



CORVANATICS GROUP

CORVAN ANTICS

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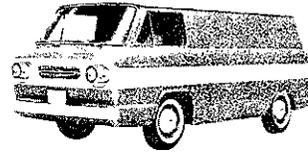
FALL 1975



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

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CONVENTION ISSUE

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THE PRESIDENT'S CORNER

I'll begin by welcoming all the new members; thanks for all your cards and letters. Keep them coming! We now also have a new secretary-treasurer, Cecil Miller Jr. of Winston-Salem, North Carolina. Incorporation is nearing completion and Pete Smith of Homewood, Illinois, has agreed to be our registered agent. We are incorporating under Illinois law and Pete will keep a record of all voting members. I'm real happy to see all this happening and I hope our good fortune will continue. One thing I might ask the membership - should a problem arise - is to write that officer best qualified to help you. For example, for requesting information on dues, membership, etc. - write to Cecil; for newsletter stories etc. - write Nico; for technical information - write Russ and so forth. If you don't get results - write me!

KEN

SECRETARY TREASURER'S REPORT

It was both a pleasure and an honor to accept your president's invitation to become your new secretary-treasurer. As of now, we have twenty-one new members and numerous other requests and inquiries for membership applications as a direct result of the coverage received in CORSA COMMUNIQUEs, personal efforts by several of you and the CORVANATICS display at the Convention in Seattle. Because of this response, I am optimistic that by the first of the year, financially speaking, we'll be in the black again. I pledge to work for the best interest of the club and I know that, with your help, we can make CORVANATICS a Super Club for all the enjoy!

CECIL

ANNUAL CONVENTION HEADQUARTERS AND PIEST CORVAN (FRONT COVER)

Seattle, Washington, was the site of the very successful 1975 Fifth CORSA Convention. That beautiful black-&-metallic grey '63 Corvan belongs to Lloyd Piest of the Anaheim California Fire Department. Stella, his charming wife, whose picture appears on page 21, owns a '63 Greenbrier. They bought them last year after the tragic death of their son in a collision with an intoxicated motorist. While expressing the sympathy of all Corvanatics, we also want to compliment the Piests on their choice; both the "Brier" and the Corvan have provided much diversion in their time of grief. Stella has agreed to be our contributing editor and she did the Convention report on page 20.

TECH TOPICS by Russ Long, Technical Editor

ON THE ROAD TO SEATTLE...

It all started late in June. My wife discovered that she would be unable to make the trip to the Convention, but encouraged me to attend if I could. My sister's fiancé, Jim Ferguson, also a CORSA member, arranged his vacation to allow a Seattle siesta, so at that point it looked like we were on our way, except for one minor little detail... which car should we take? Now for some people this is easy, but we had to decide on one of the seven between us. After several discussions, it was decided that the "Green Machine" (my '64 Deluxe Corvan, 110 hp, 4-spd.) would have the honors. The entire two and a half weeks before the Convention were put into preparation of the van, covering everything from wiring to seals. The work paid off, as we made the trip without any major incidents. "Green Machine" was prepped something like this:

SUSPENSION: Installed new rear shocks, as the fronts were still OK. A thorough lube job was given to the entire chassis, including handbrake, throttle, shift and clutch linkages. Amazing how much smoother the handbrake works now!

TRANSAXLE: Replaced the seal on the shift linkage where it enters the transmission.

(Surprise! You don't lose all your oil when you remove this seal.) Axle shaft yoke seals were also replaced, which is a rather messy job. In replacing these seals it was discovered that the brakes were getting thin, but due to lack of time would suffice for the trip.

