



CORVANATICS GROUP

CORVAN ANTICS

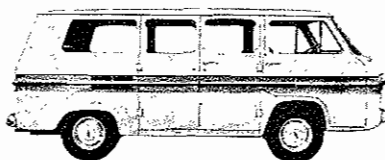
VOLUME 4

NUMBER 3

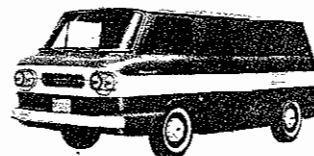
FALL 1976



RAMPSIDE/LOADSIDE

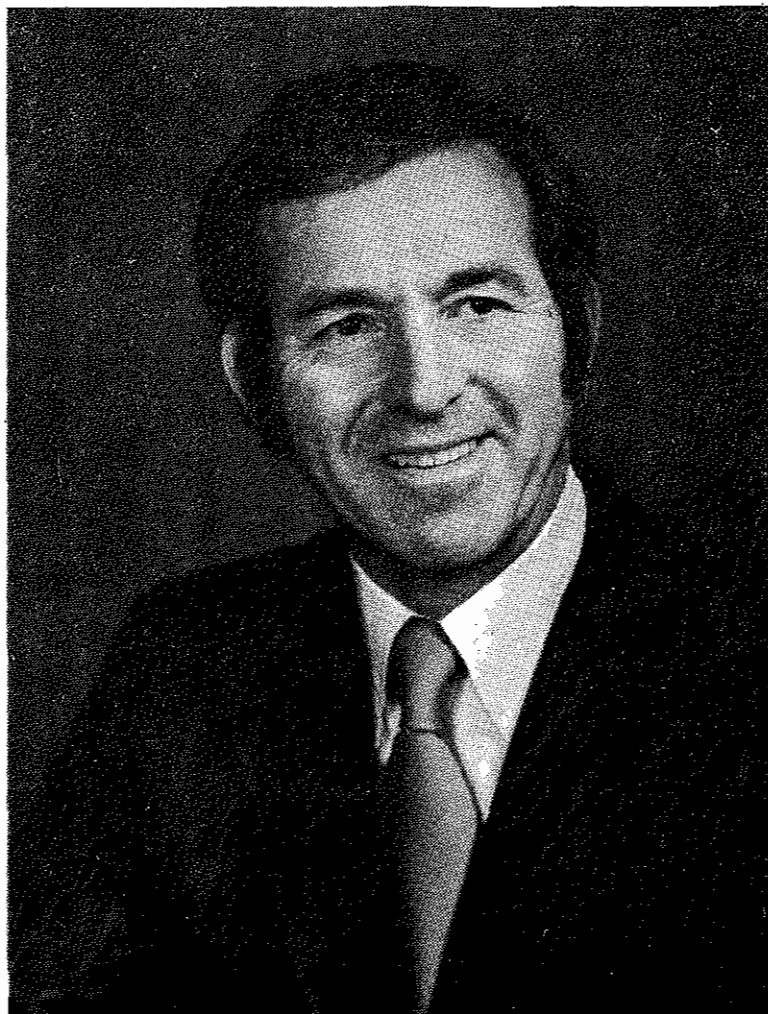


GREENBRIER SPORTSWAGON



CORVAN

Illustration by Robert M. Mair



ALEX C. MAIR

FATHER OF ALL
95-INCH-WHEELBASE CORVAIRS

CONTENTS...

