



# CORVAN ANTICS

VOLUME 9 5

NUMBER 4

WINTER 1980



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

(Courtesy Chevrolet Motor Division)



OUR FOUNDER KEN WILHITE  
"NAME THE PART" CONTEST

CENTRAL DIVISION  
"DRIVE IN"

\*\*\*\*\*  
Story on page 35



TROPHY WINNERS  
H. ANDERS P. HENRICH  
H. DEXTOR



PRESIDENT  
ED GRIDLEY  
GETS INTO  
HIS WORK  
WITH HELPERS  
(L) "GENE" &  
LARRY THOMAS  
(R) MIKE  
DEMETER



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MEMBERSHIP - 240

NEWSLETTER COPY: Anything to do with FC's (prefer illustrated text)

NEWSLETTER COPY DEADLINE

The first of each ODD numbered month (Jan, Mar, May, etc)

CHANGE OF ADDRESS: Please send to Sect/Tres (she types the labels)

DUES, APPLICATIONS & RENEWALS: CORVAN ANTICS is published bimonthly by CORVANATICS, a chapter of CORSA and CORSA membership is required. CORVANATICS dues are \$5 (US) a year and should be sent to the Sect. CORSA dues are \$14 (US) a year and should be sent to: CORSA, INC

Box 2488 Pensacola, FL 32503

CLUB MERCHANDISE AVAILABLE:

Window Decal \$1 ea; Club stationery & envelopes \$.05 ea; Jacket patch \$2.15 ea; Coffee Mugs \$5.50; Back issues of CORVAN ANTICS \$1 ea; Complete set (33). All items can be ordered from the Sect/Tres.

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PRESIDENT'S CORNER:

Holiday time is here and another year is almost over. I want to take this opportunity to welcome all our new members and wish everyone a Merry Christmas and a most prosperous New Year.

One of the new changes the first of the year will be a newsletter every other month. We plan at this time to accomplish this with no increase in dues. However, Dave will need an input of articles and pictures from members. Please help him make your newsletter a success.

A big thanks to the CORVANATIC staff this year for making the club successful.

ED

FROM THE EDITOR'S GLOVEROX.....

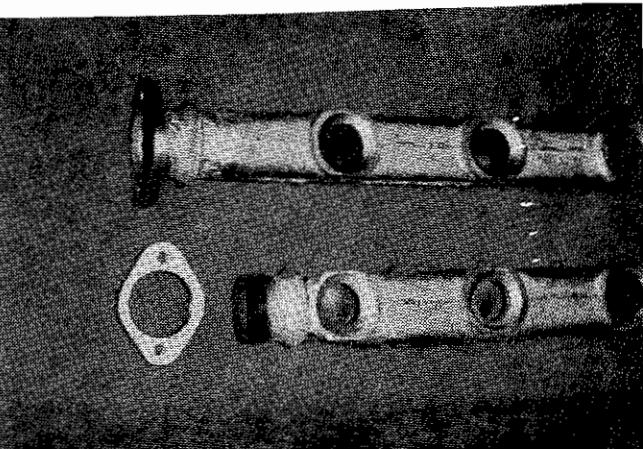
I would like to throw in a free plug for the makers of our very nice dash plaques from our "DRIVE IN". They also did our plaques for our "REVIVAL" here in Cincinnati. If you or your club have an event just give Jim a chance to quote. Contact Gun Lake Litho, 12931 Johnson Rd, Wayland, MI 49348

CLASSIFIED \*\*\*\*\*  
FREE to members; non-members \$3/5 line as. Commercial rates available upon request. Approved furnished 8½x11 inserts free.

