



CORVANATICS GROUP

CORVAN ANTICS

VOLUME 5

NUMBER 1

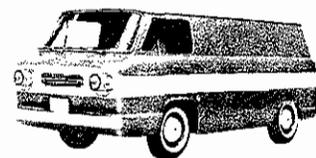
SPRING 1977



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

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HANSEN CORVAN - "LOW-BUCK RV"

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 Back Issues (19): \$1- each; complete set 25% off; order (prepaid) from editor
 Binder for 2 Volumes: \$2- each; order from Mark Ellis, P.O. Box 410, Dublin, PA 18917
 Memo Pads: \$12.60/10 pads; order from Drawing Board, Box 505, Dallas, TX 75221 (specify item number PP-96 with CORVANATICS imprint)
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PRESIDENT'S CORNER by Ken Wilhite... (On temp. duty w/Air Force; no column received)

SECRETARY-TREASURER'S REPORT by Cecil Miller...

CORVANATICS FINANCIAL STATEMENT:
 (January 1, 1976 to December 30, 1976)

Receipts	
Membership Dues	\$485--
Product sales (back issues)	75.50
	<u>\$560.50</u>
Disbursements	
CORVAN ANTICS printing	\$261.54
Office supplies (club's officers)	157.22
Bank charges	0.31
Telephone expenses	5.36
Miscellaneous (overpayment refund)	5.00
	<u>\$429.43</u>

Since the last newsletter, wife Pat and I purchased a new home and moved in April. We hope you'll make a note of our new address. My other request is for new members as well as our renewing members.

Please enclose the application/renewal form from your latest newsletter when joining or renewing, and include any new or updated information. This is our only way of keeping the club's roster up-to-date and getting the publications to you in proper order.

As always, we appreciate your support and cooperation. If anyone needs extra applications, please drop me a line.

New members joining us are:
 Hewton, John H., Indialantic, FL
 Johnson, Diana B., Villa Park, IL
 Lindstrom, Harvey L., Sycamore, IL
 Sabella, Dennis A., San Diego, CA
 Strong, James W., Minneapolis, MN
 Ulrich, David A., Northridge, CA
 Yee, Dr. Norman, Carson, CA

Quarterly balance: \$193.60. CECIL

TECH TOPICS by Russ Long... (No column received)

HANSEN CORVAN - LOW-BUCK RV (FRONT COVER)... Amazing Corvan-RV cover story on page 4.

Former GM pres. Cole dies in air crash

MENDON, Mich. (UPI) — Former General Motors president Edward N. Cole, who produced the rear-engined Corvair, promoted safety air bags and tried to develop the rotary engine, died Monday in the crash of a small plane.

Authorities said Cole was alone in a two-engine British-made Beagle when it smashed into a field a mile north of this southwest Michigan community.

Cole, 67, was en route from the Pontiac airport near his suburban Detroit home to a luncheon appointment in Kalamazoo where he recently took control of Checker Motors Co., smallest of the nation's five automakers.

The control tower at the Kalamazoo airport, about 20 miles

north of the crash site, said Cole radioed at about 9:30 a.m. that he was making the turn for his final approach. There was no further contact with the tower.

A witness said the plane made no attempt to land.

"It nosedived straight into the ground," he said.

Cole was with GM for 44 years before his retirement in 1974 at the mandatory age of 65.

After his retirement, Cole became president of International Husky Corp., an air freight firm. He envisioned a fleet of giant freight-carrying airplanes that would revolutionize air freight handling, but had not reached the stage of building a prototype.

In March, along with a group of seven investors, Cole bought a controlling interest in Checker Motors and became chairman and chief executive officer.



EDWARD N. COLE

(THE RECORD, 7 May 1977, page 12; reprinted with permission)

IN MEMORIAM - EDWARD N. COLE...

Many were saddened by the news that Edward N. Cole had passed away, and the automotive world suffered an irreparable loss. It was under his guidance and leadership that the revolutionary concept of an aircooled rear-engine-driven compact car with independent suspension was adopted by General Motors, subsequently leading to the production and marketing of the first of nearly 2,000,000 Corvairs.

Ed Cole was an innovator, a dynamic and progressive man with vision who stood up and fought for what he believed was right. It was tragic that - nine years later - he also had to see the last Corvair come off the assembly line in 1969. We now know that this premature end of a great car was not the result of the zealous efforts of certain so-called consumer advocates to malign the marque - which, incidentally, reached their peak long after GM's decision to terminate production had been made.

