

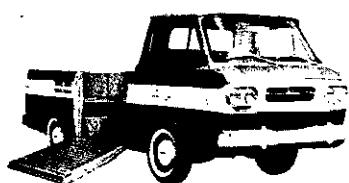


# CORVAN ANTICS

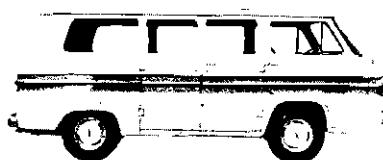
VOLUME 7

NUMBER 1

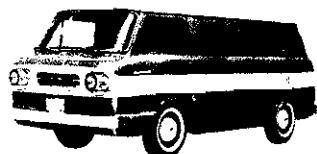
SPRING 1979



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

[Courtesy Chevrolet Motor Division]



GM L'UNIVERSELLE

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**ON THE COVER:**

The Corvair's Greenbrier station wagon was foreshadowed by the GMC L'Universelle, a dream truck unveiled in 1955. Its folding door idea appeared on the Rampside pick-up. With a forward mounted V8 of 180 horsepower, it was 188 inches long.

**PRESIDENTS CORNER:**

This season is shaping up fast and a lot of meets are scheduled already with more to follow. We plan to go to as many as possible in the general area, time permitting. Hope to meet a lot of members at these meets.

**CORVAN ANTICS**

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**ON THE COVER:**

Now that the Newsletter is back on schedule, we need to expand our membership, so look for those new and interesting people to enlist.

We are trying to make a display to take to the various meets and would appreciate snapshots and information about your favorite FC. These will not be returned and should be sent to my home address. If you want your favorite (or any FC not your favorite) displayed this is your chance.

Patches are in the making so watch for information on ordering when they become available.

**"JUNKIN" AND YARD NOSTALGIA by Dave Anderson... (Cover Story)**

One crisp November morning I stopped over to see Larry where he and Mike were attempting to start his latest project, the "West Virginia Mountain Mama", a '61 Load-side. Larry had dropped in the engine from "01 Yeller" (his old Corsa that finally gave up and he traded the body off for some work). Now they were trying to start it. After some helpful suggestions (such as "Let's go in and stand by the fire!") and a few unsuccessful tries we decided to let it set a while.

Through a series of swaps, deals and various horsetrades (much too complicated to go into, but typical Corvair stuff) it seemed that Mike owed me a windshield for my Greenbrier and, luckily, we were with the junkyard king. Larry knows where just about every piece of "recyclable" Corvair is located in Southern Ohio.

We piled into Mike's early model "beater" and headed for Perry's Used Auto Parts. Larry said he thought Perry's had some vans (never paid much attention to 95 material before). As we walked into Perry's, we noticed his proverbial "junkyard dog" that they had tied down with a logging chain. It seems that dog really likes(?) Larry. Of course it might be because he is so thin, the dog only sees bones.

Now there are different ways to go 'junkin'. One method is to carry a large tool box with only the few necessary tools (Mike says with a pair of pliers, phillips-head screwdriver and a 9/16" wrench you can dismantle a Corvair!). Another method is to wear loose, bulky clothes with lots of pockets for small parts; but then who's fooling whom? We stopped and talked to the old man about what we were looking for.

"Sure boys, walk around... and have a good time!" he told us with a twinkle in his eyes.

It turned out to be a beautiful morning, so we checked out the vans Larry knew for chrome bumpers, windshields, grills, etc. We picked up some smaller pieces (front grill, interior light lens, battery holddowns, windshield washer setup, etc.) and we found one good windshield. We dropped off the smaller pieces in a small pile at the main gate, left the windshield and wandered off through the rest of the yard.

This is the part of 'junkin' I think I like the best, walking around with some buddies, scrounging for anything and everything in beautiful weather and looking for a rare find. We found a large garbage truck (of course) full of Ford parts. There were cruise controls, hub caps, rack-and-pinion steering, trim, a dash, etc. - just so much good stuff for (for Ford cars that is!). Standing on the roof of a '63 Comet, looking over the yard, nostalgia begins:

"I had a '53 Chevy like that once..."

"Look at all the chrome on that '58 Olds..."

"Remember them...? With a 4-barrel they really ran..."

"I remember my first car, a '37 Chev coupe..."

"Look at that '56 Ford; I remember in high school when Bill Jackson's dad gave him one new... Went like heck... He wrecked it..."