WANT: Passenger's side bucket seat for CORVAN. Upholstery condition immaterial (pun). Would appreciate any leads if you do not have a seat. Bill McCabe, P.O. Box 8911, Missoula, MT 59807 or call collect after 6 Mountain time 406/549-9332

SELL: 1965 GREENBRIER engine, T0524RUS, not running order but not too far from it. Call for details, asking \$75. Also I am looking for a pair of 1964 cylinder heads, 3819876, in good condition Rob Marlow, 201/444-1859 (home); 201/445-6900 (office)

SELL: 1963 CORVAN, good body, engine hasn't been run in several years Differential bad but will provide spare \$200. Dan Silvey, 317/947-5307 after 6:30 PM or Tom Silvey 317/335-3772



SELL: Manifold repair, got the ears broken off your exhaust manifolds? Here is a permanent fix. Threads on the manifold and a 3/8 nut to replace the broken ears. \$25 a pair exchange Paul Henrich

322 South Brayer Street, Holgate, OH 43527 419/264-5294 bed poor, restoreable, good NJ title \$200. H. Broschard, 14 Clivden Ave, Somers Point, NJ 08244 609/927-2972

SELL: 1964 RAMPSIDE original owner, kept inside until recently (lost garage to race boat), one of the nicest around and I am offering for sale for the first time. Call or write for a free picture Ron Mullins Ins., 2141 Wrightsville Ave, Wilmington, NC 28403 919/762-2717 (office) 919/791-9511 (home)

SELL: 1963 RAMPSIDE parts; left door minor surface rust, dent about 6" dia. below door handle and holes where mirror removed, \$25; right door 2" dia. rust at bottom rear of door, window is broken \$20; \$30 with window; Tailgate with hinges and stops, no rust, some small creases, had reflector but both broken, \$20; Motor access door with chains, license plate lamps broken \$5; ramp door part in primer in good condition, hinge in good shape and rubber pad is worn \$30; all interior bed panels are rust free and could be thrown in package deal. If you are a masochist who absolutely has to have a '63 RAMPSIDE the WHOLE truck for 225 but would have to be trailered out. I would try to deliver if buyer were to pay for gas one way. Scott McVicker, 6700 E. Sparta Ave SE, East Sparta, Ohio 44626 216/484-3047

## TECH TOPICS by Nico DeJong et al...

A11 Forward-Control (FC) Corvair questions (w/SASE) should be sent to one of our technical advisors (TA's) who will then (1) answer inquirer direct and (2) send a copy of question(s) and answer(s) to the technical editor for possible publication in this column. Any member may contact any TA, but preferably one in his or her own division in order to limit TA workload and match geographical area.

Your tech editor and TA's also welcome technical FC tips, advice, stories, etc. for publication in this column. His address is always on the inside front cover, and those of the TA's, their divisions and specialties are listed every other time.

### T.A.'s, Divisions and Specialties:

Wally Brenneman (Central U.S. & Canada), Route 1, Kalona, IA 52247; 319-683-2449: All FC Corvair mechanical work; making body repairs; built own Greenbrier camper interior; long-distance travel w/FC. Larry Claypool (Central U.S. & C. Canada). The Vair Shop, 80th Ave., Lincoln Est., Frankfort, IL 60243; 815-469-2936 (10am-6pm, closed Wednesdays and Sundays): All but body work, incl. engine rebld., transaxle, suspension, heaters, electr., door, glass, etc.; own loaded '63 140 Greenbrier and '62 Toronado-Rampside.

Dean Hansen (Western U.S. and W. Canada), 9825 Oso Avenue, Chatsworth, CA 91311; 213-341-2715(8am-5pm), 886-1308(5pm-8pm): FC's and Ultra Van; engines, 3&4-speed transaxles, brakes, chassis, elctr., air cond'g, long-distance FC travel.

Bob Kirkman (Eastern U.S. and Ea. Canada), 305 N.Campbell, Royal Oak, MI 48067; ph. 313-545-2302(5pm-10pm, Mon. thru Sat.): All FC items.

Dave Newell, History Consul't(U.S. & Can.) 1481 Hamrick Lane, Hayward, CA 94544; ph. 415-782-4265: Finish color charts; any FC OM's, SM's, PC's, SB's, sales lit. Sorry, no-loan; SASE req'd for reply.

Larry Thomas, Parts Finder (U.S. & Can.), Box 4, Goshen, OH 45122; 513-625-9219.

### FC CORVAIR QUESTIONS AND ANSWERS:

Q:"Recently acquired '61 Corvan, originally from California; needs paint and much work. Would appreciate ideas on how to best Utilize Interior Space for Camping."

Russell Burgid

A1:"Whether you're making a camper or carrying equipment, I suspect the same things apply. There probably is not much that wouldn't apply also to the much larger modern van. Therefore you're faced with the same thing anyone faces when moving into a smaller home, a smaller trailer or a smaller automobile. Better planning, double duty, and weeding out unnecessary items are all called for.