That decision was the result of an axiom in a competitive society that says that a product that doesn't sell, no matter how good it is, can't be produced. The public's failure to continue to recognize and appreciate sound automotive design was without a doubt the most important single reason for the Corvair's demise. But it must have been very gratifying to Cole to read the results of a more recent U.S. government study which concluded - belatedly - that the Corvair automobile was as safe and sound as any of its U.S. contemporaries, and more so than most of them.

Cole preferred not to join CORVANATICS, but he graciously permitted an interview at his home in Michigan with Corvanatic and past-CORSA-president Mark Corbin who was impressed with the cordiality of the former GM top executive; Mark found him sympathetic to our cause.

On behalf of all Corvanatics we want to express our heartfelt condolences to the family of a great man to whom the entire community of Corvair owners and admirers is very much indebted.

Rest in peace, Ed. We'll carry the torch you lit so brightly, for all the world to see. NICO

HANSEN CORVAN - LOW-BUCK RV by Dean Hansen...

In '72 my parents bought a monster RV which gets at best seven miles per gallon, and down to as low as five. I used to take the camper which is very comfortable but expensive to operate and in the winter very touchy on icy roads. I go skiing a lot, both on the water and on snow. So I started looking for a Corvan which I purchased without engine for \$300-, then rebuilt a '64 110-hp truck engine and installed it with 3.89:1 Spyder gears and '65 transmission plus completely renovated suspension, controls and Spyder dash. Then dad (who is an engineer) and I went about making a camper out of this bomb.

Now if you own one of these mini-campers without the extended top, you know what a hassle it is trying to do anything inside. So I measured the top for an extended one. I called every manufacturer of van conversions and the only thing close was one for a VW - which was narrower and longer than I needed. So we built a form and made one. But take my advice and don't go this route; buy the VW top and customize it!

For the inside we have a Jensen recirculating toilet, gas refrigerator and freezer, 3-burner stove, 17 gallons of water for the sink and 7 gallons of propane for stove and refrigerator. Our tanks hold 48 gallons of gasoline for one heck of a cruising range. In town it gets about 10 miles per gallon, mostly because I only live one mile from work. I get 17 mpg with the air-conditioning on and towing our boat (GVW 7000 lbs. - this horse works for its oats!), 19-20 mpg with the air on (GVW 5500 lbs. w/everything full; empty weight is 4300 lbs.), an honest 21mpg with the air off and going 55-57 mph. Best mileage was when drafting my dad's monster: 23 mpg! The engine is now +0.060" with 140-hp heads and cam; using Mobil 1 adds 1 mpg.

Now, 50000 miles later, I must say that this thing has held up great and it's getting more fun every mile. I tow a 17 1/2-foot Glastron boat in the summer and head temperature has climbed as high as 525° on the gauge. Also, last winter we put 2700 miles on it, touring Colorado and Utah; it was -15 and we camped in it for nine days!

Recently I've added a few goodies, like cruise control which is a worthwhile addition to any car, van, truck or bus. It adds gas mileage and keeps "Smokey" off your tail. Accessories now also include 4-speed, Positraction, '64 custom rear suspension for load in addition to dual batteries, CB & PA system, and AM/FM 8-track.