We checked out a '60 Monza, a few late model 'Vairs', a gas heater, a Lark station wagon (painted like a tiger) with perfect headlight rims, but no more vans. We discussed the price to pay for the windshield, walked back to the main gate and talked to the old man. We discussed the weather, his dogs, hunting season, his cat and then the price of a used van windshield. When he mentioned the price, Larry repeated it as if he had asked for a million dollars and glanced at the sky. Larry offered \$15.00 less; the old man came down \$5.00, but reminded us - as he put the money in his pocket - that if we broke the window removing it, we just bought a broken windshield. So we very carefully removed it and it rode home on the front seat, with Larry and I in the back.

That's what 'junkin' is all about. We made some good buys, had a good time and Perry's was happy to sell some used parts.

By the way, after the 3-year old spark plugs were changed and the coil-to-the-distributor wire was found to be disconnected, the Loadside was started in no time. Now if it would only warm up enough so I could replace that windshield...!

DAVE

**CORVAN ANTICS**

**3**

**SPRING 1979**

TECH TOPICS by Nico DeJong... All Forward-Control Corvair questions (w/SASE) should be addressed to one of our technical advisors (T.A.'s) who will then (1) answer inquirer direct and (2) send a copy of question(s) and answer(s) to Tech Topics editor for publication in this column. T.A.'s also welcome F.C. tips and advice from readers for their approval prior to forwarding to the T.T. editor for publication. Any member may contact any T.A., but inquirers are encouraged to consult the advisor in their division in order to (a) limit T.A. workload and (b) match T.A. location to that of inquirer. Wanted: additional qualified T.A.'s for U.S. and Canada; please contact T.T. editor.

Technical Advisors:

Wally Brenneman      Divisions:      Central US & Canada:  
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Chatsworth, CA 91311  
213-341-2715(8am-5pm)  
213-886-1308(5pm-8pm)

Larry Thomas      Eastern US & Canada:  
Box 4  
Goshen, OH 45122  
513-625-9219

Dave Newell      US & Canada:  
1181 Hamrick Lane  
Hayward, CA 94544  
415-782-4265

F-C CORVAIR QUESTIONS AND ANSWERS:

Q: "Purchased '64 Greenbrier that survived fire but HEATER DUCTS & HOSES in the engine area are melted. Now what?"  
BYRON EATON

A1: "Since ducts are no longer available, your only source might be salvage yards in the North." ED GRIDLEY

A2: "The  $\frac{3}{4}$ " and  $\frac{4}{4}$ " tubing needed for the Greenbrier heater is available from parts jobbers; ask for defroster tubing. I've used it successfully. If you can't find it in your area, you might try Everco, Chicago, IL 60641 or Everco, Ottumwa, IA 52501. Their  $\frac{4}{4}$ " tubing is "Everflex" No. 995. Other brands are available." WALLY BRENNEMAN

A3: "Without prior experience I successfully repaired damaged duct assembly with locally-available fiber glass kit. (\$10-). If not repairable, suggest one or more want ads in CORVAN ANTICS. In my opinion, the single most important improvement in this area is the simple installation of a  $\frac{1}{2}$ " high U-bar ( $1\frac{1}{2} \times 38 \frac{1}{8}$ ") with two home-made  $\frac{1}{2}$ -shaped 1"-high brackets for mounting the heater assembly, instead

Specialties:      NICO  
Independent garage;  
All Forward-Control Corvair mech'l work;  
Making body repairs;  
Built own Greenbrier camper interior;  
Long-distance travel w/F-C.  
Independent garage;  
Forward-Control Corvairs and Ultra Van;  
Engines, 3-&-4-spd. transaxles;  
Brakes, chassis, electrical;  
Air cond'g; long-distance travel w/F-C.  
Forward-Control Corvairs; parts finder;  
Parts, accessories & options info;  
Gas heaters info.;  
Engine modifications, incl. 140 F-C;  
Remote oil cooler, air cleaner, altern'r.  
F-C Corvair parts & accessories info;  
Finish color charts; any F-C item, incl.:  
OM's, SM's, PC's, SB's, sales literature;  
Sorry, no-loan; SASE req'd for reply.

of leaving it bolted to the top cover. This vastly improves heater, starter, and transmission accessibility and serviceability (for more details, see page 3 of June '74 C.A.)."  
NICO DEJONG

Q: "Do any BRAKE DRUMS interchange with those of the Forward-Control Corvairs?"  
I realize they're still available from GM, but I hate to spend that kind of money."  
BYRON EATON

A: "The brake drums for the Forward-Control Corvairs are listed in parts catalogs as interchanging with full-size Chevies, front & rear '51-'58; rear only '59-'70."  
WALLY BRENNEMAN

Q: "How do you convert the bench seat in a '65 Greenbrier to BUCKET SEATS?"  
(repeat question)  
PATRICK TOBIN

A1: "On page 7 of the Winter '78 C.A., we suggested (a) use F-C Corvair standard semi-bucket seats or (b) install '66-'67 Ford Mustang buckets, as per installation instructions in the July/Aug. '73 C.A.. Following is Pat's own answer for Triumph Spitfire seats." NICO

TECH TOPICS (cont'd)...