Racks or cabinets on the rear-end doors provide access to some items from inside or outside, and don't block access to the engine cover. Whatever they contain must withstand the jolt of door closing and a certain amount of tipping with the doors open.

A false floor, complete or partial, allows items or drawers to be placed beneath. The unique, low height of the Corvan (and Greenbrier - tech ed'r) makes it possible to have access to a roof rack or platform without the use of a ladder (I'm tall!). Personally, I have carried some small tools and miscellaneous pieces in R.H. rear quarter panel pocket. Access was by reaching through the engine access door. The flat "rear wheel houses" make it easy to build racks or cabinets up on them, but remember to leave access for opening the engine lid.

I have seen some front-mounted spare tires which free up some more space inside. The spare tire out front certainly won't affect engine cooling!

I must admit I don't know if all Corvans came with "bucket" seats or not, but if you have a bench seat and could get along with just a driver's seat, then use of a bucket would free up some space at right front.(and allow commuting-on-the-go between cockpit and rear compartment; Corvans came standard-equipped with LH semi-bucket seat only, while RH semi-bucket or full-width bench seat was optional - tech ed'r).

Racks or cabinets that utilize some sheet metal or  $\frac{1}{4}$ " plywood allow more usable space than if they are constructed of board lumber." Bob Kirkman

A2: "Am planning to prepare an illustrated report for publication in this column, covering "The Poor Man's Camper" - a low-cost and rapid means of converting your Corvan or Greenbrier into a unit that will sleep two adults without making any permanent modifications. It's quickly re-

convertible for regular passenger use until the next camping trip.

See also following Corvan and Greenbrier camper references:

'61-'65 Greenbrier Camper GM Options:

Summer '75 CORVAN ANTICS, page 11.

'61-'65 Corvan (and Greenbrier) Camper Custom (Non-GM) Conversions:

Fall-&Winter '77 C.A., Spring '78 C.A., Summer '78 C.A., Winter '78 C.A.

'61 Greenbrier Custom (Non-GM) Camper:

Summer '75 CORSA QUARTERLY, pp.9-11.

'61 Complete Guide to Custom Features for the Chevy Corvair Greenbrier Sportswagon (Camper):

A 16-page GM folder (sent xerox)". NHD

Q: "Do you have anything that will help me fix up my '62 Greenbrier for Travel, including plans for a Good-Size Bed? (I'm 6'3")."

Robert J. Banks

A: "Please note above answers to Burgid question on same subject. "The Poor Man's Camper" bed design is such that size is limited only by the length of the mattress you select. Sent xerox of above-mentioned GM Greenbrier Camper Guide." NHD

Q: "I want to Convert my '65 Greenbrier into a Camper. Can you help?" Steve Mamman

A: "Please note above answers to Burgid and Banks questions on same subject. Sent you xerox of GM Greenbrier Camper Guide." NHD

Q: "On the subject of Converting from Generator to Alternator in '61-'65 FC's, I'd like to comment on two reports. One, entitled "Installation of Late-Model GM Alternator for 95's & Early Models" on pages 14 & 15 of the Summer '79 CORVAN ANTICS, lacked the alternator regulator and 10-ohm resistor. In "How to Install an Alternator in place of your Generator" on pages 14 & 15, Nov.'79 CORSA COMMUNIQUE, the 10-ohm resistor was missing and the wiring diagrams had a lot of spliced wires. The alternator regulator is needed to control the output of the alternator, and the resistor should be connected in parallel with the "generator" lamp on the dash. The field relay in the regulator will not always close when the ignition switch is turned on - without the resistor carrying part of the current.

The late models have a 10-ohm resistor made into the wiring harness.

I'm submitting three diagrams - the early-model generator charging circuit (fig.1), the late-model alternator circuit (fig.2) and my modified one for

alternator in early models (fig.3). Using either technical article for the mechanical changes, a simple wiring change can be made, using part of the engine compartment wiring harness of Corvair cars ('65-'69) and the red insulator connector on the left side in front of the battery.