Officers, Staff and Statistics .. page 18	Product Report 22
President's Corner 18	Millers on the Move 23
Secretary-Treasurer's Report 18	Backfire from Readers 23
Alex C. Mair (Front Cover) 18	Index C.A. 1972 through '74 23
Tech Topics 19	From the Editor's Desk 24
Corvair 95 - Space Age Panel Truck (I) 20	Classified 24

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 Newsletter Editions: Spring, Summer, Fall and Winter Quarterlies
 Newsletter Deadlines: All items (mail to editors) - 1 March, 1 June, 1 Sept., 1 Dec.
 Articles and Stories: Illustrated text only (B&W photo or cartoon or diagram, etc.)
 Change of Address: Mail to editor
 Back Issues (17): \$1- each; complete set 25% off; order (prepaid) from editor
 Binder for 2 Volumes: \$2- each; order from Mark Ellis, 145 Ivywood, Radnor, PA 19087
 Dues & Applications: \$5-/year; mail to secretary-treasurer
 Checks & Money Orders: Make payable to CORVANATICS

PRESIDENT'S CORNER by Ken Wilhite... Some time ago we mentioned that we were filing for incorporation, mainly as protection against litigation. Well, unfortunately all of our paperwork for this has disappeared in the mails, which means we may or may not refile. However, another alternative is available; it could be made a requirement for all members of CORVANATICS to be also CORSA members. This would not be difficult since almost all of you are CORSA members already. I think the decision should be up to the membership, so I'd like to hear your "fors" and "againsts". KEN

SECRETARY-TREASURER'S REPORT by Cecil Miller... During this holiday season we'd like to send greetings, and take a moment to thank the membership for all their support during the past year. Let's join together and make 1977 a banner year for CORVANATICS!

To the growing list of "95" lovers, we wish to add the following:

Karl Braden, Winston-Salem, NC;	Thomas Palmer, Waldorf, MD
Harold Dexter, Fenton, MI;	J. Rick Reynolds, Cincinnati, OH
Ron Fedorczak, Columbia, MD;	Al Robin, Anaheim, CA
Gary Gray, Perkasie, PA;	Walt Roeschen, Schwenksville, PA
John McCullen, Philadelphia, PA;	Edward Stephenson, Collegeville, PA
Robert Menefee, Mount Crawford, VA;	Pete Sucny, Escondido, CA
Joe Moren, Longmont, CO;	Larry Thomas, Goshen, OH
Thomas Oertle, Anaheim, CA;	Al Tirella, Highland, NY

Treasury balance for this period, not counting Fall Edition expenses, is \$195.98. CECIL

ALEX C. MAIR, "FATHER OF ALL 95-INCH WHEELBASE CORVAIRS" (FRONT COVER)*... was responsible for the design, development and testing of the Corvair Corvan, Greenbrier, Loadside and Rampside units. Now general manager of GM's Pontiac Motor Division, Mr. Mair graciously cooperated, making it possible to reprint his S.A.E. report on the Chevrolet Corvair "95" Series in this and successive editions of CORVAN ANTICS.

We also want to acknowledge our thanks and appreciation to Mr. A.R. Willems, manager of the Publications Division of the Society of Automotive Engineers, Inc. for permission to present S.A.E. paper No.313B in our quarterly. * Photo: Courtesy GM Pontiac Division

TECH TOPICS by Russ Long... " HERE'S A POTPOURRI OF TO-DAY'S NEWS FROM PAGE THREE..." (Paul Harvey)...*

