



CORVANATICS GROUP

CORVAN ANTICS

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RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Products



CORVAIR 95 CORVAN

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SECRETARY-TREASURER'S REPORT

Our pleasing growth continues to move along. This time we welcome to CORVANATICS: Bill Kellam, Warrington PA; Marco de Vera, Los Angeles CA; Dave Edwards, Needham Hghts. MA; Robert Perry, Burlington NJ; Len Dudicz, Hayward CA; Pete Sueny, Escondido CA; Mark Corbin, Galion OH; and reinstated original member William C. Renner, Indianapolis IN. Our treasury continues to hold up well, with a balance of \$190.48, not including Spring Edition expenses and recent income.

A club is only as good as its members make it. So let's get busy recruiting new members, sending us articles and your ideas of activities. CORVANATICS appreciates your continued support. CECIL

CORVAIR 95 CORVAN (FRONT COVER)

Except for the annual Convention Issue, we've been focusing our attention in recent newsletters on three of the four Chevrolet Corvaire "95" and Greenbrier, 1200 Series "Light-Duty Forward-Control Body-Design Vehicles". So after letting the Greenbrier, Rampside, and Loadside units pass in review, this issue zeroes in on the last, but by no means the least, member of this well-engineered foursome of 95-inch-wheelbase Corvaire. The Corvan, also advertised as a "panel" or "panel truck", came with two right-side cargo doors as standard equipment; two left-side doors were one of several extra-cost options. Following are some production figures and specs*:

Table with 4 columns: Model Number, Production, Wheelbase, and Cubic Capacity. Rows include production figures for years '61 through '64 and specifications like wheelbase (95 inch), cubic capacity (191 cu.ft.), curb weight (2805 pounds), and payload capacity (1795 pounds).

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

TECH TOPICS by Russ Long, Technical Editor...

More answers to more questions:

- (1) Bill Renner of Indianapolis, Indiana, inquired about a "BODY PARTS BOOK FOR THE RAMPSIDE". The only one that I know of are groups 16.000 and 17.000 of the Corvaire parts catalog, although there may have been some early individual editions in early '61. Can anybody else help here?
(2) Lynn Asselin of Lewiston, Massachusetts, requested information on INSTALLING A GAS HEATER in forward-control Corvaire. "It gets mighty cold up here..." he writes. This is true, and the gas heater certainly is the answer. However, I'm afraid I cannot answer this, simply because I have never even seen a factory-installed gas heater in an FC! Because of our mild climate here in California, there just weren't very many FC's that came factory-equipped with a gas heater. A Call to the Colors, troops! Please send any information you might have on this installation to my attention for publication in the newsletter. Somebody's gotta know!!
(3) Lowell Wells of San Jose, California, asked us about his ENGINE SERIAL NUMBER T1220XX0. The only explanation I am able to come up with is that the "XX" series are replacement engines, put together after the FC series were dropped in '65, and are all of the 164-cubic-inch size. As for power, the engine of my '64 was replaced with a new "110" at 70,000 miles back in 1970, and the code on it is "XXZ". I know this is a manual-transmission 110 FC engine, because the fellow I bought it from had the receipt from the dealer who installed it, and in checking the part number in a 1970 parts book, it came back as a "110". Perhaps the "0" indicates either a 110-FC w/automatic transmission (AT) or a 95-FC w/AT, or a 95-FC w/manual transmission; I don't know. (By the way, that engine now has 70,000 on it and the heads have never been taken off; the compression is still 165-175 in all six, and the only oil leak is from the oil temperature sending unit.) Lowell's second question concerned a DAMAGED WINDWING FRAME on the driver's door, and whether it is easier to replace the door or the complete frame assembly. Again I must confess I do not know the answer. Will the body-and-fender man in the group please speak out? (Personally, if I could find a door in excellent shape, I'd swap and repaint, but...)
(4) Finally, C.B. Smith of Inglewood, California, asked for information on how to install a SPYDER DASH in the FC series. The hardest part of this modification - next to finding the dash in the first place - is deciding where to put the windshield wiper switch! I'll answer that and other queries next time... RUSS

CORVAN BLUES by Lon Wall...

To us "Longhairs" a van is supposed to be something divine, a part of our personality. I just sold my old 1961 Corvan, though. Big deal.