A2: "Information is sketchy regarding installation technique and parts for bucket seat installation in Greenbriers. Perhaps my experience will help. The problem is that the wheel well location interferes with the seat height of most makes of bucket-style seats. What is needed is a seat with a thin bottom that can be mounted properly with a minimum of required bending of the wheel well. I found Triumph Spitfire (not TR-6) seats to be perfect in this regard. They will mount in line (centered) with the steering wheel with only a small amount of wheel well hammering required, i.e. a half inch or so dipple for the outboard mounting bolts and a  $\frac{3}{8}$ " or so channel between those dipples to allow for seat clearance. Materials for these outboard mounts were a few inches of  $\frac{1}{2}$ " hard copper tubing (household water type), and a few  $\frac{1}{4}$ " bolts, varying from  $1\frac{1}{2}$ " to 3" in length with nuts, and several  $\frac{1}{4}$ " washers. First, form the front (outboard) dipple. Just a few ballpeen strokes will do the job. It is difficult to describe precisely where this should be, but try  $1\frac{1}{2}$ " out from the inside edge of the wheel well, and about  $2\frac{1}{2}$ " in back of the front edge of the lateral front axle "hump". At this point I used a 2" piece of  $\frac{1}{2}$ " tubing for front support of the seat frame. It is secured by a  $\frac{1}{4} \times 2\frac{1}{2}$ " bolt going through the seat frame, the length of the tubing, and through the wheel well, and held by a nut and a washer. With the outside front mount now positioned, the location of the outboard rear mount should be obvious. I used 1" or  $\frac{1}{2}$ " tubing for support, with a  $\frac{1}{4} \times 1\frac{1}{2}$ " bolt for securing, with appropriate washers and nut underneath. Some wheelwell forming was then required to accommodate the seat frame but, as mentioned above, only to a depth of a fraction of an inch. Now for the inboard mounts. If it weren't for the gas tank mounted in that lateral axle "hump", a simple 3" or so of wood or other material spacer could support the seat, but securing the spacer is difficult due to restricted access underneath the "hump".

I used some sheet metal (gauge unknown, not light, but bendable in a vice), about  $2\frac{1}{2}$ " wide, formed in a sort of inverted  $\frac{1}{2}$ -shaped ("Omega?"), secured at the bottom by short, thick sheet-metal screws with hex heads, (probably  $\frac{1}{4} \times 3/8$ " or  $\frac{1}{2}$ "). CAUTION! The gas tank is right under there, so don't drill or screw too far! To install the right seat, you should now know what to do. I am six feet tall, and many people might prefer a lower installation, which is possible with a little more radical wheel-well bending, but watch out for proper wheel clearance underneath. I am delighted with the installation because I can now get into the rear of the van without having to get out, go around to the side, and get rained on or run down in the process. Most of this installation was done by the enthusiastic Dean Hansen of Batway's Automotive in Chatsworth, CA. Has anyone used other than Spitfire seats with satisfaction? If so, please RSVP."

PATRICK TOBIN

"Thank you very much for your detailed contribution!"  
NICO

Q: "I am looking for information on EXTERIOR AND INTERIOR COLOR SCHEMES. My '63 Greenbrier has been repainted several times."  
ANDREW KELLER

A: "Refinish Paint Chart, '63 F-C Ext'r:  

RPO	Color (Enamel)	DuPont No.
500	Jet Black	93-005
502	Sea Mist Jade Met.	181-17529
503	Glenwood Green	93-77695
505	Woodland Green	93-77161
507	Brigade Blue (light)	93-76548
508	Balboa Blue (dark)	93-77162
510	Crystal Turquoise Met.	181-17527
514	Cardinal Red	93-58209
516	Omaha Orange	93-082
519	Yuma Yellow	93-75306
521	Pure White	93-21667
522	Georgian Gray	93-77784
(1) 524	Tangier Gold Met.	181-17618
(2) 526	Cameo White	93-93774
528	Desert Beige	93-77785
(1)	On Greenbrier only	
(2)	Used on 2nd color for 2-tone exterior	

DAVE NEWELL

'63 F-C Interior Chart and more on rear leaf spring, air conditioning, campers, differentials, etc. next time!

NICO

## EDITOR CORNER:

Here we go again folks. We got our second edition out and with only minor difficulties and are now ready to roll full steam ahead.

