



CORVANATICS GROUP

CORVAN ANTICS

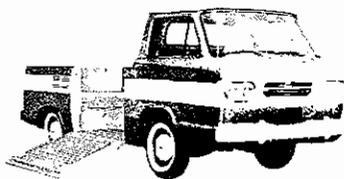
VOLUME 3

NUMBER 1

SPRING 1975

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

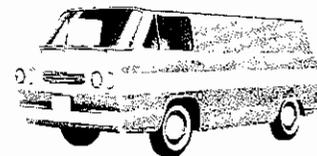
* a branch of the Corvair Society of America (CORSA), Inc.



RAMPSIDE/LOADSIDE

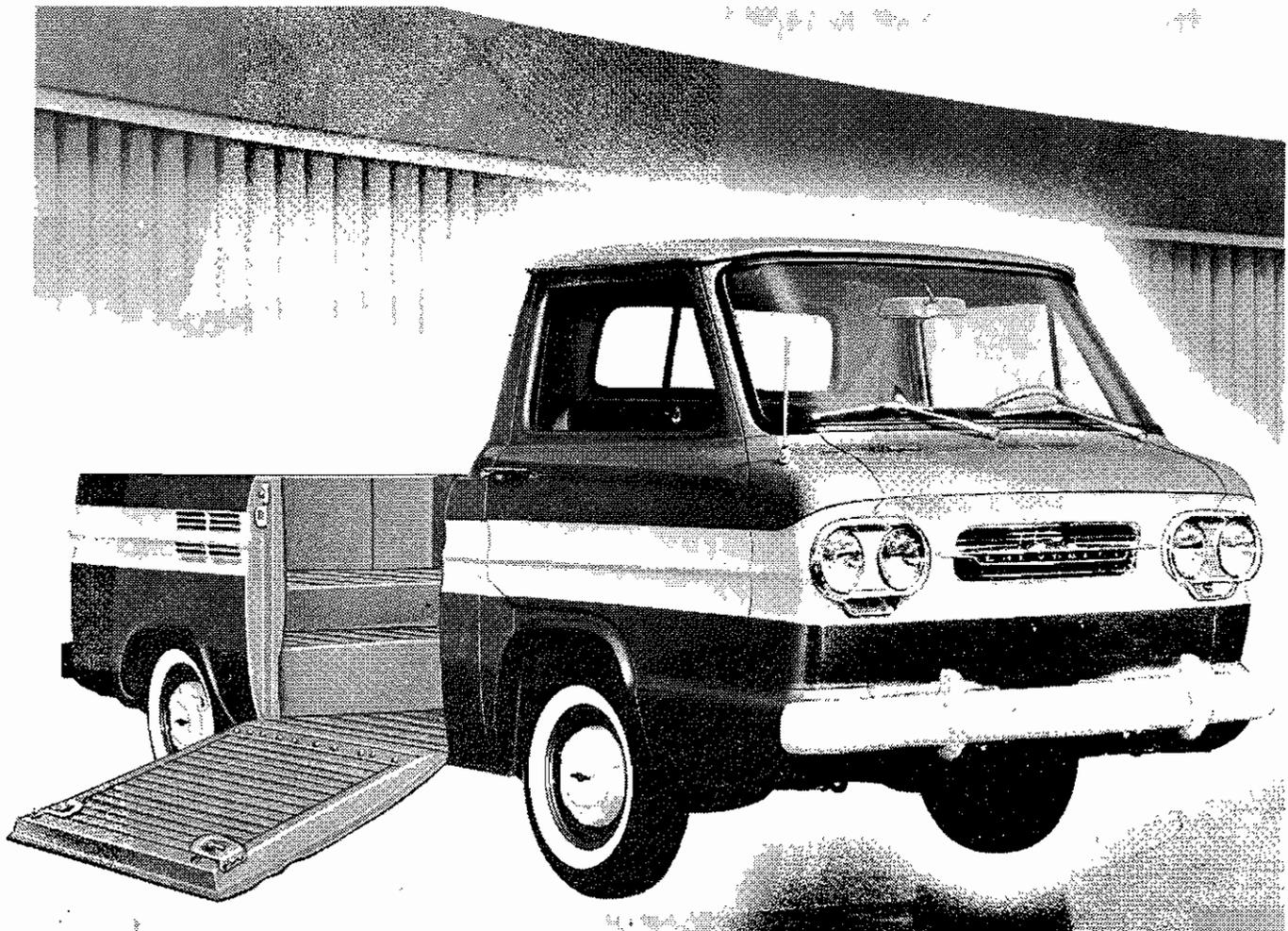


GREENBRIER SPORTSWAGON



CORVAN

Corvair - Chevrolet - Dodge - Ford



1961-'64 CORVAIR RAMPSIDE

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OFFICERS AND STATISTICS

Founder & President: Ken Wilhite Jr., 3654 Green Ash Court, Indianapolis, IN 46222
Secretary-Treasurer: Howard C. Mayhew Jr., 4 Hawthorne Drive, Cherry Hill, NJ 08003
Editor: Nico H. DeJong, 3422 Veralta Drive, Cedar Falls, IA 50613
Technical Editor: R.(Russ) J. Long, 6798 North Maple, Fresno CA 93710
Membership: 81
Newsletter Issues: Spring, Summer, Fall, and Winter quarterlies
Deadlines: General Copy & ads (mail to editor) - 1 March, June, Sept., Dec.
 Tech Topics (mail to technical editor) - 15 Feb., May, Aug., Nov.
Dues & Subscription: \$5.-/year; mail to editor for processing and forwarding
Back Issues: \$0.50 each, '74 Convention issue \$1-; order from editor

THE PRESIDENT'S CORNER...

I was preparing an article for this installment of "The President's Corner", but unfortunately I will have to postpone that to a later date.

It appears that we are having troubles, and unless these problems are rectified soon, CORVANATICS is on the way out! I wish you all could be editor of the newsletter for a while, and feel the frustrations involved in that position!

