



CORVAN ANTICS

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FALL 1979



RAMP/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

[Courtesy Chevrolet Motor Division]

CORVANATICS AT THE NATIONAL CONVENTION



OFFICERS, STAFF AND STATISTICS.....

FOUNDER	KEN WILHITE	4620 GEORGETOWN CT	INDIANAPOLIS	IN 46222
PRESIDENT	ED GRIDLEY	BOX 158	FRANKLIN	IN 46131
SECRETARY/TREASURER	CAROLINE SILVEY	BOX 68	MCCORDSVILLE	IN 46055
DIRECTOR - EAST	ROBERT MARLOW	161 HILL STREET	MIDLAND PARK	NJ 07432
	CENTRAL	VACANT		
	WEST	VACANT		
	AT LARGE	CECIL MILLER	WINSTON-SALEM	NC 27106
CONVENTION CHAIRMAN	TOM SILVEY	BOX 68	MCCORDSVILLE	IN 46055
HISTORY CONSULANT	DAVE NEWELL	1481 HAMRICK LANE	HAYWARD	CA 94544
EDITOR	DAVE ANDERSON	423 DAVID LANE	MASON	OH 45040
TECHNICAL EDITOR	NICO DEJONG	3422 VERALTA DRIVE	CEDAR FALLS	IA 50613
CARTOONIST	DAVE ANDERSON	423 DAVID LANE	MASON	OH 45040
QUESTION ASKER	JERRY LAVIGNE	6101 ANACAPA DRIVE	HUNTINGTON BEACH	CA 92647

MEMBERSHIP 199

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CLUB MERCHANDISE AVAILABLE:

WINDOW DECAL \$1.00 EACH; CLUB STATIONERY AND ENVELOPES \$.05 EACH; JACKET PATCH \$2.15 EACH; BACK ISSUES OF CORVAN ANTICS \$1.00 EACH; COMPLETE SET OF (28) BACK ISSUES 25% OFF (PREPAID). ALL ITEMS ORDERED FROM THE SECRETARY/TREASURER.

CORVAN SCALE MODEL (AMVAN)

\$6.95 EACH DAVE SUTHERLAND 5003 UNIVERSITY AVE CEDAR FALLS IA 50613

PRESIDENT'S CORNER:

The Atlanta Mini is past history but, a very good meet with all that Southern hospitality. The safety in numbers in my ast report proved correct. Nader didn't attack but one Corvair lost a fuel pump in front of an Auto Supply with one on the shelf. One member kept losing his car (itera.y) but we finally made it.

I was disappointed at the FC turnout in Atlanta but Detroit made up for it. I think the FC's came out of the bushes. David Payne of Stone Mountain, Ga. won the Corvanatics Award with his '63 blue/white Rampside at the Atlanta Mini. Walt Matenkosky of Greensburg Pa. won the Corvanatics Award with his Greenbrier at the Detroit National Convention. A busy Corvanatics meeting was held in Detroit with Mike Demeter of Cincinnati Oh. giving a very good talk on gaso line heaters for FC's. Bob Kirkman showed transperencies and gave a talk about FC bodies. Both were very interesting and held the attention of over 40 people for 2 hours. I would like to thank Tom Silvey (our convention chairman) for his expertiese in handling the show. (Well done Tom). I would also like to thank Tom's wife (and our Secretary/Treasurer) Caroline and Betty Gridley for enrolling new members, selling patches, decals and taking care of the money.

It was a great convention(especially for Forward Controls)

ED

ON THE COVER.....

As they say " Different strokes for different folks" and that is how CORVANATICS members Mike Demeter of Cincinnati and Walt Matenkosky of Greensburg, Pa. see it. Mike's van is stuffed with parts and pulling a trailer is a real work-horse and Walt's is getting ready to haul back all the trophies he won. I'm sure Mike has plans to make his a trophy winner and Walt uses his to haul (even if only trophies). Beautiful...

