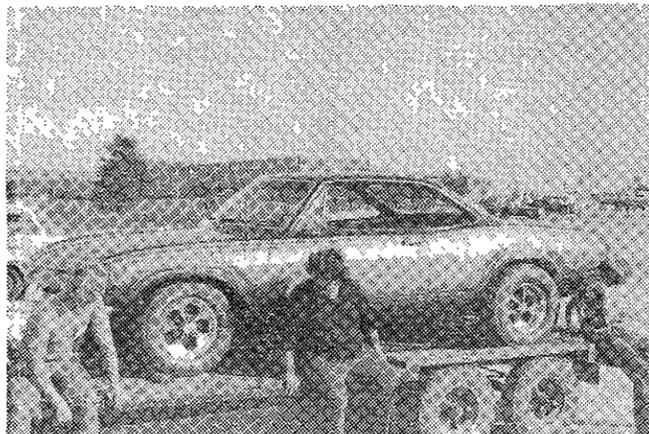
Here's Don Fletcher's now-famous '61 Lakewood (not-entered) which he very ably converted into an "El Camino" pickup. Don is C.C.E. president.



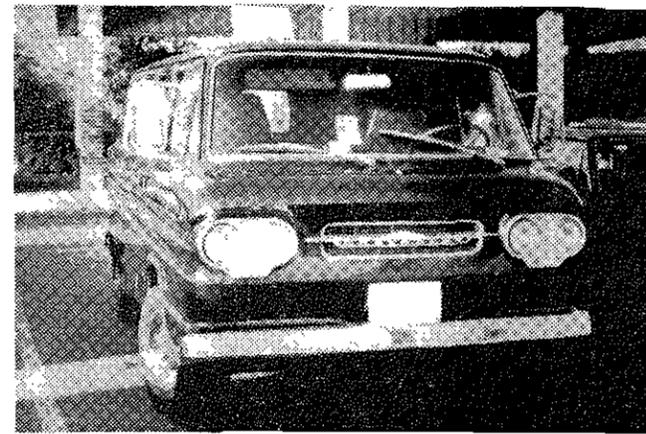
A '67 camper that's out of this world! Belongs to Joe Ellis of Louisville, Ky. It's Corvaire-powered and weighs only 3400 lbs. (fiberglass body). Special C.C.E. award.



Nope! You're looking at Darrell Reineke's expertly-modified 8-cylinder-Olds-powered Corvaire Rampside of New Brighton, Minnesota.



A trailer completes this impressive "Semi" rig. On it is Darrell's beautiful '66 Corsa - you guessed it - also Olds-powered, and hottest Vaire at the Convention!



This immaculate '64 Corvan was entered by Bob Kuchler of Louisville, Kentucky and earned him second place in the Greenbrier-6-Corvan Class.



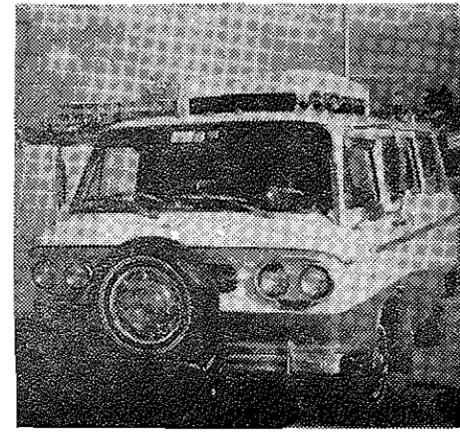
Woody Schwartz of Silver Spring, Maryland, brought his perennial convention favorite - a beautiful metallic-brown '62 Greenbrier.



Don Colburn of Eau Claire, Wisconsin, brought his meticulously-prepared '63 Rampside and placed first in the Rampside-6-Loadside Class.



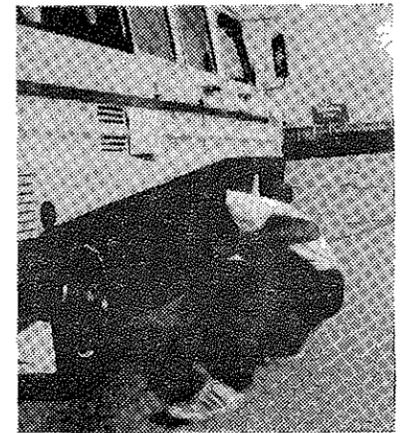
Another real-sharp-looking '62 Rampside, owned by Ted Malo of Chicago. Ted placed second in the Rampside-6-Loadside Category.



Your editor had the surprise of his life when he came out on top in the Greenbrier-6-Corvan Category.



A simple CORVANATICS display on the back of his '61 rig drew several new members.



Your junior-editor/photographer, John Jr., busy putting the finishing touch on his old man's machine.