To stay on a tight schedule I am giving my warning now in this column that I will start putting the newsletter together right after the dead-line and will wait for NO-ONE. What this means is that I am getting ready to start on SUMMER as you probably are reading this. I have enough to put that issue together then I will be waiting for you input for YOUR newsletter.

I would like to take a moment here to say that I do all my own typing and as a typist I leave a lot to be desired so I am sorry for occasional typing errors and such but then for the money the job pays...

I would like to ask for some help in the way of opinions. Do you like the color? Should I keep like this or should a double column page I spread out the page and the way I set up the pages like this?? Would you like to see more stories like the one I wrote in this issue or more technical articles?? Would you like to see more pictures???

You know how people on TV always wave and say "Hi MOM", well I would like to have a column or page where we would run B&W photos of members 95's and themselves waving (or just standing there). Unless you enjoy seeing my face each issue send me in your pictures and I'll print them.

## READERS BACK-FIRE:

I now own a '69 ULTRA VAN that I am trying to get ready for the National Convention in Detroit. Dean Hansen, Chatsworth CA.

I received Vol 6 No 4 of CORVAN ANTICS in the mail... I am continually amazed at how far CORVANATICS has come in the past 7 years and how each successive editor manages to make the newsletter a little better than the one before him. It has come quite a ways since I started the whole thing, and I am proud to have been the originator.

Keep up the good work Dave.

Ken Wilhite Jr, Indianapolis IN

I own, as my pet, a Corvair 95 Rampside which has undergone preparation and modifications for the Pro-Rallye Racing here in southern California this season. The Pick-up is very strong and pleasing to drive and easily keeps up with traffic. I have a few stock parts for Corvair 95 for those who need them and a lot of experience about my pet which I can pass along like how do I keep my engine so cool....

Daniel Grumet Paramount CA

EDITORS NOTE: This is only a small part of Daniels letter. How about a few B&W photos and we'll run a full lay-out!!!!

\*\*\*\*\*  
\* THE JACKET PATCHES ARE HERE AND \*  
\* THEY ARE BEAUTIFUL \*  
\* To get yours send \$2.15 to:  
\* Caroline Silvey, Sec/Treas.  
\* Box 68  
\* McCordsville, IN 46055  
\*\*\*\*\*

Mark Corbin sent this LOCATOR TIP: When I was in California for the Convention last year, I came across a '61-3 Corvan in a junkyard in Madiera (south of San Francisco). The name of the yard is Three Boys Wrecking. The truck had the axle shafts torched out when they dropped the drive-train and had a repairable dig in the front under the windshield, but otherwise complete and (in my estimation) still restorable. They also had a '60 Monza. Hope this helps save these vehicles.

## NEW MEMBERS:

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Ed Thomason  
1110 North Eustis Drive  
Indianapolis, IN 46229

Dennis Kugler  
9904 West National Road  
Brookville, OH 45309



FOR SALE: '63 Camper, 140 hp, Air-cond HD susp, toilet, refrig, gas/elect, dual batteries, 23 gal water, 48 gals gas, 7 gals propane, propane furnace and stove, AM-FM-8 track CB, Spyder dash, extra Stewart-Warner instruments, extended top (see back issue)  
Dean Hansen Home-213-886-1308  
Work 213-341-2715 \$6000 FIRM

FOR SALE: Installation instructions for 95's. Reprints from Chevrolet Accessory Manual \$2.00 each  
1964/1965 rear access panel (fiberglass)  
\$15.00 Mike Demeter, 11446 Kary Lane, Cincinnati, Ohio 45240, 513-851-2982

FOR SALE: Oblong plugs for inside bed of Rampide/Loadside 3/\$1.00 (original)  
E.D.Gridley Box 158, Franklin IN 46131

FOR SALE: '64 Breenbrier DeLux, 140 4-speed 3.89 rear-end, Adj. Gabriel shocks, Ralley wheels, White lettered tires, CB, Stereo-8 track, Factory window screens and vent shades, all mechanical parts replaced or redone, minimal rust, rockers and dog-legs new, 4 extra doors \$1500 or trade or automatic in like condition or WHAT HAVE YOU?  
Don Furnish 513-729-4347

FOR SALE: '65 8-door Automatic, excellent condition \$1850  
'64 Greenbrier 6-door little rust, 4-speed, excellant to restore \$900  
Richard Misfelt 3208 Teton Dr, Huntsville Ala 35810 205-852-2947

Gene Brier

his buddy "F.C."



I HEAR THAT THEY HAVE A BIG UGLY GERMAN SHEPHERD.

CORVAN ANTICS

423 DAVID LANE

MASON, OHIO 45040

**FIRST CLASS**

**1979 CORSA CONVENTION**

Detroit, MI, August 23-26