To begin with, the membership is going to have to get off its can and send in more articles, stories, or whatever may be of interest to the CORVANATICS Group, and dues should be paid when they fall due.

The officers, including myself, should be more aware of their responsibilities to the club. The exception in this is Nico who seems to be doing almost all the work.

Summarizing, we all have work to do if we are going to survive -- or disband!

The choice is up to you!

KEN

SECRETARY-TREASURER'S REPORT

The treasury balance as of 16 April was \$10.88. I hope to be able to present a 1974 financial statement in the next issue.

HOWARD

RAMPSIDE (FRONT COVER)

In 1975 the front covers of CORVAN ANTICS will proudly highlight the four models of the Chevrolet Corvair "95" and Greenbrier, 1200 Series, "Light-Duty Forward Control Body Design Vehicles", as they are officially known. Leading the parade is the RAMP-SIDE 1/2-ton Pickup. Following are some of its vital statistics:

Model Number:	R-1254	Wheelbase:	95 inch
Production: 1961	10787 units	Cubic Capacity:	80 cu.ft.
	'62		
	4102 "		
	'63	Curb Weight:	2715 pounds
	2046 "	Payload Capacity:	1885 "
	'64		
	851 "		
Total, '61 thru '64:	17786 units	Gross Vehicle Weight (GVW):	4600 pounds

(Ref.: '61 Corvair Shop Manual, page 1-8, 10-72,73,74; CORSA COMMUNIQUE July '73, p.5)
 Front Cover Photo: Courtesy Chevrolet Motor Division, General Motors Corporation