Remove the generator-to-regulator wires from the wiring harness in your early model. Remove the alternator-to-regulator wires with the connector plugs intact from a used late-model wiring harness and retape it in the early-model wiring harness. Splice the 20GA brown wire from the alternator regulator plug pin #4 to the 20GA brown wire from your engine compartment connector. Drill or punch a small hole on the left side of the engine compartment - to mount the red insulator connector with the sheet metal screw in the connector.

Connect the 10 or 12GA wire part of the battery cable, the 10GA red cr black wire from the engine compartment connector, the 10GA red wire from the alternator BAT terminal, and the 20GA red wire from the alternator regulator plug pin #3 all together on the red insulator connector. Buy a 10-ohm/5-watt resistor from a radio parts house and splice it into the 20GA brown and 20GA tan wires - at the back of the dash at the generator indicator lamp.

Connect the battery cables, turn on the ignition switch, and check the indicator lamp operation. Start the engine - the lamp will go out, indicating that alternator is charging if all the connections are correct."

Ray Molina

A: "As technical editor and chairman I'm responsible for all the technical FC contents of CORVAN ANTICS and the contribution you refer to was published without my knowledge and approval. Just the same, the blame is all mine and we greatly appreciate your critique, expert drawings and installation instructions. I only hope that this correction comes in time for any readers who may have already tried this conversion."

NHD

Next time, space permitting, Metal and Plastic Corvan Scale Models Discontinued, Repairing Door Locks, Catalytic Heaters, Converting to Regular Gas, Exhaust Valve Rotator (6263794) Available, etc.! NHD