CLASSIFIED *****

Free to members; non-members \$3.00/5 line ad. Comercial rates upon request. Approved furnished 8 1/2x11 insert free

FOR SALE: 95 Truck gas heater, complete \$175

Complete selection of repair parts for gas heaters (thermostats, spark plugs, etc) Mike Demeter 7108 Ravenwood Dr. West Chester Ohio 513-777-7981

FOR SALE: FC parts available (mechanical and sheet metal) John Sweet RR#3 Box 408 Aurora In 47001 812-926-1818

FOR SALE: Camper interior cabinet unit; gas refrigerator, sink, flush toilet and stove unit; and the camper entrance door with the filler panel that fits where the ramp door was. The cabinet unit is fair to good. Will accept the best reasonable offer over \$50. John Dozsa 4800 Old Washington Road Sykesville Md 21784 301-781-4968

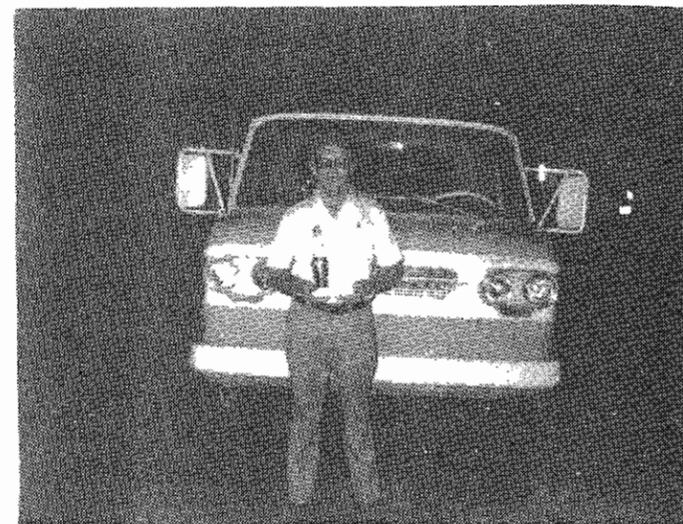
FOR SALE: Two (2) bucket seats (right and and left) from 61 Corvan very good cond. with floor hardware \$75 Dave Anderson 423 David Ln Mason Oh. 45040 513-398-8883

FOR SALE: 63 Rampside w/custom-built camper 4-spd,64 110 HP, ight green, chrome bumpers, guages, body damage LH 1/4' panel and small dent in one door. Camper sleeps 4, LP stove, sink; also 62 Greenbrier DeLuxe, 4-speed, 80 HP, white w/red. Both in good running cond. Highest bid. Bob Straszheim 6434 Strayer Road Cedar Falls Ia 319-988-3793

EDITOR'S CORNER *****

Well, I'm almost settled in at my new job and I have spent a little more time getting this newsletter out than I normally would like. I realize that this issue might seem like a long time in comming to some of you out there but remember to catch up I had to put out 3 issues in about 3 months so I suppose some people did get spoiled. I didn't get out to see much of anything this summer but I would still like to see more photos of you and your FC. If you don't want a "Hi, MOM" column how about "Me and my FC". Just keep those cards and letters coming in folks thats the only way I know you're out there. Hope to see you soon.

DAVE



DAVID PAYNE AND HIS TROPHY WINNING RAMPSIDE AT THE ATLANTA MINI

DON'T forget Corvanatic's very own "parts finder" is Larry Thomas, Box 4 Goshen, Ohio 45122. If you need something or would like to let him know you have something to sell or trade just drop him a line.

CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE



TECH TOPICS by Nico DeJong

- All Forward-Control 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. Any member may contact any T.A., but inquires are encouraged to consult the advisor in their division in order to limit T.A. workload and match T.A. location to that inquirer.

T.A.'s are so welcome F.C. tips and advise for their approval prior to forwarding to the T.T. editor for publication. Wanted: additional qualified T.A.'s for U.S. and Canada; please contact T.T. editor.

T.A.'s, Divisions and Specialties;

Wally Brenneman (central U.S. & C. Canada)
Route 1, Kaiona, Ia 52247; 319-683-2449
Independent garage; all F.C. Corvair mechanical work; making body repairs; built own Greenbrier camper interior; long distant travel with F-C.

Dean Hansen (western U.S. & W. Canada)
9825 Oso Avenue, Chatsworth, Ca 91311
213-341-2715(8am-5pm) 886-1308(5pm-8pm)
Independent garage; F.C. Corvair and Ultra Van; engines, 3-4 spd trans-axles; brakes, chassis, electrical; air conditioning; long distance travel w/FC

Larry Thomas (eastern U.S. & E. Canada)
Box 4, Goshen, Oh 45122; 513-625-9219
F.C. Corvair parts finder; parts, accessories & options info.; gas heater info. engine modifications, incl. 140 F.C. remote oil cooler, air cleaner, altern'r
Dave Newell (U.S. & Can) History consul't
1481 Hamrick Lane, Hayward, Ca 94544
415-782-4265

Finish color charts; any F.C. item, incl. OM's, SM's, PC's, SB's, sales lit. Sorry no-loans; SASE required for reply.