Concours Class 4 - Corvan-&-Greenbrier Group:

| | | | | | |
|----|-----|--------------------|--------------------|------------|-----------------------|
| 1. | #23 | Nico H. DeJong, | Cedar Falls, Ia. | 296 points | '61 Greenbrier Camper |
| 2. | 60 | Bob Kuchler, | Louisville, Ky. | 271 " | '64 Corvan |
| 3. | 75 | Michael A. Manthe, | Minneapolis, Minn. | 262 " | '62 Corvan |
| 4. | 72 | Ted Mick, | Fraser, Mich. | 229 " | '62 Greenbrier |

Concours Class 6 - Corvair-Powered Group (not in CORSA competition):

| | | | | | |
|---|-----|------------|-----------------|------------|----------------------|
| * | #67 | Joe Ellis, | Louisville, Ky. | 246 points | '67 Ultra-Van Camper |
|---|-----|------------|-----------------|------------|----------------------|

* Special Award from the Chicago Corvair Enthusiasts.

John Jr. and I missed out on admiring much of all that beautiful machinery in detail and "find out what they've got that we ain't got". We were near the bottom of the list, so the judges came to see us later in the day. As a result we spent much of that waiting time washing, polishing, touching up and fixing dozens of other details. Also, since we had a CORVANATICS display board on the back of our Greenbrier, there were many questions to be answered. But the best part of it all was that it helped us attract five(5) new members and renewals!

We thoroughly enjoyed this Convention. It would have been even nicer if we could have

met more CORVANATICS members in person, and we missed General Motors participation, which - as we understand it - is in compliance with its policy on CORSA conventions. But then, even policies are subject to change, so we're still optimistic, GM!

On pages 4 and 5 is a photographic report on the "truckers-&-campers section" of the Convention. As we mentioned earlier, the '75 Convention is scheduled to be held in Seattle, Washington. Why not start planning NOW on attending? See ye'all there!

NICO

TECH TOPICS

Further to the pat on the back we gave our technical editor Russ Long in June for his fine technical articles, we belatedly also want to recognize Lee Hart of Houghton, Mich., Russell Chevrette of Portland, Ore. and Bill Wheeler of Indianapolis, Ind. for the valuable contributions they made to earlier newsletters. Hopefully we'll be hearing more from them and others in the near future. We are planning publication of CORVAN ANTICS on a regular, quarterly basis in March, June, September and December. Your editor therefore would like to have all copy from Russ Long by the first of those months. So please send Russ your technical articles and suggestions a couple of weeks before the first of each of the above months; by 15 November for the December issue, for example. This will give him some time for perusal prior to sending them on to us for publication. "Cooling a Van" will continue later. Meanwhile, Russ sent us the following article. Actually, we're lucky he managed because he is also doing an article for the CORSA QUARTERLY, in addition to rebuilding an engine, decambering his van, re-upholstering his '66 Corsa, handling CORS's funds, keeping down two jobs, etc.(!) So here's Russ, with....

'69 CORVAN

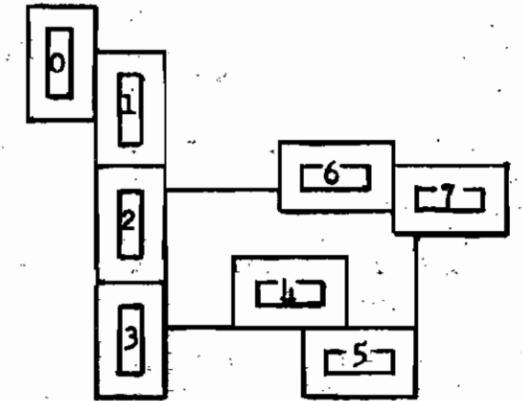
Well, not really. But if you want to be seen a little better at night, you'll make yours a '69 with the addition of side marker lights. Here's how I installed them on my van. After looking at all the lights at the accessory shop, I decided I liked Chevy's the best. To save you the hassle, all required part numbers are below. Next came positioning the lights. Mine are placed

in front of the door, just above the quarter panel, and just above the rear quarter panel bulge and about four inches from the back. After selecting the location, I marked the area, drilled four holes, and cut out the fenders with a saber saw. Be sure to cut the holes a little undersized, as you can always enlarge them with a file. Mount the lights, being sure to include the gasket,

and snug down the brackets. This part is easy in the rear, as there is lots of room, but up front requires removing the headlight trim ring and the headlight housing for access. If you mount your front lamps on the quarter panel, you will have to drill a hole for the wires to run through. There is very little room to work up front, so bring along your 1/4" sockets and ignition wrenches.