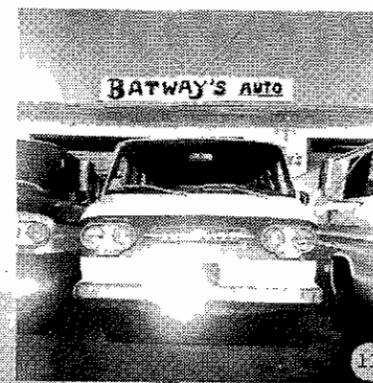
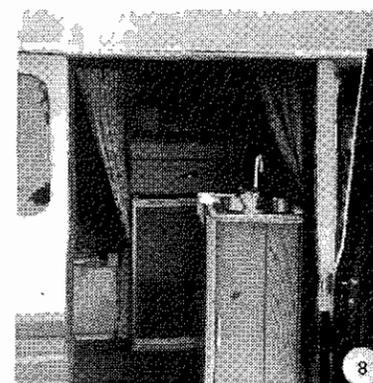
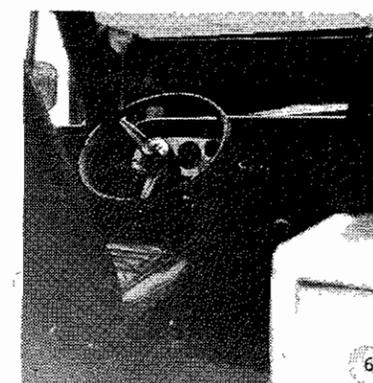
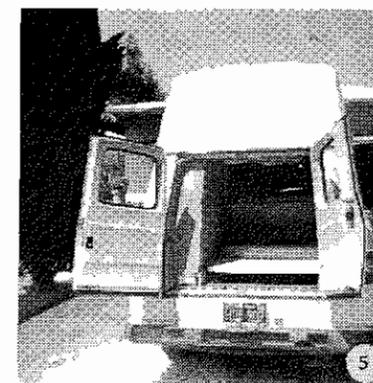
I could go on forever, but must quit now - I've got to pack some food in the camper; the wife and I are going to Tahoe for some skiing. I'll try to answer any technical questions you might have - just call me at Batways Auto (213-341-2715) and ask for Dean or at home (213-886-1308), but not after 8:30pm, please.

DEAN

PHOTOS, opposite page:

- | | | |
|--|--------------------------------|---|
| 1. 3/4 LH front view | 2. Front view | 3. 3/4 RH side view |
| 4. Rear view; doors closed | 5. Rear view; doors open | 6. Cockpit with Spyder dash |
| 7. Co-pilot's domain and air-conditioning outlets | 8. Sink, refrigerator, etc. | 9. Unit owners (l.to r.): Cust,Hansen(J.),Parkinson, Hansen(D.), Hedrlo |
| 10. My shop and about 1/5th of the Corvairs we serve | 11. "Little brother" Jim's bus | 12. Low-buck RV's |

EDITOR'S NOTE: We're presenting Dean's report on his expertly-done conversion in response to several requests for more information on RV units. Thank you, Dean, for sharing this information and the many photographs with our readers.



LOADSIDE AND RAMPSIDE BODIES

PICKUP BODY ("LOADSIDE")

PICKUP BODY WITH RAMPGATE ("RAMPSIDE")

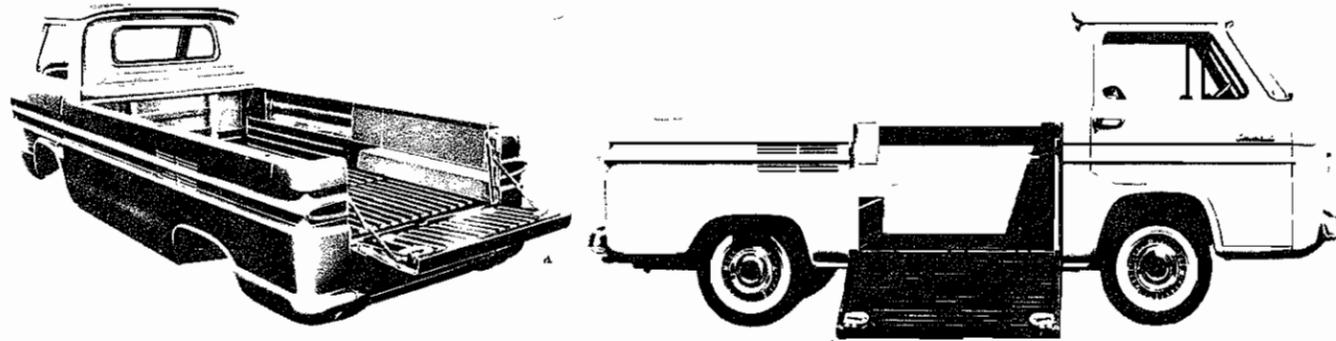


Figure 15

The pickup body (Fig. 15) is constructed in much the same manner except of course, the side assemblies terminate at the top of the pickup box and the roof assembly is necessarily small. The cab back is made up of an upper and a lower assembly.

Pickup box side assemblies are double-wall constructed in the lower section to protect outer panels from cargo damage. Incorporated in the side assemblies is the same engine air induction system as used for other models. The upper section of the outer side panels is held rigid with welded-on stake pockets, which also serve as vertical strainers. For added strength, the metal gauge of the pickup side panels is heavier than that used for other Corvaire 95 models.