F.C. CORVAIR QUESTIONS AND ANSWERS:

Q: "Can I adapt early Corvair AIR CONDITIONING to F.C.? How?" Jerry Lavigne
A1: "To put AIR from a car on an FC, you have to modify the rear mount for space for the extra pulley. A so, the evaporator doesn't fit under dash. The condenser also has to be mounted with an electric fan. A roof air unit would simplify things alot."

DEAN HANSEN

A2; "Among the material I turned over to

your current C.A. editor when he took office, was a story by Louis Guion on his 8-door Greenbrier which included a description of his elaborate but successful air-conditioning installation. When this is published (see next page), I'm sure you'll find it very helpful. Incidentally I started - but have not yet finished - the process of rebuilding and increasing the capacity of the current air set-up in our 61 Greenbrier camper. Have used a Corvair Frigidaire compressor (turns counter-clockwise), Wards evaporator #1 up front and a '59 Chevy evaporator #2 in the rear for instant and ample cooling. I am planning to buy a VW-bus condenser which is large, flat, fan-equipped, belly-mounted unit - out-of-the-sun for efficiency and out-of-sight to maintain a clean appearance of our rig. Would like to hear from anyone who has experience (good or bad) with this condenser."

NICO

Q: "Does anyone still custom-build CAMPERS for Rampsides? Are there any designs that can be copied?" JERRY LAVIGNE

A1: "You might be able to get one (used) through the club or build one with wood and camper sheeting. I built my top out of fiberglass; see also C.A. of Spring 77." DEAN HANSEN

A2: "Additional Rampside camper references are Spring 75 C.A. page 6 (illustrated story), Winter 75 C.A. page 32 (ad) and Summer 79 C.A. page 12 (ad)" NICO

Q: "When using passenger car DIFFERENTIALS on the FC, do the FC axle shafts have to be modified?" JERRY LAVIGNE

A: "60-64 Differentials will fit in FC, except if Positraction equipment, in which case you need a spacer behind backing plate on the RH side to space axle out. They're found on 64 cars. Have a 64 positraction on FC. DEAN H.

Next time: campers, shocks, tires and camshafts! With the hope that variety of spice will stimulate your technical appetite, we're continuing with Part V of our serial by Alex C. Mair, "Father of all forward-Control Corvairs". Xerox copies (\$4-) of the entire report (SAE report # 313b) may be ordered from:

Society of Automotive Engineering, Inc.
400 Commonwealth Drive
Warrendale, Pa 15096

Part VI will discuss Front Suspensions.

NICO

THE CORVAIR 95 - CHEVROLET'S SPACE-AGE PANEL TRUCK by Alex C. Mair...