ENGINE: Received a complete tune-up, including Echlin points, rotor, condenser and cap, AC44FF plugs, PF-4 AC oil filter, and A170CW AC air filters, plus fresh 30wt. Pennzoil. I had been having problems with carb mixtures, so the carbs were removed for rebuilding. Please note: if you order new carbs from Chevy or whomever, take them apart and make sure they are exactly the same, including the main jets and venturi clusters. Both of mine were fairly new, about 18 months of use, and neither carb matched. No wonder I had carburetion problems. Although both had the same part number stamped on the little metal tab, one was jetted 0.046" and the other 0.050. The richer one had the late-style power enrichment circuit, the other did not. Your guess is as good as mine as to why. Anyway, after sorting through my parts bins, both carbs were rebuilt to '64 van specs, although jetted to 0.053 in order to keep exhaust valve temperature down. New throttle linkage was installed, and the carbs synchronized with a Uni-Syn. The pushrod tubes received new Viton O-rings, the heads were re-torqued. Otto Parts oil pan and valve covers were installed, and the engine was given a bath with aerosol Gunk and a high-pressure hose. The left-hand head was drilled and tapped for an adapter I machined to allow use of the stock Spyder temperature thermistor to monitor head temperature. (Adapter specs upon request.) The left head's carb mounting flange was also tapped for the Spyder manifold pressure gauge, and sending units for oil pressure and temperature were installed. The engine was finished off with a very neat wiring harness to carry all this new information to the front.

EXTERIOR: A thorough wash and wax, some chrome cleaner to the chrome, and double-checking tire pressures was about all that was needed, except for remounting a loose rear-view mirror.

INTERIOR: The original camper unit was installed, less the icebox, which has seen better days. (Who left the milk in it, anyway?) Since I don't smoke, the indented area around the ashtray was chosen as the site of some new gauges. As I set to cutting out the dash, Jim went about making a new panel to fit. After a tremendous amount of cutting and filing on both of our parts, the new panel was installed and wired. Anyone who has seen it agrees that Jim's work is excellent, and the VDO gauges complement the already-installed Spyder dash handsomely. Many, many thanks, Jim.

The "Green Machine" made the trip uneventfully, average gas mileage was 20.8 and no broken fan belts. She did burn a quart of oil every 300 miles in the 104-plus degrees heat in California's Central Valley, but then for 135,000 miles everything can't be perfect, now can it? Average cylinder head temperature on the Spyder gauge was 350 to 400 degrees, the latter coming in 108 degrees heat as we were climbing the mountains just North of Redding. And who said the vans run hotter than the sedans? Oil temperature, monitored at the pan, remained a consistent 220 to 250 degrees. Remember, this is before it goes through the cooler and at one of the hottest points in the pan, so the temperatures dropped considerably when the lower shrouds were removed, although the oil dropped less so. Unless you have a gas heater, this isn't the way to go now that winter is approaching. Takes a lot to heat these boxes, y'know.

As for the Convention itself, well... it was quite fantastic! Tom Drummond and his crew really did a marvellous job, and Philly will have a hard act to follow. The weather was gorgeous, and everything ran really smoothly. CORSA must have had a guiding hand from above for this one, because when Porsche Club of America's convention started the next day, well... it rained!!

RUSS

1975 ANNUAL CONVENTION IN SEATTLE by Stella Piest

After reading the CORSA QUARTERLY and without telling my husband Lloyd, I decided that as long as we were going to Oregon on our vacation, Seattle couldn't be much further. Lloyd, a Los Angeles City fireman, was able to take time off, so I mailed Convention reservations early in June. There are drawbacks to making reservations that far in advance; what with vacationing first at our home on the Colorado River with our children, frantically painting our Corvan in Bend, Oregon, we became oblivious to time. So guess who had reservations for the night before the rally - and remembering them at 12 midnight! Needless to say hubby was angry and I couldn't sleep due to guilt feelings, so I spent the night loading and packing the van. We woke up at 6AM and I suggested that maybe we could meet the rally for lunch if we'd hurry. So if any of you passed a grey-&-black Corvan going the wrong way, you now know why. A few of the rallyists were still at Mt. Rainier and the lunch was good. The scenery was beautiful, so on we went to the Sea-Tac Inn in Seattle, CORSA Convention headquarters.