WINDSHIELD WEATHERSTRIPPING shot? Check with your local auto glass company. Many of these independent shops have the correct type of material, or know where to order it... On second-design manual-shift models, be careful when you remove the powertrain. It's a good idea to disconnect the MAIN SHIFT TUBE at the front end also and slide it far enough forward so that the powertrain clears completely. I've seen tubes that were bent when they hung up on the trans support when the powertrain was R & R'd... Did you know that the upper and lower BALL JOINTS and the upper and lower CONTROL ARM BUSHINGS are the same as the big Chevy's?... For brighter TAIL AND STOP LIGHTS, remove from chassis, clean thoroughly, and - if the chrome is tarnished and won't shine up - then prime with a light grey primer, let dry, and paint with a good-quality white enamel paint. The white paint reflects light second only to chrome. Don't forget to clean the lenses; dishwasher liquid and a toothbrush work well... A thin bead of GE Silicone seal around the edge of the reflectors on the rear of Deluxe FCs will help seal the water out. Remember that it's the water that ruins these safety items ... ENTERING YOUR VAN IN A SHOW? Remember that OEM parts such as batteries (Delco 557), oil filters (AC PF-4), air filters (A170CW), etc. will add points, and quite often will be the tie breaker.. PART SOURCES dept.: Clark's has most of the ENGINE and CHASSIS DECALS for all years. American has the AIR CONDITIONING STICKERS if you've equipped your van with same and want an OEM-type notice to the fact... If you install an AMMETER, be sure you provide some means of disconnecting the small 12-gauge wire in case you have to pull the powertrain... Good to excellent UPHOLSTERY work can be done in your local school's vocational education classes. Check at either the local high school or community (JC) college. Most just charge for materials, and are supervised by an experienced instructor who makes them do it over if it's not right. Same holds true for the vo-ed body shops... Panasonic's new AM/FM-STEREO/CB RADIO for in-dash mounting (model #CR-B1717) fits perfectly in the stock radio location with only a minor bit of filing. This unit is also set up for four speakers, which makes the FC a real sound chamber. Bowman's model #CBM9900 is built by Panasonic and is the same unit. Shop around for best price. Delco has an AM/FM-STEREO/CB dash-mount RADIO available for the '77 big cars; it might fit the FCs. I haven't had a chance to play with one yet... To make your unit sound its best, be sure to invest in some decent SPEAKERS. If you want the ultimate, try Jensen's new tri-axials... Antenna Specialists make a neat disguise ANTENNA, one that looks like a regular fixed-length AM/FM, but it is loaded for CB. Fitting perfectly in the stock location, its model number is MR-264. Its signal pattern is not as good as a roof mount, but it isn't a dead give-away for thieves either... For your information, my FC has over 55,000 miles on its Michelin TIRES, which were mounted six years ago. This is mostly with around-town driving, and who knows when they're going to quit... Here's a slick AIR-CONDITIONING setup: condenser - ARA Mini-Brute (0519919), evaporator - Mark IV Stratoliner, compressor - GM Corvair. With this combination, the only load on the engine is the compressor, and no additional heat is added to the engine compartment because the condensor is a roof-mount, only 3½" high... An aid for OIL CHANGES: cut a ½-gal. milk carton 1½ to 2" from the bottom, slide under the filter, remove filter and hold in box for removal from chassis. This will help keep some oil from going all over creation when removing the filter. Another way is to use a HD plastic bag, but if you're changing oil when the oil is hot (as you should) sometimes the plastic will melt -- oops!... I mentioned some time ago that I'd be doing an article on installing a SPYDER DASH in an FC. So far the article has run much too long for this publication, and - when used with photos - is suitable only for the CORSA QUARTERLY. So watch for it in an upcoming issue of CQ... Had enough? I have. More next time. RUSS

* Take-off on the radio personality's well-known daily program: "Paul Harvey - News and Comment"

Continuous, accurate market research is essential if a large manufacturer is to know what new products to offer, and more important, when to make them available. It became apparent in 1957 that a new truck market had firmly established itself in the United States. This was the market for a compact vehicle which had load carrying capabilities similar to those of the typical U.S. 1/2 ton rated truck.

The rate of growth which this market had achieved in the United States can be seen in Figure 1. From a modest start of just over 2000 sales in 1955, the popularity of these trucks increased to a point where a sales volume of approximately 40,000 units is expected for 1960. Next year, new entries into this market will increase sales even more substantially.

To be able to compete for the mass market, a volume producer must offer a selected variety of

models. Since an already established and growing market for the light-duty vehicles existed, sales, engineering, and manufacturing studies were conducted on an accelerated basis to make it possible and practical for Chevrolet to introduce a compact truck for the 1961 model year. A survey of the composition of this new market indicated that practically every business was represented and that exceptional load hauling versatility would be an important attribute. It was decided, therefore, to produce an integrated design of a pickup, a panel, and a station wagon.