PART V - RUST PREVENTION

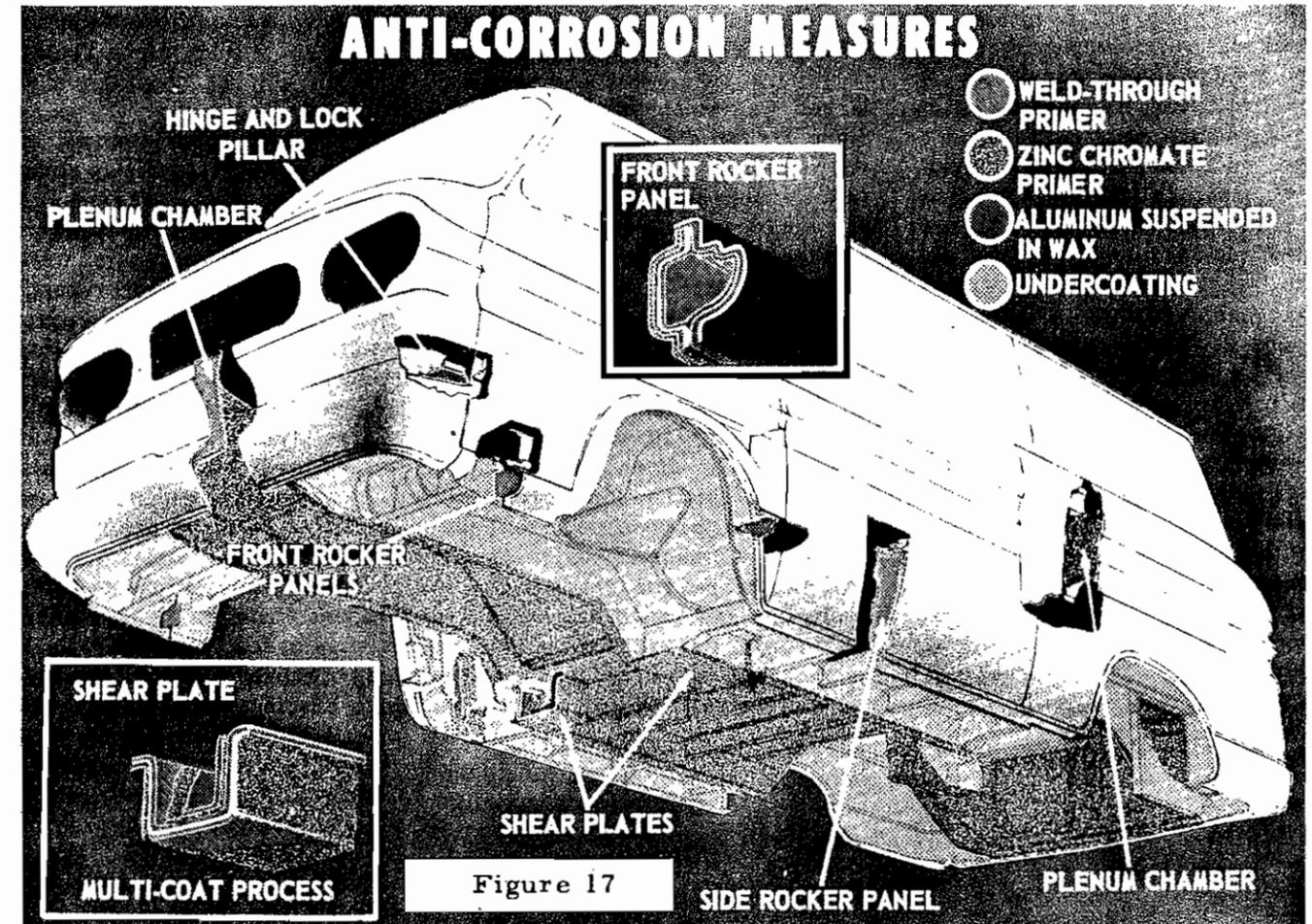


Figure 17

Anti-corrosion measures (Fig. 17) are necessarily more elaborate with body-frame integral construction; therefore, the entire underbody and all critical enclosed areas are meticulously coated with rust inhibiting materials to assure the absolute maximum in corrosion resistance. Drain holes are strategically located to draw-off excess water.

Initially, the underbody assembly is processed through a seven stage zinc phosphate washer where the metal is cleaned and phosphate coated for paint adhesion and rust resistance. Four additional distinct and different rust inhibiting materials are used, singly or in combination, for maximum protection: A weld through primer, zinc chromate primer, aluminum preservative coating, and under-

coating. The weld-through primer which is composed of 95 percent zinc pigment is applied to the following areas; the inside surfaces and flanges enclosed by shear plates, the outer surface of the shear plates, and the inside surface of the front outer rocker panel.

Zinc chromate primer is sprayed on the entire underside of the underbody including the inner and outer surfaces of the cross sills, the longitudinal frame sills and the underside of the dash and toe panel. The inner surface of the hinge and lock pillar, the inside of the front rocker panel, the plenum chambers and the inside of the body side rocker panels are also sprayed. This material has been selected for its corrosion and moisture penetration resistance properties.

An aluminum preservative, which consists of aluminum particles suspended in a wax base, serves to supplement the zinc chromate primer. The sections treated with this material are the areas enclosed by the shear plates, the front rocker panel, left hand body side rocker panel, the front door hinge pillar, and the front plenum chamber.

As a final rust preventative measure, undercoating is applied to the areas where wheel throw and sand abrasion are prevalent. These sections include the toe panel, wheelhouses, and the entire underbody area outboard of the longitudinal frame sills.

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"8-DOOR-6"

What is an "8-DOOR-6"? An "8-DOOR-6" is two things; it is my 1961 Corvair 95's license plate number, and it the descriptive name for my everyday transportation vehicle. "8-DOOR-6" faithfully carries me twelve miles to work, out to lunch, and twelve miles home every working day of the year. She may be approaching eighteen years old but after extensive face-lifting early in 1974 she is a very young girl again. Often mistaken for a new exotic "van" she draws praise wherever she goes, including a 1st Place Concours award from the Golden Triangle Corvair Associations meeting. Maybe you can glean a few ideas for yourself from what was done to my "8-DOOR-6". These ideas apply even if your Greenbrier doesn't have but "six" doors; if your "95" pickup has only three doors or even if it doesn't have any doors at all!!!