TECH TOPICS

by Russ Long, Technical Editor

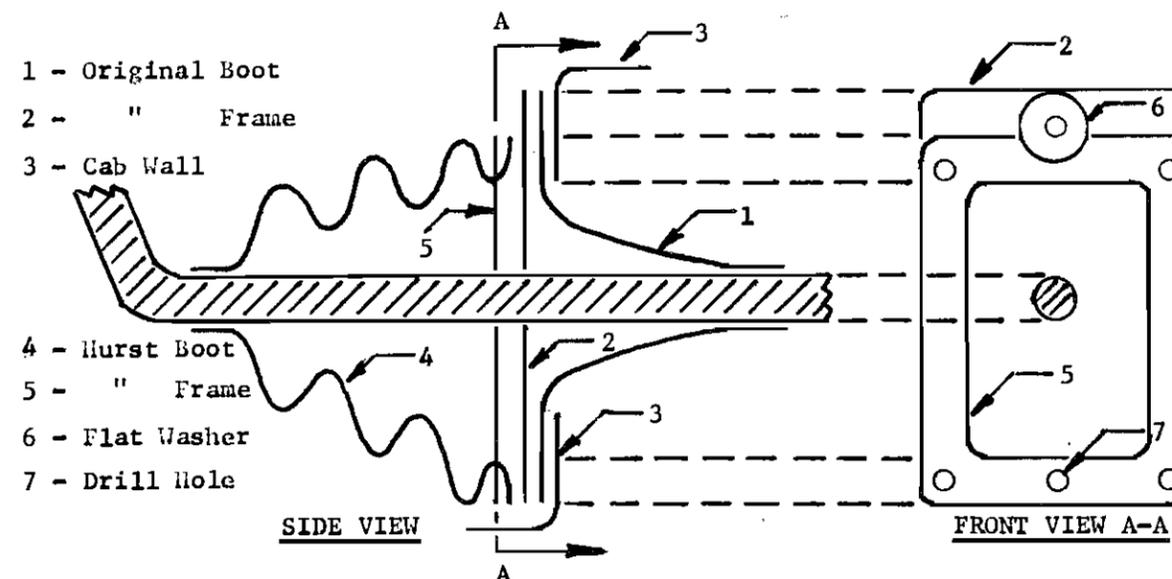
For Tech Topics this time, I'd like to thank Rush Harp for the following item...

"... I am now warm and even overheated in my Rampside due to the following -- Hurst Boot and Frame, Part No.1147336 (ed.note: price varies, check with your local speed shop.) This item fits over the shift lever, and by drilling one hole in the chrome frame at center bottom, and putting a washer over the top screw, it is easily fastened into an almost air-tight position on top of the original equipment.

"The problem with the original boot is that it is easily cut by the side motion of the shift linkage (ed.note: 1st design linkage of '61 through mid-'63) and, being invisibly located outside of the cab, can easily suck out all the heat being pumped in. I have replaced and even doubled the original boot three times and always in coldest weather it let me down -- or should I say froze me.

"The Hurst boot is accordion-pleated in a 4x7 inch rectangular frame, which is slightly undersize lengthwise, but a perfect fit for heat retention. My 4-speed makes a pleasant squeak when shifting, but what a difference in comfort, even with my rusted floor showing light through each lower sill. And the shift linkage cannot cut it, since the original frame serves as a stop."

RUSH HARP
 Bearsville, New York



Thanks for sharing, Rush; I'm sure there are quite a few people that can benefit from your idea. For those of us that have the second-design linkage (mid '63-'65), Chevy part 3862493 will give you a nice rubber boot to fit over the linkage. This boot was used on '64-'69 Monzas. You may have to trim the floor mat a little to give a better fit.

RUSS

Q: "... I might be buying a Corvan or Greenbrier in the future and am wondering if you could answer some questions that I have about them. Were the high performance engines ever offered on them (140hp, 180hp)? Was there any change in transmissions over the years?"

TERRY LIESON
 Albany, Oregon

A: The only question I can answer right at the moment concerns engine and powertrain availability. Your questions concerning the "factory" camper and left side doors I am researching and should have an answer for you in the next newsletter. Here's a

rundown on powertrain combinations by year model:

<u>Year:</u>	<u>Engine:</u>	<u>Rear Axle:</u>	<u>Transmissions:</u>
1961	80 hp	3.89	3-spd, 4-spd, PG
1962	80 hp	3.89	3-spd, 4-spd, PG
1963	80 hp	3.89	3-spd, 4-spd, PG
1964	95, 110 hp	3.55	3-spd, 4-spd, PG
1965	95, 110 hp	3.55	3-spd, 4-spd, PG

Some of the early models may have a 3:27 axle with the 4-speed transmission, and some '64 and '65 models may have a 3:89 gear set. The only transmission change that I know of occurred in '64, and the change here was the same as for the passenger cars. All Power Glide models have a transmission oil cooler, mounted next to the battery. Some of the early models may also have the 98 or 102 hp engine, but "officially" they were not available. (But then, neither was the Yenko 3:89 gear set for the '65-'69 sedans!)
RUSS

Q: "... I own a '63 Greenbrier and would like to know how to stop oil leaks or how to locate some that are not so apparent."
KURT E. GAIDA