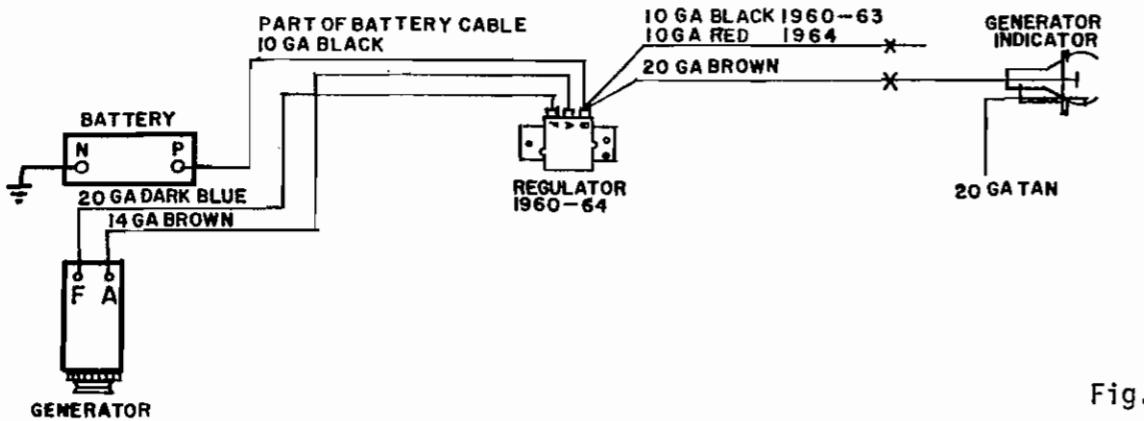


Fig.1

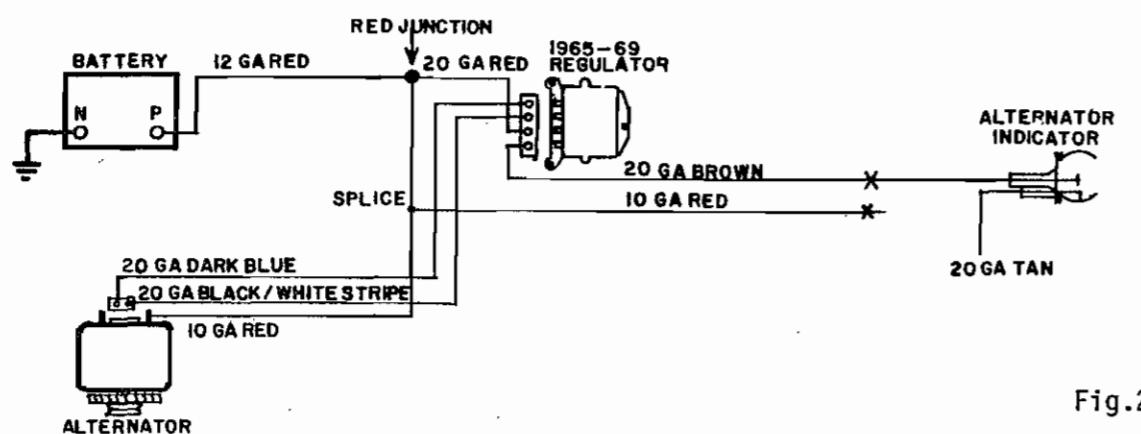
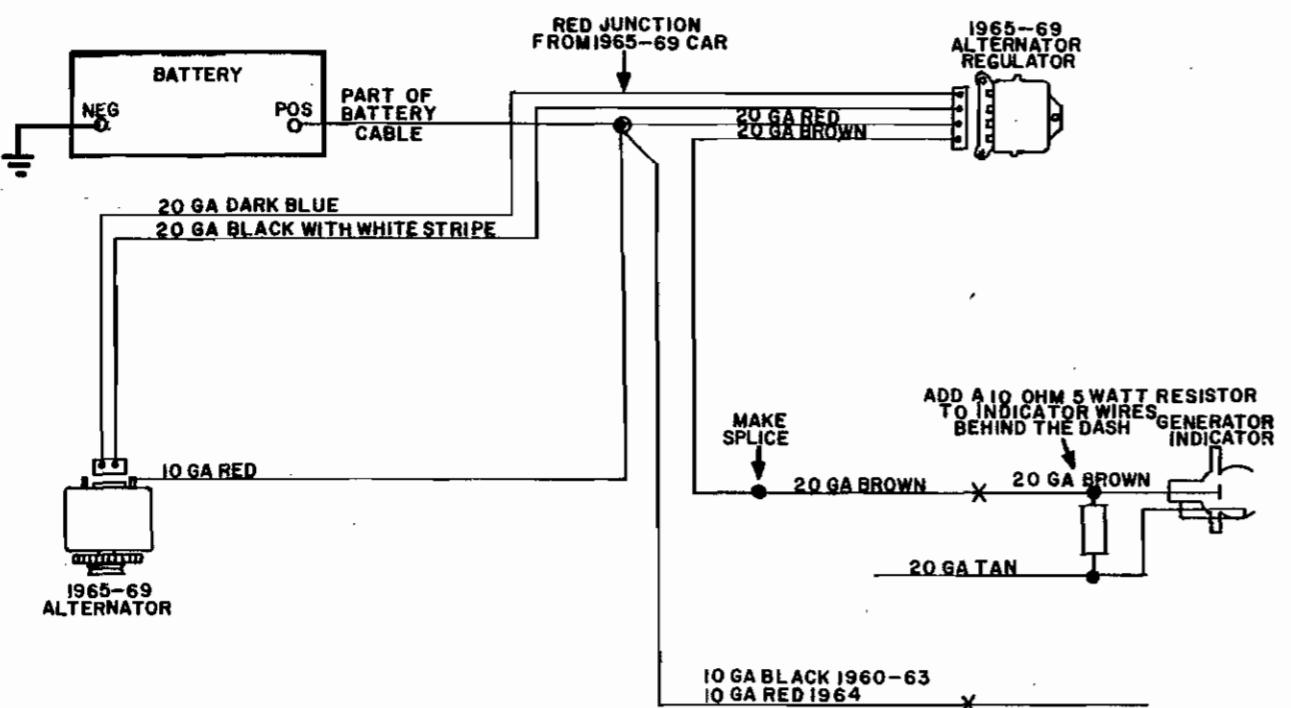


Fig.2



X=ENGINE COMPARTMENT CONNECTOR

Fig.3

**EDITOR'S NOTE:** In regards to the mention of Mike Demeter's article on use of a late model GM alternator in a FC I think Nico and Ray missed the point of the article. The late model GM (not CORVAIR) alternator has a built-in regulator and the cloth covered wire in your harness has the resistance built in to it. Mike has been using this set-up in his 'Brier for the past two years and they have not been "easy" miles.