On the way to the registration desk, we saw several other Corvair vans and pickups parked there, along with a display of a sparkling turbocharged Corvair engine cutaway, a Corvair-powered 3-wheeled motorcycle, a brand-spanking new '69 Corvair and - hang on to your "95" - a Corvair-driven gyrocopter! The German Corvair Club of America (Porsche fans!) were to have their pow-wow at the same location after 4 days of CORSA fun, so they already had a couple of Porsche racers on display. We never did see any Porsche vans or pickups though. The closest thing to that was a hot (Corvair-powered) VW bus, owned by a CORSA conventioneer.

We didn't have our Corvan completed in time for the Convention so we did not enter it in the concours, but we certainly enjoyed looking and being looked at. One fellow made all our hard work worthwhile when he wanted to buy our van when he saw it in the parking lot. Anyway, it was all just great and we are already planning next year's trip to the '76 Convention in Philadelphia. With the Bicentennial coming up and having friends in Washington, D.C., we can hardly wait; only this time we will start a little earlier and maybe have an entry in the concours.

We had met a wonderful couple at the Rally - the Howard Glens, proud owners of a Greenbrier - who invited us to be their guests in their home on the Hood Canal. We jumped at the chance to do something different from what most tourists do - heading for Victoria or Vancouver. Between the fresh oysters, beautiful view and hospitable strangers, we knew we had made the right choice. Speaking of meeting people; at the concourse we got acquainted with a delightful family from Iowa - your editor Nico DeJong and son John. We invited them to be our guests in California. Needless to say they jumped too, and after picking up wife Mary Jane in Oregon where she had stayed with relatives during the Convention, they reached Anaheim before we did.

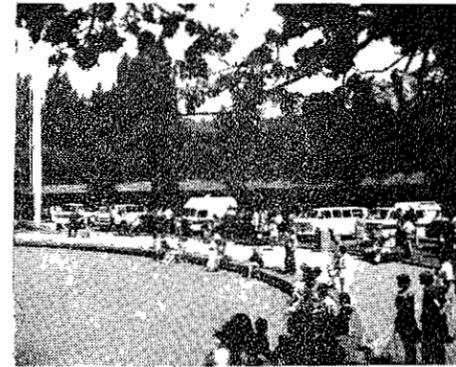
After traveling 3000 miles and running like a champion, our Corvan broke down with a bad generator... about a mile away from home(!). Lucky for us, the DeJongs came to the rescue in the middle of the night. They enjoyed being our guests and after reading some earlier issues of CORVAN ANTICS, look what yours truly is doing.

We were very much impressed with our first Convention. CORSA Chapter Northwest did a fantastic job. Listening to the main speaker was most enlightening, even for us women, and a very entertaining "long-hair" at the banquet made it complete. We met a lot of very nice people and one fellow from Canada gave us his card in case we break down in Canada. Corvair fans stick together - yeah...

P.S. I think I'm going to see somebody about getting the dates of that next Convention tattooed on.

STELLA

CONCOURS RESULTS, CLASSES I (STOCK), II (ALTERED STOCK) AND III (MODIFIED):



Corvairs around the fountain...



I(1), 64.1, Gaylord Peterson, 63 G'brier.



II(1), 80.0, Jim Williams, 65 Greenbrier.



III(1), 80.3, Roy Findlon, 62 Rampside.



III(2), 76.6, Dean Hanson, 63 Corvan.



III(3), 75.8, Wally Brenneman, 64 Greenbrier.



III(4), 72.0, Danny Henry, 64 G'brier.