Prior to 1961, the compact truck market was dominated by foreign imports, (Fig. 2) particularly by Volkswagen of Wolfsburg, Germany. Foreign confidence in the United States light duty truck market remains high and new entries are hot and heavy. Many of these compacts are evaluated by European trade journals and their pointed criticisms are inter-

esting. The following is a translation from a French periodical concerning an English-built compact truck:

"At medium speeds, this vehicle is relatively quiet if one puts aside the astonishing clatter due to the various pieces of equipment. At high speed, and especially if one uses the intermediary gears at too high RPM's, the engine and drive components bring out roarings that succeed to drown any conversation. . . . The transmission has 4 speeds, however, the first is unhappily not synchronized. . . . We have regretted the big difference between front and rear tread. In fact, the rear axle does not pass where the front one managed to slip in, and some regrettable incidents can follow."

While this free translation from the French may be a little amusing, the deficiencies described here can be easily recognized as pitfalls to be avoided in any acceptable design.

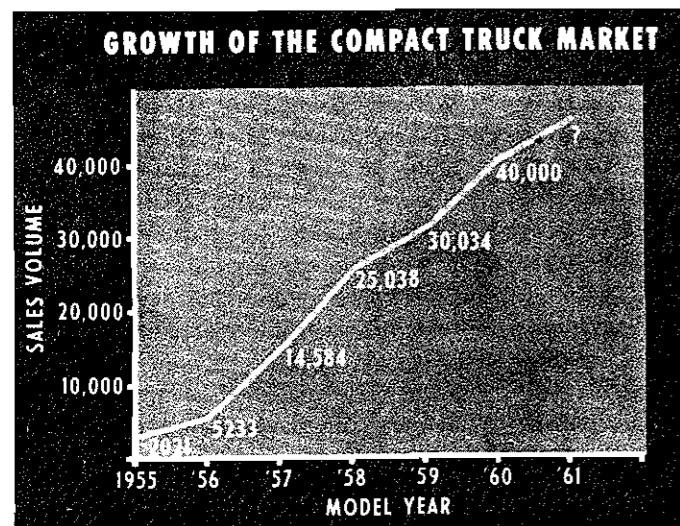


Figure 1

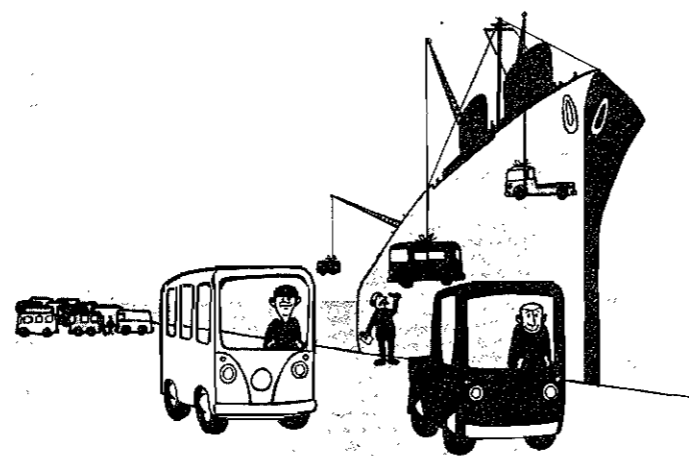


Figure 2

* Although all four units shared the same 95-inch-wheelbase chassis and 14-inch wheels, Chevrolet Motor Division consistently advertised the Greenbrier as a "Sports Wagon" CAR, and the Corvan, Loadside, and Rampside models as "Corvaire 95" TRUCKS. (EDITOR)

CONCEPT AND GOALS

Obviously, the most important consideration in the development of any new product is that it meet the demands of the consumer. To closely study what was available, models of each European compact were purchased for intimate engineering investigation (Fig. 3). These vehicles were measured, disassembled, and reassembled. They were performance tested, durability tested, load efficiency tested, and in general, subjected to every other conceivable investigation. It was soon discovered that several of the imports had great load capability and reliability considering their overall size, weight and cost.