An inner and outer panel comprise the tailgate structure, the inner panel being ribbed longitudinally and the outer panel being configured for stiffness. The tailgate is hinged with two heavy-gauge strap-type hinges, and the tailgate is supported in the open position

with two folding links. Slam-type bolt locks retain the gate in the closed position, and the locks are released with spring-loaded handles recessed in the inner panel at the upper left and right hand corners.

Double-rabbit construction of the tailgate pillars assures a grain-tight seal of the tailgate with the pickup box side panels. The grain-tight sealing feature is maintained even under side panel spread conditions with the use of protruding tangs on the tailgate which mate with slots in the gate pillars when the gate is closed.

A pickup model with a rampgate in the right hand side structure affords convenient, fast, and safe loading and unloading from the curb side. The sturdy rampgate, rated at 1000 pound capacity, is comprised of an inner and outer panel reinforced with internal transverse and longitudinal strainers. Full-width embossed ribbing is carried on the inner panel, contributing to the rigidity of the gate and assuring a good ramp

surface when the gate is lowered. This ramp is particularly useful for wheeling large heavy objects, such as refrigerators, lawn mowers, welders, and tires, in and out.

The gate is hinged at the bottom with a full-width, concealed, piano hinge. Gate retention is through slam-type locks at the upper left and right hand corners of the inner panel. Both locks are operated with spring-loaded release handles recessed in the surface of the inner panel. The release handle assemblies are chrome-plated for appearance and durability. A safety catch pull handle mounted to the side panel right hand pillar must be released before the gate can be lowered.

A full-length, hard rubber bumper caps the top edge of the gate, providing protection to the outer panel when the gate is lowered. Inclination angle of the gate is approximately 22 degrees. The inner panel of the rampgate, like the body load floor, is finished with a scuff resistant epoxy-resin paint.

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(Next edition: PART IV - DOORS AND SEATS)

BACKFIRE from Readers...

"Wrote all officers, except Ken, but received no answer." KURT GAIDA Replied with one letter, four BACKFIRE columns and referred your other technical questions to Russ Long and Art Herschberger. Suggest repeat any unanswered items. Ken urged in Fall '75 C.A.: "On dues, membership, etc. - write Cecil; on newsletter stories, etc. - write Nico; on technical info - write Russ; if you don't get results - write me (Ken)!" EDITOR "(a) Between CORSA, CORVANATICS, and other Corvaire clubs, things do get a bit expensive. (b) Why have specialty groups?"

TOM MURPHY (a) CORVANATICS has not increased its dues since '74 - still a low \$5-/year, thanks to (1) minimum use of outside services, (2) a terrific secretary-treasurer-&-wife team, (3) considerable member input (stories, letters, etc.). (b) As reported in C.A.'s of Nov. '72 and Dec. '74, CORSA can fill specialty groups' needs to only a very limited extent, and expects them to be financially independent. We know of no change in that policy. EDITOR

"Please accept my written thank-you's for the effort you people put into the CORVAN ANTICS publication. I read mine many times just for the pleasure of seeing the printed evidence that others enjoy their vehicles as I do." JOHN B. GARRISON "Thank you very much for the kind invite to join your fantastic association. I would like to become a member, even though the only truck I ever drive is a '76 Chevy pickup. Maybe some day I will find a non-rusty Rampside that needs TLC. I was really impressed with your newsletter and well-run club." DIANA B. JOHNSON

PRODUCT REPORT by Ken Wilhite... I recently installed one of the Hirschmann "Hitronic" ANTENNAS on my car, and I must say that it is a worthwhile accessory if you truly enjoy listening to your radio, particularly AM/FM stereo. It is a special antenna with a built-in amplifier which boosts station signals two times, providing fade-free and noiseless listening. It's available from Becker Autoradio USA Inc., 613 So. 24th St., Philadelphia, PA 19146 or Crutenfield Corp. P.O. Box 888, Charlottesville, VA 22902. Retail price is around \$47-. Write Becker for descriptive literature. KEN

INDEX... Cecil Miller is the only one who responded to my requests for help in the Summer and Fall C.A.'s. His time is limited now, but he'll be glad to help at a later date. So - unless I hear from any other volunteers - I'll be working with him on this project when we're both able. NICO

UNDELIVERABLES... As of this edition we'll be using a seam roller to keep mailing labels from coming off before reaching their destination. Most of them were typed by what has to be the most industrious lady-Corvanatic-on-record: Pat Miller.