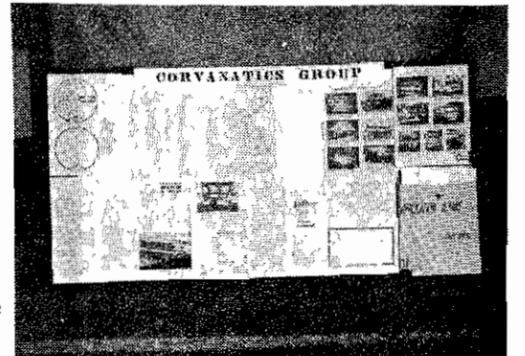
III(5), 61.0, Dale Brown, 63 Greenbrier.



III(6), 49.2, Larry Blais, 63 Greenbrier.



Stella (with sign RALPH WHO?) & Lloyd Piest with 63 Corvan (not entered).



Membership Drive Display at Seattle Convention Headquarters.

ECONOMY RUN RESULTS:

No.	Name	Entry	MPG	No.	Name	Entry	MPG
(1)	Dan Wilson	62 Corvan	26.4	(5)	Ted Milk	62 Greenbrier	20.1
(2)	Blake Swafford	63 Corvan	24.8	(6)	Wally Brenneman	64 Greenbrier	19.7
(3)	Jim Williams	65 Greenbrier	24.6	(7)	Dale Brown	63 Greenbrier	19.6
(4)	Russ Long	64 Corvan	24.2	(8)	James Emni	63 Corvan	19.2

RALLY/TOUR RESULTS:

No.	Name	Entry	Score
(4)	Russ Long	64 Corvan	27
(5)	Gaylord Peterson	63 Greenbrier	26
(5)	Dale Brown	63 Greenbrier	26



SEVEN THOUSAND MILES AND THREE WEEKS IN A GREENBRIER

Every year around July, the DeJong clan likes to go to the Annual CORSA Convention and see a good chunk of the U.S. and Canada, providing our employer agrees. Since we had a late start this time from our home base in Iowa because of the Summer newsletter, it also had to be a fast one. We drove almost non-stop to an exciting Convention in Seattle, and after seeing relatives in Independence, Oregon, giant Sequoia trees in Yosemite Park, enjoying Southern Californian hospitality at the home of Lloyd and Stella Piest and Disney Land in Anaheim, we went on to Chula Vista and Mount Palomar Observatory. While crossing the Arizona Desert, we toured the impressive Meteor Crater near Winslow, but even

more of a thrill was coming into Albuquerque at night from the top of that big hill, going East on 40 -- just like making a fast landing in a 707! After parking our "Flying Dutchman" behind the gas station of a friendly Las Vegas New Mexico operator, overnight, the next two stops were the Air Force Academy near Colorado Springs and friends in Denver, Colorado, before climbing Mount Evans, at 14260 ft. world's highest auto road (don't try it unless your Corvan or Greenbrier has stick shift; our Power Glide almost didn't make it). In Minden, Nebraska, there are two musts - Pioneer Village and Corvanatic Mont Hollertz' "Chevyland USA". When you visit Mont, be sure to see his two giant Corvaair truck posters (see also inserted flier). Via Omaha we reached home much too soon after 6920 miles without any tickets, accidents or flats, and only two minor mechanical delays - a loose gas pedal and a bad generator. Fortunately we carried a spare and before going on another trip, we're planning on replacing it with an alternator of greater capacity and matching regulator.

We were a little disappointed about seeing so few Corvaair vans and pickups besides the ones at the Convention. We sighted only one Rampside or Loadside in Oregon, several Corvans and Greenbriers in California, but on the average about only one of them in each of the other states we traveled through. Apparently there aren't too many units in turnpike condition. With a supply of application forms on board it was fun looking for and signing up several new CORVANATICS members.