A comprehensive study was conducted to get the views of users in this country who were already operating the imports. In addition, Chevrolet engineering personnel visited Britain, Italy, Germany, France, and Switzerland where a larger variety of models and their uses could be observed. The owner's likes, dislikes, observations, and suggestions were recorded and forwarded to the home office for study.

An evaluation of these reports indicated that the cab forward



Figure 3

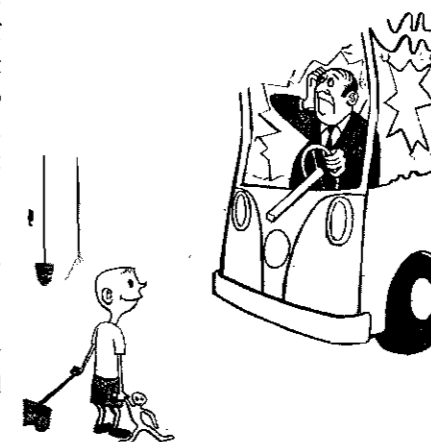


Figure 4

design, because it offered the largest load space-to-vehicle cube ratio, found the greatest acceptance. Another important advantage of this design was its adaptability to either passenger or cargo carrying service. However, one common objection was voiced: in most of the cab forward design and other vehicle types investigated, the engine generally obstructed the driver or load space, or both. It became immediately apparent that a cab forward design embodying the rear engine concept then under development at Chevrolet would easily satisfy these conditions.

The foreign test vehicles were also studied to eliminate any deficiencies and incorporate advantages into our models. One deficiency came to light in quite an abrupt manner when an engineer drove one of the imports home. Since it was raining, the driver attempted to garage the vehicle much to the distress of the garage door and the windshield and roof panel of the import (Fig. 4).

This experience immediately established one of our design objectives: the overall height must not exceed the minimum average garage door height since most of

the passenger, and many of the pickup and panel models, might well be garaged. A survey sponsored by Chevrolet determined the average minimum garage door height in the United States to be 75 inches.

The investigations Chevrolet conducted dictated the following additional design objectives:

- Lowest possible platform height for easy side and rear loading and unloading, and for comfortable driver and passenger entry and exit.
- Maximum cargo accessibility through the use of doors at both sides and at the rear of the load compartment. In addition, the cargo area of the panel models should be accessible from the driver's seat with a minimum of obstruction.
- A nearly constant and equal weight distribution to provide maximum tire utilization, unloaded traction, and excellent ride and handling characteristics.
- Performance acceptable by U.S. standards with fuel economy to be maximum obtainable with such performance requirements. Both 3 and 4-speed manual transmissions and an automatic transmission must be available to cover a wide range of usages.
- Simple power plant and suspension assembly removal and replacement for ease of service with good access to filling station service items.
- Contemporary, functional styling to relieve vehicle of its boxy look with coachwork finished to U.S. standards.

CORVAIR 95 CONFIGURATION

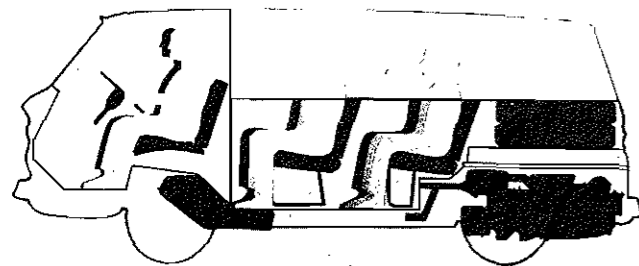


Figure 5

The rear mounted horizontally opposed six-cylinder engine, cab forward design, passenger compartment requirements, load space and platform height requirements, and such design objectives as the 75-inch maximum overall height for garage entry firmly established the new vehicle's configuration (Fig. 5). To keep a low K^2/ab ratio for best ride and handling characteristics, the wheelbase was made as long as possible within an established overall length. The rear wheels were set back as far as the rear mounted engine would permit and the front wheels were positioned as far ahead as driver

entry would allow.