FROM THE EDITOR'S DESK... We apologize for the absence of the PRESIDENT'S CORNER and TECH TOPICS in this edition, even though we waited for them well past the copy deadline. We have always considered these two columns and the S-T'S REPORT the backbone of this newsletter and, unless readers feel otherwise, we intend to continue to offer them as part of every quarterly.

Despite several new members, there is a drop in the total because too many people are not renewing their membership. More members means more services and continuing low dues! So when you see a reminder in ALL-CAPS on your mailing label, please pay your dues.

Hope to see many of you in Minneapolis! NICO

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

FOR SALE: New Corvaire GASOLINE HEATER PARTS: burner overhaul kit \$20-; exhaust pipe (car & 95) \$11-; spark plug w/new gasket \$15-; nozzle \$20-. Also N.O.S. WINDSHIELD RUBBER (DeLuxe) \$25-, used REVEAL MOULDING (these 2 items go together) \$20-; N.O.S. WINDSHIELD RUBBER (Std.) \$23-; N.O.S. SHIFT BOOTS for all 61-63 95"-wheelbase units \$6-. All including postage, except windshield rubber shipping (\$2-). Larry Thomas, Box 4, Goshen OH 45122; 513-625-9219.



MOTOR TUNE-UP BRAKE SPECIALIST

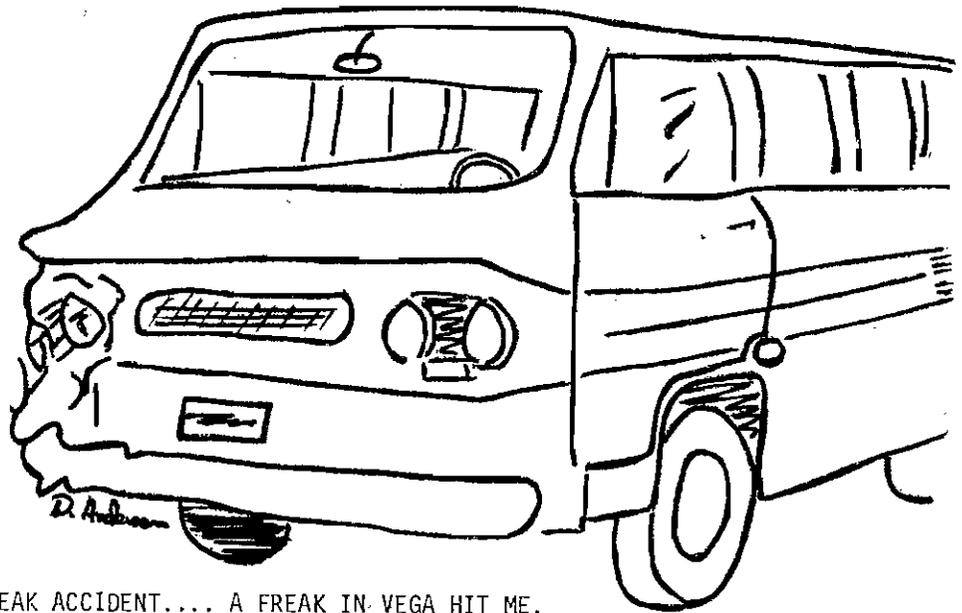
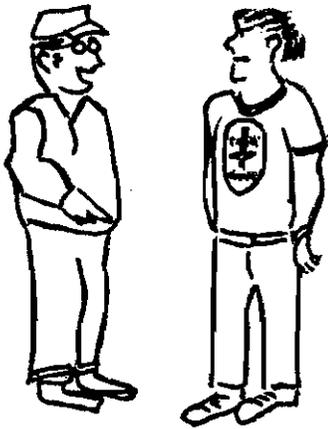
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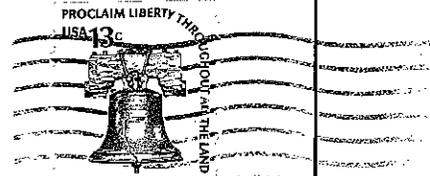
10202 TOPANGA CYN. CHATSWORTH, CALIF.

Gene Brier
his Buddy "F.C."



WELL, IT WAS A FREAK ACCIDENT.... A FREAK IN-VEGA HIT ME.

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



CORSA CONVENTION
Minneapolis
July 28-31

10/77

1824

CORVANATICS*

FIRST CLASS MAIL
FORM 3547 REQUESTED

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.