DAVE

#### CORVANATICS' CENTRAL DIVISION HAS A "DRIVE IN"

SUNDAY, October 19, 1980 was the first annual "DRIVE IN" for the Central Division and an experiment for CORVANATICS. As we stated last issue Forward Control vehicles tend to get lost in the background at National Meets and we felt a need for more recognition of our FC's.

The "DRIVE IN" was held at Whitewater State Park in Liberty, Indiana with seventeen members from Indiana, Michigan and Ohio registered. The range of vehicles that attended was quite interesting: a '61 LOADSIDE (the first year that 95's were produced and only 2478 produced that year); a show winning '64 RAMPSIDE (851 produced that year); a '65 Greenbrier Sportswagon DeLux (1498 produced before GM ceased production in December of '65); and an Ultra Van (a motor home using Corvair mechanical parts and about 360 produced).

The weather was a crisp clear autumn day and a nice fire was built in the large fire place at the end of the shelter. Three or four tables were placed together and was loaded down with lots of delicious food for a great picnic lunch and everyone shared their own speciality.

After lunch, Mike Demeter, Central Division Director, held a "Name the part" contest. He pulled 20 parts out of a box and all were from various years of Corvair 95 Vehicles. After lots of puzzled looks and head-scratching Harold Dextor from Detroit was named the winner with 14 correct.

To help cover the expenses of the event (trophies and dash plaques) a "white elephant" sale was held .... some of the bidding and the side remarks were worth every bit spent .... and quite a few donated Corvair parts and non-parts were sold. Another interesting activity was the showing of some GM sales films that were produced to describe the new features of 95s.

At the end of a very enjoyable day the trophies (beautifully made by John Bennetto) were awarded. Long distance went to Harold Dextor from Detroit driving his '64 RAMPSIDE with factory camper. Best truck was given to Harold Anders driving a '62 RAMPSIDE and Best Van went to Paul Henrich driving a '64 Greenbrier.

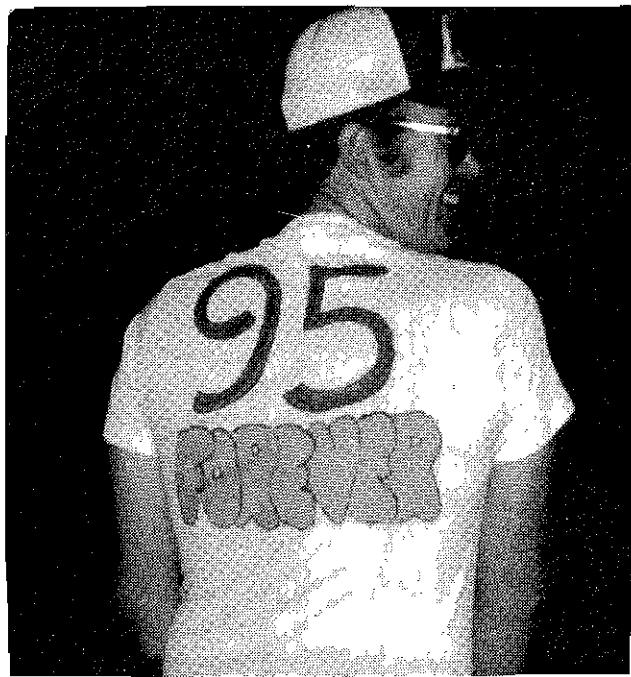
The CORVANATICS "Drive In" was a success and everyone hopes that the Central Division will repeat the "Drive In" next year. As stated at the beginning of the article this was an experiment for CORVANATICS and we didn't know how it would turn out but it seemed to work out just fine. We would like to issue this challenge or at least as an idea to other division or areas where there is a concentration of FCs. We had a few expenses but covered them with our "sale" so get together take some pictures and have a good time. If you have any questions just drop president Ed Gridley a line and I'm sure he will give you a hand.

We also sent a write-up of the "Drive In" to OLD CARS and to CORSA with some pictures and the OLD CARS article has brought forth some new members so we have accomplished one objective in getting us some visibility.

Larry Thomas

Gene Brier  
his buddy "FC"

THE  
REAL "GENE BRIER"  
AND  
THE WHOLE CORVANANTICS STAFF  
WISH  
EVERYONE  
A  
HAPPY HOLIDAY



*D.W. Anderson*

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FIRST CLASS