Chevrolet's new light-duty line (Fig. 6) consists of a panel, a station wagon, a pickup, and a pickup with rampgate. These models are built on a 95-inch wheelbase and are nominally rated at 1/2-ton. All models feature body-frame integral construction, which permits the elimination of a separate frame; truck-type chassis components with coil spring independent suspension, front and rear; relay-type steering linkage similar to that used in the conventional line; transaxle design with the standard 3-speed or optional 4-speed or Powerglide transmission;

large, 11 x 2-inch brakes; a rear mounted, six-cylinder air-cooled engine, and a 4600 pound maximum GVW rating.

Probably the most controversial subject in truck design is styling and its effect on customer appeal. The stylists were given a real challenge. Make the truck attractive, but don't expect the engineer to retreat an inch at the expense of function or any of the design objectives. Attractive appearance was attained without sacrifices.

A description of how the concept and objectives just outlined were met in the actual design and production of these vehicles follows.

(to be continued)

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Source: S.A.E. paper 313B, presented at the 1961 S.A.E. International Congress and Exposition of Automotive Engineering at Cobo Hall, Detroit, Michigan, 9-13 January 1961. For those who don't wish to wait for the entire report to appear in subsequent editions of CORVAN ANTICS, xerox copies may be ordered (\$4.00) from S.A.E., 400 Commonwealth Drive, Warrendale, PA 15096.

PRODUCT REPORT by Ken Wilhite...

ARMORALL GT-10. I recently had the opportunity to try this, and I must admit that it exceeded my expectations! It works very well on vinyl and naugahyde, and even made the old tires on my "mini-Corvaire" look new. One thing I must mention - don't spray directly near an area that has glass (windshield, etc.) as it will stain the glass!

KEN

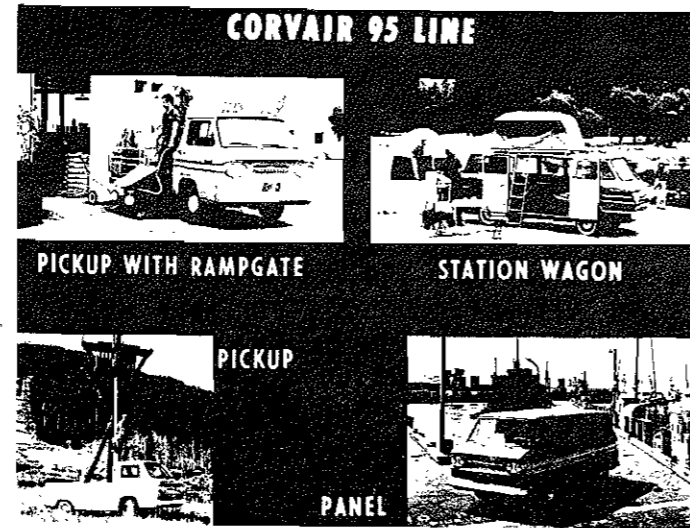


Figure 6

MILLERS ON THE MOVE by Pat Miller...

Moving from Langdon, North Dakota, to our current home in Winston-Salem, North Carolina was somewhat of a major event, Corvanatically speaking. Cecil, Tina the pet dachshund and I travelled by U-Haul van with our '64 Greenbrier inside, and towing the '63 Rampside.

A raging snowstorm forced us to maroon in Eau Claire, Wisconsin, for two days, but despite inclement weather most of the way we reached the sunny South in good shape. It goes to show that some people will go through anything for their Corvairs!

Meanwhile we now have eight "Vairs" in our "stables", including a 1964 Corvan - which makes us wonder how many "wheels" we'll need to rent next time we pull up stakes.



PAT

BACKFIRE from Readers...