Wiring is the easiest part. In the rear, connect one lead to ground, and the light-colored lead to the light-colored lead on the taillamp wiring (light-blue on mine). Up front connect both marker leads to the turn signal leads, matching light to light and dark to dark. Now comes the trick. Take the plug connection off the headlamp switch. Locate the purple wire, located at terminal #7. With a small screwdriver, depress the tab on the plug and remove it by pulling out of the connector. Insert this plug into the unused terminal #3, making sure it locks in place. Plug the connector back onto the light switch, and re-install the light switch if necessary. Turn on the parking lamps and check the marker operation, then again with the headlights on. You will notice that the parking lamps now remain on. If you turn on your direction signals, the front markers will blink either with the turn signals, or alternate, à la '71 on GM. You don't want this at the rear, however, be-

cause every time you step on the brakes, the rear markers will go out, which isn't the neatest situation. The entire project will kill the better part of a day, so plan to get started early, and be sure to have all the necessary parts ready beforehand. Oh, by the way, please don't forget to disconnect the battery!



Parts Required For Installing Side Marker

| <u>Lamps:</u> | # | Item | Required |
|---------------|-----------|-------------|----------|
| | 91 66 32 | Lamp | 2 |
| | 91 10 45 | Lamp | 2 |
| | 62 98 886 | Socket | 4 |
| | 77 65 668 | Gasket | 4 |
| | 13 84 230 | Bracket | 4 |
| | NPN | Bulb, clear | 4 |
| | #18 | Wire | 10 ft. |

RUSS

FROM THE EDITOR'S DESK....

This is our first attempt at going ILLUSTRATED (no precedent -- too expensive!). We hope this is to your liking, and we're anxiously looking forward to any reactions you might have. Welcome to NEW MEMBERS Byron Eaton (Austin, Tex.), Pete Smith (Homewood, Ill.) and Ed Zinleck (North Syracuse, N.Y.). Your officers will do their best to meet your expectations. Our readers will appreciate any input you might have -- letters, pictures, ads, etc. At the Convention banquet it was announced that popular ART HERSCHBERGER, creator of the Cavalier and CORVANATICS member, has been hospitalized with a serious back injury from a snowmobile accident. We understand that his parts mailorder business continues as per usual. On behalf of the entire CORVANATICS Group we wish you a speedy recovery, Art! Your council is working on a CONSTITUTION in preparation for ELECTIONS. More in December!

MEMBERSHIP DRIVE

We've asked secretary-treasurer Howard Mayhew to compile a current list of all paying members so we may carry it in the December issue. Meanwhile, we'll appreciate it if you -- in addition to sending the bread -- will fill out enclosed application form, and show when dues were paid last, current address, vehicles owned (with year), and mail it to Howard. Before doing so, however, why not make some extra copies of this blank and hand out to any Corvair 95 or Greenbrier owners in your area? If we all come up with only ONE new member, we'll be doubling in club size. Happy hunting!

CLASSIFIED

(No charge to CORVANATICS members. Non-members: \$3.00/ad/issue; approved furnished flyer inserts free up to 10¢ postage limit)

FOR SALE*

'64 GREENBRIER, \$800-. 2 '62 PICKUPS for parts, \$100- each. Moving; must sell. All rust-free Southern vehicles. Orville Lippert, Rt.4, Box 275, DeFuniak Springs, Fla. 32422. Phone 904-892-2907.

'65 GREENBRIER, rebuilt engine with 140HP heads, engine and clutch balanced, new HD shocks, metallic brakes, Gates XT-70 belted tires, body has NO RUST, only small dings, \$800- firm. Richard Harris, 61 So. Hooker St., Denver, Col. 80219.

'63(?) RAMPSIDE(?), discovered by a thoughtful Studebaker Driver's Club member approx. 38,000 original miles, clean interior, very good chrome and body, bad Powerglide; can probably be purchased for \$100-. Save it! Contact Howard Davis, Rt.1 Davis Dr., Searcy, Ark. 72143.

'63 GREENBRIER, Brown's bus; gold, sunroof, Blaupunkt AM-FM, F-70x14 tires, C-D ign'n, Sun tach, 3 seats, metallic brakes, needs clutch, brake line and paint, \$800- or best offer. Don Arsenault, 614 Argyle Ave., Ambler, Pa. 19002, 205-646-9336.

'62 RAMPSIDE, expertly converted to camper, NEW 110HP installed at 54,181, NEW 4-SPD. installed at 70,000, along with new clutch and accessories as needed. The camper has base cabinets, a 2-burner stove, space heater with stack, and a table which converts to a bed for two. Everything is in as new condition. \$1200- or best offer. Ted Kennedy, 8965 Rosewood Rd., Sacramento, Cal.

* GORSA COMMUNIQUES, Sept. '74

CORVAN ANTICS
Nico H. DeJong, editor
3422 Veralta Drive
Cedar Falls, Ia. 50613

FIRST CLASS MAIL

CORVANATICS*

Formed in 1972
by and for those who still appreciate the Corvair Automobile,
particularly the Corvair 95 series pickups, vans and wagons.

* a branch of the Corvair Society of America (CORSA), Inc.