I never really liked that 3-speed transmission; it just wasn't the most versatile thing in the mountains with a load. But, come to think of it, at 125000-plus miles the transmission had never been touched and still worked as well as new. Of the 45000 miles I had it, there were several times I could have replaced the 3-speed, but just never seemed to bother. It was kind of nice in city driving, after all.

I never did like that hump in the back, where the engine was. Although, now that I look back, it was a pretty quiet rig, as it lacked that big bulge between the two front seats where the engine is "supposed to be". Ever ridden in a sixties Chevyvan or Econoline, etc.? At over 45 miles an hour, hold on to your ears!

And then there was that little 80-hp air-cooled engine! What could you do with that? Of course, there was the time that I hauled two complete Corvaire drivetrains (900 lbs. plus) and 500 pounds more of assorted people and parts through the coast range and got 20 miles per gallon. Or the time I drove down to San Jose with a full load and got



Corvaire 95 Corvan

stuck in Redding through stop-and-go traffic for 45 minutes in 108-degrees-plus weather. The little green van never even complained. Now, it should be remembered, though, that it only had about 102,000 miles on it then, which as I understand it, made it only a youngster by Corvair standards.

To think of what that van went through for at least the 45,000 miles I know of! Road rallies (the last being Seattle 1975); heavy loads; a minimum-maintenance routine; over two years of hill-climbing daily while commuting 50 miles back-and-forth to work; all on regular gas! And I couldn't forget the times it moved family and possessions from house to house. It even provided much-needed storage for almost six months.

It was stark stock until Dena and I decided to carpet and panel the interior.

There was really no reason to sell it, except that a married man can afford to have only so many Corvairs these days! Besides, it was time to get that '62 Rampside on the road to join our '64 Spyder, '64 Monza and '61 Lakewood.

Over three years ago I paid \$275- for the little "95", and even though the side doors had about had it, and the four-year-old Earl Schibe paint job was chipping, I sold it for \$450-. The guy didn't even try to talk me down. He just handed me the money, and mumbled something about the fact that it was just what he had been looking for.

Some things just never seem to lose their value.

LON

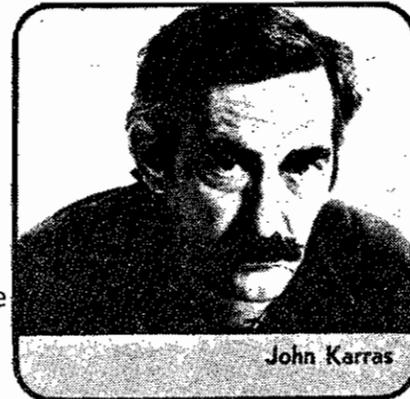
FIGHTING INFLATION by John Karras...*

(Saluting our friendly competition, we are running this timely article on the only other "bus" with air-cooled-rear-engine drive and independent suspension.) EDITOR

We recently took our aging VW bus in for surgery, (it was burning oil), and the operation was a success. In fact, a fantastic success. It now runs like a new car (better than when it was new, Ann says, but I have trouble remembering as far back as 1970). New cylinders, new pistons, a new clutch and a new throw-out bearing, and it runs like a new car. And here's the best part: the whole job cost just \$247-, including tax. Considering that a new VW bus costs nearly \$4600- now (ours cost about \$3200- new), \$247- for a car that runs like (or better than) new comes up a pretty good deal. I'm now planning to keep the old heap at least 10 years, maybe longer, and would advise you to think about attempting the same thing with whatever you're driving now.

The trick - and it's a neat one - is to find a mechanic who is both competent and honest. There are plenty around who are one or the other or neither, but few who are both. We're convinced that our mechanic is both, since he has never given us reason to believe otherwise. On the contrary, he has at times seemed honest beyond the point of credibility. For example, a friend who owns a Volkswagen was faced one winter day with the disagreeable reality of a collapsed gasoline tank. Condensation had frozen the tank's vent-hole closed, and as the fuel pump had pumped out the gasoline, it also had pumped in the tank. The friend took the car to a dealer who shall forever go unnamed. The dealer's serviceman said \$75- for a new tank, including labor. The friend took his car to our mechanic who put an air hose on the tank and blew it back up. The total bill (including a new gas gauge): \$14-. One might well search throughout the land through a full lifetime without finding such honesty and competence combined in one human. Happening upon him, one should humbly give thanks for dumb luck. The same mechanic has several customers (I almost wrote clients) who have better than 100,000 miles on their cars. And he knows of one Iowan who has driven a VW beetle more than 500,000 miles.