As for some technical and travel advice to those of you who are itching to take off in your 95-inch-wheelbase Corvairs on a tight budget, we certainly recommend the Greenbrier or Corvan camper conversion. Our rig is a 110 hp '61 Greenbrier custom camper with a low-profile sunroof (for garageability) with dual controls, 12 and 110 volts air conditioning, cooking facilities, sleeping two to three and grossing up to 5400 pounds when loaded to fly low. Maybe we'll run a separate story on it sometime if readers are interested. We had completed installation of a custom 12 v. a-c system with two evaporators just prior to leaving on this trip and it worked fine, but only for a minute at a time. Surprisingly enough we didn't mind the heat too much until we got back to humid Iowa. Two large condensers, mounted in series between the two right rear side panels are nicely concealed, but air flow is inadequate, so next year we plan to have a large roof-mounted condenser up front and really play it cool.

We always carry the CORVANATICS membership roster (Winter Issue), CORSA roster, and a list of Corvaair specialists. These three items are good insurance for meeting friendly Corvaair folks on the way and getting your machine fixed when it breaks down. Eating and sleeping? Breakfast and lunch we usually prepare and eat on-the-go. This helps us make good time despite the current low speed limits. We spend the nights with relatives, friends, state campgrounds, national parks, gas stations or sleep on-the-go when we're behind schedule. Commercial campgrounds are great, but their rates have gone up like everything else but apples and our club dues.

Making a trip schedule before taking off, and sticking to it, is important if you want to make all the stops you planned and still get back on time. We also allow a couple of days to cover repair of any major items becoming unglued. Last but not least, a trip log is useful, especially if you want to write up your adventures and tell others about them in CORVAN ANTICS.

NICO, MARY JANE AND JOHN

BACKFIRE (READERS RESPOND)... Many thanks to all of you who wrote. Unfortunately, space doesn't permit printing excerpts this time, but we'll resume in the Winter Edition. Several of you expressed appreciation for Russ Long's Tech Topics column. ATTENTION KURT GAIDA, LOUIS GUION III, AND ALL CONTRIBUTORS OF STORIES AND ARTICLES: Your items are greatly appreciated and we will publish them as soon as possible after you have sent us one or more photos or any reproducible illustration, showing details or overall views. For best results we need 2½x3½" or 2x3" black-&-white prints. 85-screen, but we'll accept any size unscreened B&W's, even color photos (some contrast is lost when converting to B&W), good drawings and/or sketches.

MEMBERSHIP DRIVE - 1975 (LAST CALL)... The campaign is still on and anyone who refers two new paying members will earn a free 1-year CORVANATICS membership and subscription to the newsletter. Why not xerox the enclosed new application form/flier and hand out to any Corvan, Greenbrier, Loadside and Rampside owners in your area, or slip them under their windshield wipers? The only condition is that checks or money orders be postmarked before midnight 31 December 1975. Thank you very much for helping your club grow so we can do more for all members!

Thanks to your referrals, publicity in the August CORSA COMMUNIQUE and the CORVANATICS display at the Seattle Convention, we're very happy to welcome 21 new members, representing a giant 25% increase. This percentage, incidentally, does not include those of you we may be losing because of failure to pay dues or moving without sending Cecil Miller your new address; (PLEASE NOTE YOUR EXPIRATION DATE ON YOUR MAILING LABEL AND PAY CECIL IF OVERDUE..!) Space limitations do not permit listing of addresses now as before, but we are working with Cecil on compiling an updated roster with the names and addresses of all paying members for publication in the Winter Edition. So here's a big hand and a sincere welcome to Terry Alexander, Tom Clarke, Jim Craig, Fernand Fabre, Tom Fahey, R. Fleener, Valerie Goetz, Dean Hansen, Mont Hollertz, Ken Mason Jones, John Kerkhoff, Dennis Kugler, Earl Leonelly, Gene Marshall, Lloyd & Stella Piest, Sam Shockley, Scotty Smathers, Richard Smith, Gerald Terranova, Henry Tulley and Tom Walker!