"I'm a new member; please send all previous issues and keep up the good work!"
JOE MOREN, LONGMONT, CO

"No Amvans (Amway Corvan scale models) have surfaced yet, but I'll keep looking and asking our distributors. Purchased real nice '64 Greenbrier. Please send CORVANATICS application form and back issues info."
ART LEWIS, AMWAY CORP'N, BELMONT, MI
Welcome to the club, Art! Back issues info on inside front cover. EDITOR

"Since I sent photos and story on my van I've added a few goodies."
DEAN HANSEN, CHATSWORTH, CA
Your turn will come up anytime now, Dean, and we'll publish the illustrated story on your fantastic rig - goodies included! EDITOR

"I think the group is great and will contact you some other time about joining. Enjoyed the quarterly newsletters also, and I am enclosing the photograph you requested."
ALEX C. MAIR, PONTIAC, MI

INDEX...

CORRECTION: Summer '76 C.A. page 14, line 19, "Volumes I, II, and III (1972 through '74)" should read "Volumes I and II (1972 through '74)". Line 21, same page, "table of contents for these three volumes" should read "table of contents for these two volumes". Why an index for only TWO volumes? Because that's all one CORSA binder will hold! Volumes III and IV will fill another binder. Incidentally, ordering instructions and price of these binders appears on the inside front cover of this and future editions of our newsletter - along with the usual back issue ordering information, etc.

No responses have come in yet to our request on page 14 of the previous edition for one or more volunteers to help us compile this index. From this we conclude that nobody can come up with a computer print-out as a time saver. Actually, a stack of small index cards or note pad sheets will do almost as well by typing or writing every subject or name to be indexed, volume(s), and page number(s) on cards (one per card). After arranging the cards in alphabetical order, the "print-out" can be typed for printing, and bingo, there's your index!

Maybe one member could do the cards and another could type the index, after which I will proof, edit, and produce it. Before starting out, please write me if you can help so we can coordinate your efforts and get this job done.

NICO

FROM THE EDITOR'S DESK... This edition would have been out two weeks earlier if it hadn't been for brakes, clutch, and starter solenoid problems, plus a sudden 1½-week business trip. Nevertheless we're slowly but surely gaining in our race against the clock and - providing all columns are on time - we hope to have the Winter Edition out before spring.

CORSA president Tony Fiore wants to update the CORSA constitution and is inviting all members to voice any changes they feel should be made. Since CORSA-affiliated specialty groups, such as CORVANANTICS, are nowhere even mentioned in the current CORSA constitution, NOW is the time to come to the aid of your club by bringing this to the CORSA board of directors' attention before they meet on 5 February in Orlando, Florida. Why not send your amendment ideas and suggestions to Diana B. Johnson, constitution committee head, 244 N. Wisconsin, Villa Park, IL 92804?

I very much appreciate all the letters and newsletter contributions I received in '76 and I'm looking forward to serving you in 1977.

By the way, did you know that in September '77 it will have been five years since your president Ken Wilhite founded CORVANANTICS and created its first newsletter? Ken is having some health problems, so why not drop him a line? Just hearing from you I'm sure will make him feel better.

NICO

CLASSIFIED... Free to members; non-members: \$3-/5-line ad. Comm'l rates upon request.

FOR SALE: '62 STANDARD GREENBRIER with Powerglide. No interior trim, bumpers. Front bench, 3rd rear seat both need recovering. Side glass, rear door with glass, interior metal panels, running gear, some exterior sheet metal, misc. small parts. Send SASE or call 713-485-4736 after 7PM with wants. J.L. Geraci, 2607 Gunpowder Lane, Pearland, TX 77581.

WANTED: CORVAN GAS HEATER, all or parts. CHROME WINDSHIELD TRIM, all or parts. NAME PLATE "CORVAIR 95 BY CHEVROLET" for '63 van. J.L. Geraci, same address. WANTED: JACKING INSTRUCTIONS (photocopies) for '64 Greenbrier. ARTICLE BY ROSS WEEDMAN in P4W ABOUT VARIOUS USES FOR YOUR VAN. John F. McCullen, 6420 Woodbine Ave., Philadelphia, PA 19151.

CORVAN ANTICS
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FIRST CLASS MAIL
ADDRESS CORRECTION FROM 3547 REQUESTED

CORVANANTICS*

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.