Clearwater, Florida

A: Oil leaks are a common problem and complaint. Let me take a minute and run down all the places I've found that produce leaks. Push rod tubes... valve cover gaskets... o-ring behind push rod guides... engine top cover gaskets... breather o-ring (where breather mounts to top cover)... oil pan... front seal... bellhousing gasket... oil cooler gaskets... generator/alternator adaptor gasket... rear seal (behind crank pulley)... rear housing gasket... oil pump gasket... oil pump shaft where it is pressed into the rear housing... distributor gasket... oil filler/dipstick tube o-ring (vans and station wagons)... dip stick tube at block (sedans only)... oil filler cap. As you can see, this covers just about all the gaskets in the entire engine. I have also found, in my own experience, that every time I use a gasket sealing compound (Permatex, etc.), the gaskets tend to start leaking sooner, especially the valve covers. It might be interesting to note that the factory assembled the engine without any gasket sealing compound (and some people insist without any gaskets either!)

Speaking of oil, I have heard -- without confirmation -- that Otto Parts here in California has a finned aluminum oil pan for the Automatics. Their catalog is available for \$1- from Otto Parts, P.O.Box 3213, South El Monte, CA 91733. By the way, I feel that all of their products are very well thought out and useful. If they do have such a pan, it would certainly help those of you with Power Glides who haul a lot of weight around. The stock oil cooler can also be replaced with a larger Hayden unit; however, if placed near the original, this will allow even more heat into the engine compartment, which isn't ideal.

Tech-Editor-Needs-Help Department... I'm sure many of you have, or have had, a trailer hitch on your vans. I would appreciate it if you could send me any sketches, photos, spec sheets or other hitch data, so that I can mount one on my van. A local welding shop has agreed to make me one, providing I can supply the data. Your help is requested, and thanks.

As for the other questions that reached me, I have to do some more research on the balance. I hope to have all inquiries answerable by the next newsletter. Any additional letters, articles, etc. for inclusion in the Summer issue should be in my mail by 15 May. My mailing address is on page 2.

RUSS

"... enclosed photo shows my '64 Rampside in the woods with over 102000 miles on the odometer. I joined CORVANATICS in '72."
BILL PRICHARD

Black Mountain, North Carolina

(Sounds like you're a charter member, Bill. Nice picture you sent. If you'll write a story around it, we'll publish it -- story, picture, woods and all!)
EDITOR

"... and please send me some application forms. I am CENTRAL NEW YORK CORVAIR CLUB membership chairman and perhaps I can recruit a few people."
ED ZINTECK

North Syracuse, New York

(Since June of last year we've been inserting them in each newsletter for xeroxing as needed. We're sending you a supply and thanks for beating the drum for our group. Remember, every two will get you one -- a free 1-year CORVANATICS membership (\$5.-) for every two new members.)
EDITOR

"... recently I bought a '64 Corvan which has the optional extra set of side doors. I am very pleased with it for traveling into our local mountains for skiing. Tires are B.F. Goodrich F70-14 radials. I'm very interested in joining your group. I've had some engine and roof problems, and I would be glad to hear from you."
MIKE LANGFORD

North Vancouver, B.C., Canada

(Here's your get-acquainted copy, Mike, complete with application form and a cordial invitation to join us. If you do, you'll help make CORVANATICS history -- going international! We passed your letter on to Russ Long, our technical editor for reply. See also our Tech Topics column, page 4, last paragraph.)
EDITOR

"... am the proud owner of three '95" trucks and one Corvan, and attached is my check for membership in CORVANATICS. Have just helped form a Corvaire club in Indianapolis, and all Corvaire fans in the greater Indianapolis area and beyond are invited to join us by calling 317-736-4861."
ED GRIDLEY

Franklin, Indiana

"... I was as pleasantly surprised when I received the December CORVAN ANTICS as I am pleased with my '64 Greenbrier Sportswagon, but despite the check I sent, my name was not on your roster. My '64 Deluxe Greenbrier is in the process of complete restoration. Will send pictures when the job is done."
H.V. MORRIS

Louisville, Kentucky

(Your application was reported to us just now and you ARE on the C.A. mailing list now. Looking forward to receiving your restoration story with black-&-white photos for publication.)