ENGINE: She is urged along by a rebuilt 140H.P. unit that was bored .060" and dressed in early sheetmetal. I was fortunate enough to obtain a replacement block assembly so that I have the benefit of the long stroke and the normal location for the oil filler tube and the dipstick. You can use the 64-65 block for a "95" and have the some thing. The air conditioning compressor is a large one from the regulation GM family and replaces the small displacement one used on Corvairs. WATCH OUT...rotation is different. You must use the rear-end plate from the Corvair compressor on the big compressor. This allows it to rotate very nicely in the "reverse" as the end plate controls the oil pump's rotation. A home-made bracket mounts this compressor over the 61-amp alternator so I had to raise my "floor" a little to accomodate that. The alternator is another trick for any heavy electrical application in the Corvair family. Just look to your friendly salvage dealer for a used 61 amp alternator. Get new bearings and then put the special Corvair casting on it so it can be mounted. The Corvair fan assembly should be used to keep the air flowing properly through for cooling. Bolt on the proper regulator which you should get when purchasing the alternator and you can light-up like a Christmas tree.

AIR CONDITIONING: Having a ready brought up cooling I'd better expand upon that one for our southern owners. You can mount any evaporator under the dash folks, but how can you cool all that space in the back of a Greenbrier? EASY! The Chrysler people made a rear seat unit for their station wagons. And it fits perfectly all across the roof of the "95"...only at the sides do you get about a 1/2" gap which almost matches the metal rim around the "95's" roof on the inside. Even with a large compressor, Two evaporator units, and three condensers I still found the load to be quite heavy so I covered all of the back -side and rear glass with "SOLAR-X" reflective film and that made the difference. It works great in our Dallas summer heat. OH,OH,...Three condensers? THREE. One is a 66-style add on that is thinner than Chevrolet's 66-style and it is mounted in the left rear fender. From there we go to one mounted in the free air under the center of the front floor and on to another one with a fan mounted under the front passenger's floor-board. Adequate? You bet. A pressure switch turns the fan on the third condenser only when pressure (temperature) in the high pressure side of the system gets too great as when idling in traffic. Automatic, too to save the 61 amps for cooling me and my friends inside with the resulting cool air.

BODY: More work than you can shake a stick at went into the body. The roof (ceiling) is covered with a very thick pile, off-white carpet for insulation and soundproofing. Liberal applications of contact cement hold it firmly in place against the original covering. It was cut a little oversize so that it could be pushed under the roof bows and down the sides. Looks great and works well too. Many compliments have resulted from this application, but be sure to pick a very, very, dense carpet or you won't get good insulation value from it. Compliments, yes...sound absorbtion, no. On the outside the roof was painted white for sun reflection. You might say; more insulation! The rear area is covered with a paint-matched Ozite indoor-outdoor carpeting all the way back over the engine. It is only on the floor and that's because the original "delux" interior panels were recovered and reinstalled. You might to carpet on up the sides...that is up to you. This carpet also adds to the insulation and soundproofing over the original rubber mats.

An Oldsmobile AM-FM resides in the Corvair "pod" under the dash. Great brushed aluminum with adhesive on the back is now available for making your own bezels so any radio can be fitted with a minimum of fuss so long as you can get in the pod. A belt sander is a great aid in shaping the bezel's edges to fit the pod face. For you Spyder addicts this also gives a look-alike bezel for your restoration as this one I made matches the Spyder instrument panel almost to a "tee". Yes, of course "8-DOOR-6" has full Spyder instrumentation (and it all works, too).

Well, that covers the specials. Past that she is pretty stock. Red with a white stripe and a white roof. All her seats are there with the two in back facing each other to better allow two boys to wrestle with each other in comfort.... They are eight and twelve and you know....

BUT I do have a problem. Jackie, my wife, likes "8-DOOR-6". I've got another 8-door going for her...a 63 version...but I simply can't get the State of Texas to issue the same license plate twice. Anyone got any suggestions????

Louis Guion.

CORVANATICS MEETING AT THE NATIONAL CONVENTION

We had a very good tech session and meeting. The room was full of people interested in FC's. Many people wanted to attend the meeting but couldn't because of two other tech sessions going on at the same time.