All right, we've heard that automobiles reach a point of diminishing returns, that after X-number of years or miles or both it costs more to keep a car running than it would cost to buy a new car. That may or may not be true, but I've always suspected



that the authors of such reports get their money from Detroit. I can't believe that I'd be better off financially right now by spending more than \$2500- (our bus is worth about \$2000-, as they say, as is) for a new VW bus, rather than spending \$247- to rebuild the engine. Nor can I believe that a few hundred bucks spent next summer to keep the body from rusting away would be misapplied. Nor can I believe that someone who goes through his entire adult life making payments on a succession of new cars lives a fuller or more satisfying life than someone who finally gets a car paid off and then drives it for another seven years.

The point, after all, is to get and stay as far out of debt as possible. And isn't that what fighting inflation is all about? JOHN

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BACKFIRE from Readers...

"My '64 Greenbrier is in the process of complete restoration, and I'll send pictures when "through". H.V. MORRIS, LOUISVILLE, KENTUCKY
Many readers would like to see your pictures and read an account of the job. EDITOR

"Have '64 Rampside - will travel; see photo." BILL C. PRICHARD, BLACK MOUNTAIN, NC
If you'll send us a story, we'll put the two together in a future C.A. - OK? EDITOR

"Am one of those who feel that the Corvair 95 is really a great piece of engineering. Have owned six 95's; still have three." CHARLIE CANN, OIL CITY, PA

"Hope you can use my pictures and story on Corvan Camper." DEAN HANSEN, CHATSWORTH, CA
You bet, Dean! We plan to run your camper conversion project soon. EDITOR

"Recently bought a '64 DeLuxe Greenbrier in very good condition. This van is the most practical vehicle I've ever owned." DON V. MILLER, LEBANON, PA

"Do you have any kind of a list of back issues of CORVAN ANTICS, showing what was featured?" ROBERT E. BENDER, EL CAJON, CA
Yes and no. On page 27 of the '75 Winter Edition we printed a listing of all newsletters, published till then, and the inside front cover always shows ordering instructions and prices. We've asked for volunteers to help us compile an index of the 1972-'74 topics, but there have been no takers so far. EDITOR

"The newsletter is pretty well put together; but the photos need improving; I'm not complaining, just making comments. You're doing OK for the small number of members in the club. Maybe we can have a binder printed up for our newsletter too. Raise some money, as far I'm concerned. The dues are too low at the present time; should be at least \$7.50 - the way dues are increasing." EARL LEONELLY, CENTRAL VALLEY, CA
Thanks for the picture and write-up, Earl; will publish them shortly. Mark Ellis, 145 Ivywood, Radnor, PA 19087, will send you two nice CORSA binders for all your 1972-'74 and '75-'76 volumes; they are \$2- per binder. We're doing the best we can within the limits of our budget, available free time, etc.; at the same time we constantly strive to improve the quality of our service to the membership. We appreciate your and every-one else's comments and thank you for writing. It helps keep us going. EDITOR

"Please send me all back issues. If they're as good as the one I just received, I'll be delighted. We have five acres here in the Rock River Valley, between Rockford and Byron, Illinois, and we'd be happy to provide camping space for any Greenbrier, Corvan, Rampside or Loadside camper passing through. Perhaps a network of such offers could provide members an inexpensive set of hospitality stops across the country."

ROGER O. FLEENER, ROCKFORD, IL

Great idea, Roger. We have a feeling that your hospitality will be contagious and that you started a trend among Corvanatics. Enjoyed meeting you and your family. EDITOR

"Am particularly interested in the conversion shown on Dean Hansen's '63 Corvan, as illustrated on page 21 of the '75 Fall Edition. What can you tell me about it? It's apparently a special kit because it's about the same as presidential candidate Frank Taylor drives. I've still got the '64 Greenie, and I'd be interested in doing the conversion if parts were still available. Any information would be appreciated. Also, do you suppose there's any chance we could have CORVANATICS given CORSA "chapter" status? (labels, discounts, etc.)"