SCALE MODELS... Except for the 6½-inch Rampside, made by Premier, to our knowledge no manufacturer - not even GM - has ever produced models of the Corvan, Greenbrier or Loadside. Just prior to presstime, however, we discovered that until two years ago, Amway Corp'n of Ada, Mich. was marketing "Children's Bubble Bath" in 7½-inch white plastic bottles that had the shape of a Corvan! The spout was made as a spare tire on the rear and a little custom-painting could turn this into an attractive model. We have written Amway about availability and we will keep you posted. If anyone has any for sale, or knows of any other models, please contact your editor.

FROM THE EDITOR'S DESK... I still haven't received any Loadside or Corvan stories for the Winter Edition (Loadside Issue) and the Spring Edition (Corvan Issue). So I want to repeat my plea to all of you who can help make those two editions a success. Please send us a page on your favorite Loadside and Corvan, add a picture, and mail them before the end of the year (Loadside) or before 1 March (Corvan). Practically all of my free time of the past couple of months has gone into this newsletter, partly because of the need for much (unpaid) overtime for my employer (which -- plus the late arrival of some items -- caused this edition to be later than usual), partly because producing these eight pages simply takes an awful lot of time and persistence. Even though I take pride in all this work, I sometimes wonder if all the love labor is worth the trouble. For example, I've had absolutely no time to work on our Corsas and two Greenbriers, and that bugs me to no end, believe me! I'm not a good compromiser, and I believe in producing newsletters that have in them the best that is in their contributors and in me -- or producing none at all. So rather than leaving all the work up to Ken, Russ, Cecil, Stella and yours truly, why not reach for that pen or typewriter and camera and send us that badly-needed story and picture we ask for now and then, such as the two mentioned at the beginning of this column? If you will do your share, I'll do mine as long as I'm able.

NICO

CLASSIFIED

No charge to CORVANATICS members. Non-members: \$3- per 5-line ad. Approved furnished flier inserts free up to 10¢ postage limit. Commercial rates upon request. Ad labeled (CC) taken from September CORSA COMMUNIQUES. Next deadline (Winter Edition): 1 December.

FOR SALE:

BLAUPUNKT RIVIERA "OMNIMAT: PORTABLE AM/FM /SW RADIO. AFC, sep. treble & bass contr. Takwood cabinetry. Uses flashlight batt. or 110/220v. adapter (furnished). Mtng. bracket for installing in car, van, etc. avail. from Bosch. Cost \$160- in 1970. Will sell for \$75-. Ken T. Wilhite Jr., 3654 Green Ash Ct., Indianapolis, IN 46222.

WANTED:

Will take real nice RAMPSIDE or GREENBRIER in trade on 1953 PIPER TRI-PACER airplane. M.W. Humphries, 117 S.Main, Russelville, KY 42276. 502-726-2112 or 726-6477. (CC)

Badly need '65 GREENBRIER CENTER DOOR PARTS new or used, in good condition. Martin Reining, 3940 Willys Pkwy., Toledo OH 43612.

DOGR NAMEPLATES "Greenbrier by Chevrolet" part #3819390. Richard Admonds, 629 Union Landing Rd., Cinnaminson, NJ 08077.

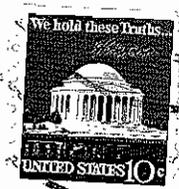
SHELTER UNIT #985106, LUGGAGE RACK #985398 TABLE 985107 AND ICEBOX FOR 61-65 FACTORY CAMPER UNIT (ref.: C.A. Summer 75, p.11). Cecil C. Miller Jr., 2086 S.Hawthorne Rd., Winston-Salem, NC 27103, 701-256-5365.

GREENBRIER RI.FRONT ROCKER PANEL #3777858; discontinued by Chevrolet. Eugene C. Marshall, 4039 Tartan, Houston, TX 77025.

There's-one-in-every-crowd-department. Voice from the audience at the Seattle banquet after Convention delegate from Hawaii was introduced: "Did you DRIVE all the way?"

CORVAN ANTICS
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FIRST CLASS MAIL

PT. 76

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.