Mike Demeter of Cincinnati, Ohio presented a tech session of FC gasoline heaters. He discussed installation, operation and also the differences between the FC and car heaters.

Bob Kirkman (Royal Oak, Michigan) of Chevrolet Engineering presented a tech session with slides on how Greenbriers were assembled.

Both presentations were very interesting and informative. Bob Kirkman also provided a large group of mounted photos of the Kirkman family's various Greenbriers for our lobby display. Thank you very much Mike and Bob.

We also want to thank G.M., Jerry Moons, Hal Marcus and the Detroit Corvair Club for all the help in making our meeting a success.

THE FOLLOWING ARE THE FC CONCOURS RESULTS

FC Mod.
1st. Walt Matenkosky - Greensburg, Pennsylvania
2nd. Robert Kirkman - Royal Oak, Michigan
3rd. Louis Baurer - Allentown, Pennsylvania

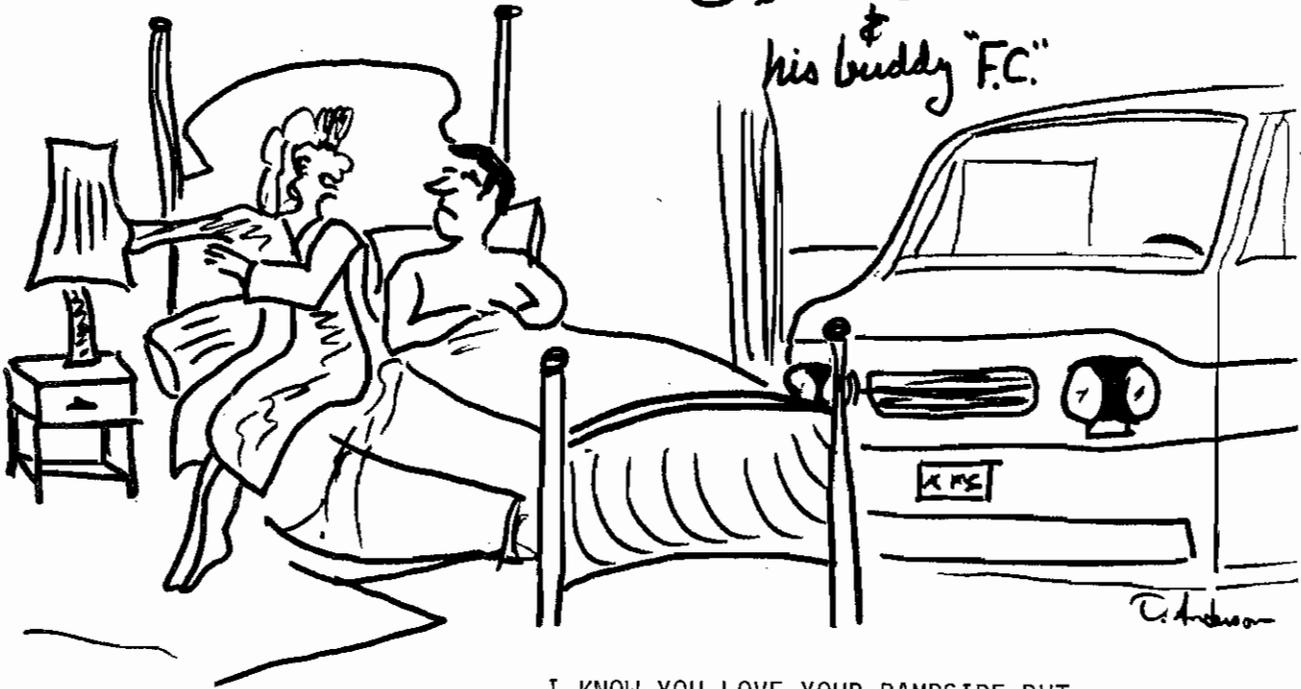
FC Stock
1st. Ed. Gridley - Franklin, Indiana

FC Alt.
1st. Ed. Hallick - Brooklyn, Ohio
2nd. John Wigglesworth - Natick, Massachusetts

Walt Matenkosky got the High Point trophy that CORVANATICS awarded.

Caroline Silvey
Se., Treas. CORVANATICS.

Gene Brewer
&
his buddy "F.C."



I KNOW YOU LOVE YOUR RAMPSIDE BUT

CORVAN ANTICS
423 DAVID LANE
MASON, OHIO 45040

FIRST CLASS