TOM P. MURPHY, WILKES-BARRE, PA
Yes, we're going to run a special feature story on Dean Hansen's beautiful machine in the very near future. Cecil Miller, our secretary-treasurer, feels that "since CORSA membership is not a requirement for joining CORVANATICS, CORSA Chapter Plan participation can't be encouraged." In his opinion, "we're also too widely spread out to assemble chapter members, or reap any chapter benefits". EDITOR

"Am the proud owner of a '63 Corvan with a 110 hp engine and a 3-speed transmission, but as soon as I can locate the appropriate crossmember, it will have a 4-speed. Am currently in the process of restoring it. This summer I plan to construct and install a custom-camper interior. Assuming it comes out decent, I will probably send in an article and plans - if anyone wants to build a camper somewhat different from the factory unit."

DAVE A. BLACK, GREENFIELD, MA
By all means send us your article, plans, and picture(s). You'll be surprised at the response. EDITOR

"My compliments to you for putting out such a nice newsletter."

ANTHONY F. MCKEOWN, SAN DIEGO, CA
Thank you for your kind words. CORVAN ANTICS is the result of the combined efforts of all officers and many members. Encouragement of the type you sent keeps us from throwing in the towel when the going gets tough. EDITOR

"At present I don't own a Greenbrier, but have one picked out; it seems to have part of an original factory camper installed. Who could help me identify a factory camper? Also, how do you print your newsletter?"

MIKE E. DEMETER JR., CINCINNATI, OH
A xerox copy of a Chevrolet folder on all the Greenbrier camper equipment that at one time was available is being sent to you under separate cover, and should answer most of your camper questions. The remaining questions you'll probably find answered in Russ Long's Summer '75 TECH TOPICS column. If you need more info, write Russ. Yours truly spends endless hours getting C.A. print-ready for local Insty-Prints. EDITOR

"Five new prospects hereby. Tampa Bush Gardens is unable to get replacement engines from GM for their propane-fueled Corvair-powered Monorail trains. Who can rebuild them? Did the '65 Greenbrier have safety belts? How do I install them in a '63? What's the Special Oilbath Aircleaner part number?"

KURT E. GAIDA, CLEARWATER, FL
Thank you for those five prospects, Kurt. We wish all members were only one fifth as active as you are. We're sure Art Herschberger of Solar Automotive, Inc., 124B Fulton St., Princeton WI 54968 will be glad to rebuild those engines. Why not contact him? Technical editor Russ Long should be able to answer your safety belt and oilbath air-cleaner questions for sure. We'll publish your illustrated story ASAP! EDITOR

"I own a '64 Greenbrier, appreciate the CORVAN ANTICS newsletter, and attached is a check. The organizational diagram of specialty groups and their relationship to CORSA on page 6 of the December '74 C.A. is correct."

MARK R. CORBIN, GALION, OH
We're happy and honored to see you join us, Mark; welcome aboard! EDITOR

"We moved our Chevrolet museum "Chevyland U.S.A." from Minden to Elm Creek, Nebraska. Our collection is described on a flier inserted in the Fall '75 C.A., and all Corvair owners and admirers are cordially invited to visit, and use our free camping space."

MONT HOLLERTZ, ELM CREEK, NB

"Besides seven Corvair cars, we own a '62 Greenbrier which we converted into a camper. Attached are a couple of typewritten pages and photo." LILLY DUDICZ, HAYWARD, CA
Will run your story as soon as your turn comes up. Thanks for writing! EDITOR

"Hubby Lloyd is taking me to Hawaii for ten days (sorry, not by Corvan). See attached application of a new member from around here." STELLA PIEST, ANAHEIM, CA
Good to hear from you, Stella, and thanks for beating the CORVANATICS drum. Will your next C.A. contribution include Hawaiian Briers, Corvans, Rampsides & Loadsides? EDITOR

"Would like more details on The Flying Dutchman (CQ V-1)". DR.D.W. DIXON, BIRMINGHAM, AL
Front seats are standard equipment semi-buckets. Will try to get remaining answers from previous owner. Also, please note replies to Hansen and Murphy. EDITOR

CORVAN AND HOLLYWOOD... Corvans are no longer manufactured, but that doesn't mean that they no longer appear on the screens of America's movie theaters. It prominently stars in a 1975 motion picture "Time To Run", along with Ed Nelson, Randall Carver, and Barbara Sigel, and was filmed in Eastmancolor by World Wide Pictures.