"... Have just heard of CORVANATICS and am interested in receiving it on a regular basis. Please send information. By the way, I own a '62 Rampside and a '61 Corvan."
LON WALL

Newberg, Oregon

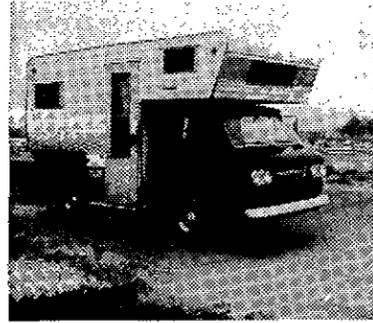
(You're looking at the latest newsletter, Lon, and we hope you'll like it well enough to fill out the application and attach a check. Thank you for writing.)
EDITOR

"... would like to hear from you about the CORVANATICS group and any other information about Greenbriers. Have '61 "Brier", over 125000 miles on it with no major work for the last 85000. There are at least 4 more in our Long Island chapter.
HENRY

Mineola, New York

(Good to hear from you. Sending us your application and check will help keep you informed on Greenbriers. Please pass the word to those 4 Greenbrier owners in your club and any other owners and/or admirers of the "95" Series pickups, vans and wagons in your area.)
EDITOR

RAMPside CAMPER



by
John C. Jackson
San Jose,
California

Some of you might be interested in our '61 Corvair "95" Rampside with a full-blown camper on it. We bought it with the camper in 1963 at 21000 miles. It now has over 41000 miles on it.

We pulled the tired old engine (actually it was the original 80 hp mill) and installed a rebuilt 110 hp car engine with "wrong" center case (oil filler neck and dip stick in wrong place) last spring. This added horsepower makes a big difference, although we haven't made any long

trips with it since the engine change. The Santa Cruz mountains are a good proving ground for any vehicle.

When we had the old engine, we went to Grand Canyon and home across barren Nevada, over the Donner Summit. We also went to Crater Lake in Oregon and a few other assorted places during those years.

The truck is a deluxe model with chrome bumpers, arm rests, etc. We have an AM radio and CB unit in it, along with an intercom, heater, compass, altimeter, inclinometers, and such. We removed the windows between the units and installed a naugahyde tunnel so we can have someone riding in the back prepare sandwiches, and hand them forward while we are traveling. Propane 3-burner stove, sink with yacht pump, icebox (not propane), oven, cupboards, table, etc. in the camper which sleeps four.

Gross Vehicle Weight is 4570 pounds without people. This includes a truck loaded, ready for camping, including food, 12 U.S.gallons of water in the tank, fuel, etc. On the flat lands, and no head wind, we get about 18 mpg. In the hills or a against a stiff wind, the mileage drops to 12 or so. We can cruise well at 55 on the freeway. The 3-speed manual transmission gives us a good 2nd gear, enabling us to hold 35 mph in hilly or mountainous country without causing the rig to sweat. We installed extra-heavy coils in the rear to eliminate excessive sway, so the rig is stable; with a 50/50 loading ratio, pitch is minimal.

Those of you who'd like any additional information, please drop me a line. JOHN



1975 NATIONAL CONVENTION

LET'S MEET IN SEATTLE! CORSA NORTHWEST and Olympia Brewing Company cordially invite you to attend the CORVAIR SOCIETY OF AMERICA fifth annual NATIONAL CORVAIR CONVENTION held at the Seatac Motor Inn, Seattle, Washington. Scheduled convention activities begin Thursday evening, July 24, and end Sunday evening, July 27. We sincerely hope you, your family and your Corvair will attend.

So make your plans now, not only to attend the Convention, but also to combine a memorable week or two of vacation with your family enjoying the wonderfully scenic, beautifully evergreen Pacific Northwest!