1976 CORSA CONVENTION... Cecil Miller, your secretary-treasurer, has agreed to take notes and pictures for a report on the Philadelphia event for the Summer Edition (Convention Issue) of C.A. Anyone willing to send us some good convention shots might just find one of them on the next front cover. Sending us your impressions of the convention - from a CORVANATIC point of view - will also help us report to the unfortunate "stay-behinds" among us.

FROM THE EDITOR'S DESK... Sorry for coming out with a Spring Edition in the middle of the summer. It's the best I could do under the circumstances - partly because of overdue regular columns, and partly because of a lack of free time (haven't been able to put a wrench on our wheels since last summer). In an effort to get future newsletters to you when you expect them, I've decided to do the following:

- (1) I have reminded the contributors of the regular columns of their responsibility to meet copy deadlines, and
- (2) I have laid out the Summer Edition and will start production immediately after all columns and the convention report is in.
- (3) I have cancelled my family's annual vacation trip, thus also keeping us from attending the CORSA Convention in Philadelphia; I intend to spend as much of this year's vacation time as necessary to catch up on newsletter business.

I trust that these measures will enable me to get back on schedule and stay on it. Meanwhile I am asking for your indulgence until we've licked the problem. I'll continue to do all I can to produce four quarterlies a year, and I will keep donating my time and best efforts to the club I love - as long as my services are wanted.

A special thanks to all who sent in stories and pictures. Those of you (Guion III, Sundheim, and Wall) who sent us good stories, but no pictures - would you please send your editor a good picture (preferably black-&-white), drawing, cartoon, diagram, or anything that would illustrate your write-up? As you know, as a matter of policy, we publish only illustrated articles. Meanwhile, keep those cards and letters coming! Since this edition is the last of four that highlighted the four Corvair "95" and Greenbrier units, we will - as a rule - as of the next edition, publish all illustrated contributions on a first-come-first-served basis.

Last-minute news item: After one year of advertising and contacting such organizations as General Motors and the Society of Automotive Engineers, we have received official permission to publish in CORVAN ANTICS a report on the design and testing of the Corvan, Greenbrier, Loadside, and Rampside vehicles at the Chevrolet Engineering Center, authored by Mr. Alex C. Mair, the "Father of All 95-inch-wheelbase Corvairs". Needless to say we're delighted to be able to present the contents of this exciting and detailed report to our readers. The first chapter of this illustrated serial will appear in the Fall Edition, in addition to - not instead of - Russ Long's regular TECH TOPICS column.

PRESIDENT'S CORNER... Unfortunately I really don't have much to say this time, due mainly to the fact that I haven't had much time to myself - school starts soon, and we've been keeping pretty busy. I'm going to try to assume my responsibilities as president of CORVANATICS in a more serious vein in the future, despite previous obligations. But if I do "slip up" occasionally, please try to understand.

Well, I'd better go; see you next edition.

KEN

CLASSIFIED... Free to CORVANATICS members. Non-members: \$3-/5-line ad. Approved furnished 1-sheet inserts free; limit: one 8½x11-inch sheet per edition. Commercial rates upon request.

FOR SALE: 61 GREENBRIER, formerly Fire Dept. vehicle, 38000 miles, rust free, \$1200-. Lee Houghtaling, RD#1, Box 181, Pine Bush, NY 12566, 914-944-3855.

evenings.

WANTED: Locks and hinges for RAMPSIDE ramp. Art Achen, Bellevue, IA 52031, 319-266-5503.

WANTED: Side doors for '63 VAN; GREENBRIER rear seat floor brackets, windshield chrome trim, radio bracket with or w/o radio, tinted windshield, engine grille, CORVAIR 95 script. Jim Geraci, 2607 Gunpowder, Pearland, TX 77581. 713-485-4736,

WANTED: "CHEVROLET Truck Engineering Features", 1961 thru '65 ed'ns, by GM, xerox or original. Needed for future CORVAN ANTICS editions. C.A. editor, 3422 Veralta Drive, Cedar Falls, IA 50613.

A good hobby must be one you enjoy, not one that somebody else suggests you ought to enjoy. An excellent hobby for one person may be wrong for another. A good hobby should be something worth doing. A hobby cannot be picked up overnight. It should be the logical outcome of developing interest, which may be expanded when there is leisure time during vacations or when you are retired. A good hobby can be an emotional lifesaver. (MOLINE DAILY DISPATCH, 28 Dec.'71)

CORVAN ANTICS
Nico H. DeJong, editor
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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 (COSA), Inc.