BOB DAVIS
Seattle Convention Committee

MEMBERSHIP DRIVE

As you can see on page 2, our financial condition is far from rosy, and your council of officers is seeking to improve that situation by (a) increasing club income and (b) reducing its spending. Other than by trying to hold down newsletter production expenses to a minimum, we are attempting to reach those two objectives four ways:

- (1) Attracting new members. The membership drive, initiated in September '74, is still on. We have attracted 10 new members since then but, strangely enough, very few members seem to want to take advantage of our offer of a free one-year membership and subscription. Please remember that, in order to qualify for this credit, you need only (a) refer two paying members and (b) be sure YOUR NAME also appears on the new-member's application form before mailing in, with check.
- (2) Paying dues. We ask that you pay your dues when they're due. We would like to have your check as soon as it has been a year since you paid your last one. As you know, we don't send out bills or reminders. However, as soon as your editor has received a list of expiration dates from the secretary-treasurer, we will show that date on your mailing label, so everybody will know when dues are due.
- (3) Dropping non-paying members. Some "members" have been receiving CORVAN ANTICS, even though their payments may be overdue but, in the best interest of our club, we'll have to end this practice. So, if you want to stay on the mailing list, keep sending the bread, folks!
- (4) Keeping from losing members. This may not be as obvious as it sounds. Of course we try to keep the services we offer -- so far mainly through our newsletter -- such, that members will want to stay on. But it may surprise you to know that, since the time your editor took office, FOUR members had to be dropped because they had moved and hadn't sent us (or the post office) their new address. We don't want to lose anyone, so PLEASE SEND US YOUR NEW ADDRESS IF YOU MOVE!

If you have any better ideas, we'd like to hear from you. Just drop a line or two to any of your friendly officers whose addresses appear on page 2. We'll appreciate your interest and any thoughts that may help us do a better job of managing the affairs of your organization.

FROM THE EDITOR'S DESK...

Due to a temporary breakdown of communications, beyond your editor's control, you are receiving your first 1975 quarterly a little late. We regret this delay and trust that we'll be back on schedule with the summer issue.

We're pleased to introduce four new members:

- Nate Fearonce, 1033 Pointview Street, Los Angeles, California 90035; owns a '61 Rampside V-8(!) How many seconds from zero to sixty, Nate?
 - Don L. Matthews, 720 Stendhal Lane, San Jose, California, 95129, has a '64 Greenbrier with a 110 hp engine and automatic transmission.
 - H.V. Morris, 3700 Hycliffe Avenue, Louisville, Kentucky, 40207. His '64 Greenbrier is being restored, and when he is finished we hope to run a story on it.
 - Jack L. Shriber, Star Route, Trout Run, Pennsylvania, 17771, has a '62 Rampside.
- Welcome aboard, all of you! We hope you'll be active members and that the club's benefits will meet your expectations.

As always, we're inviting all of our members to send us comments, suggestions, stories (with good black-&-white prints, if possible), and/or any material you might like to see published for the benefit of other "95"-Series-and-Greenbrier fans -- and a big THANK YOU! goes to those of you who already did!

NICO

CLASSIFIED

No charge to CORVANATICS members. Non-members: \$3- per ad. Approved furnished flyer inserts free up to 10 ¢ postage limit. Commercial rates upon request. Following ads taken from March & April issues of CORSA COMMUNIQUEs. Deadline for next newsletter (summer issue): 1 June.

FOR SALE:

'63 GREENBRIER, automatic, w/110 hp engine, excellent body & engine, no rust-out, blue & white, 3 seats, recent paint, upholstery & engine rebuilt. \$475-. Earl Borseth, 1007 Sheldon Row, Charlotte MI 48813. Phone 517-543-2680.

'61 RAMPSIDE pickup, rusty, clutch slips, but driveable; presently licensed and inspected. Ray Dyreson, 304 Atwood Avenue, Rockford, IL 61103. Phone 815-964-1835.

'61 RAMPSIDE, body great, 4-speed, engine OK, but smokes, no oil leaks, cab like new, new rubber, \$650-. Frank Schwitzer

Jr., 3247 Dayle Lane, Marietta, GA 30060. Phone 404-436-2204, after 6PM, no collect calls.

'63 "95" VAN, 2500 miles on rebuilt engine, new brakes, clutch, transaxle, \$900-. Jack or George, 4934 North 27th Street, Arlington, VA 22207. Phone 703-536-9448.

(4) 14-inch WIRE WHEEL COVERS w/3-prong spinners, like new, \$100- plus shipping. Rod Yarish, 4941 Black Oak Drive, Madison WI 537771. Phone 608-271-3557.

Don't feel too bad about the fact that Corvairs are no longer made -- '74 Chevies aren't either!

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



ADDRESS CORRECTION FORM 3547 OR 3579 REQUESTED

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.