



CORVAN ANTICS

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RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Courtesy Chevrolet Motor Division



OFFICERS, STAFF AND STATS:

FOUNDER	Ken Wilhite	4620 Georgetown Ct	Indianapolis	IN 46222
PRESIDENT	Ed Gridley	Box 158	Franklin	IN 46131
VICE-PRES	Tom Silvey	Box 68	McCordsville	IN 46055
SECT/TRES	Caroline Silvey	Box 68	McCordsville	IN 46055
<u>DIRECTORS</u>				
EAST	Robert Marlow	161 Hill Street	Midland Park	NJ 07432
CENTRAL	Mike Demeter	7108 Ravenwood Dr	West Chester	OH 45069
WEST	Jim Craig	7731 Peacock Dr	San Diego	CA 92123
AT LARGE	Cecil Miller	2034 Storm Canyon	Winston-Salem	NC 27106
<u>CONVENTION CHAIRMAN</u>				
	Tom Silvey	Box 68	McCordsville	IN 46055
<u>HISTORY CONSULTANT</u>				
	Dave Newell	1481 Hamrick Ln	Hayward	CA 94544
EDITOR	Dave Anderson	423 David Ln	Mason	OH 45040
<u>TECHNICAL CHAIRMAN & EDITOR</u>				
	Nico DeJong	3422 Veralta Dr	Cedar Falls	IA 50613
HUMOR ED.	Dave Anderson	It was just here somewhere....		
<u>COAST-TO-COAST</u>				
	John Dozsa	7950 Fall Ct	Cupertino	CA 95014

MEMBERSHIP

NEWSLETTER COPY: Anything to do with FCs (prefer illustrated text)
NEWSLETTER DEADLINE

The first of each odd numbered month (Jan, Mar, May, etc)
Change of address: PLEASE send to Caroline Silvey (She does 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 Caroline
Silvey. CORSA dues are \$14 (US) a year and should be sent to:
CORSA, INC. Box 2488 Pensacola, Fl 32503
CORVANATIC MERCHANDISE AVAILABLE:
Window decal \$1 ea; Club stationery & envelopes \$.05 ea; Jacket
patches \$2.15 ea; Large coffee mugs \$5.50 ea; Back issues of Corvan
ANTICS \$1 ea Complete set 35. All items can be ordered from
Caroline Silvey.

ON THE COVER:

The personal plate of our EASTERN DIRECTOR Bob Marlow on guess
what??

PRESIDENT'S CORNER.....

FC's are coming out of the woodwork, barns, junk yards and garages
Our membership is growing by leaps and bounds.
Our officers and staff are trying to answer all mail and questions
about your FCs. If you have a favorite story about your FC, please
send it to Dave. He is doing a tremendous job for your club. How
about helping him with some pictures and stories about your restor-
ation, etc.

FROM THE EDITOR'S GLOVEBOX.....

I want to thank those of you who have been sending in contribut-
ions to me for the newsletter. I will be printing them as fast as
I can but what would really like is more pictures. I know, I know,
you never think of taking a picture of that ol' '95 sitting there.
But the next time you get the camera out go ahead and take one and
even better get someone to take one of you standing next to it.
Go ahead it won't hurt.... well, not much anyway. Thanks.

Dave A.

TECH TOPICS by Nico DeJong et al...

TECH TOPICS is a collection of technical questions, answers and tips. Although this column has been reviewed for technical content and is believed to be both acceptable and workable, RESULTS ARE NOT GUARANTEED, nor is any liability assumed by either CORVANATICS or the authors for any problem resulting from using this information.

All 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 division 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 rebl., transaxle, suspension, heaters, electr., doors, 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, electr., 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.), A:
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.

F.C. CORVAIR QUESTIONS AND ANSWERS:

Received avalanche of F.C. problems and solutions, so since we're allotted only three pages, we've had to condense and paraphrase - hopefully without making clarity suffer - on a (generally) first-come-first-serve basis. Keep those cards and letters coming!

Q: "Am writing in response to Winter '80 C.A. critique of my report, "Installation of Late-Model GM Alternator for '95's & Early Models" in Summer '79 C.A.

The instructions are for modifying a higher-ampage, late-model GM "CSI" alternator for use on a Corvair, as well as deleting the nuisance of an electro-mechanical voltage regulator. The "CSI" alternator has an integral solid-state voltage regulator.

The report might not have met with your expectations of "expert drawings and installation instructions", but it is nonetheless functional. Also, this system has been installed for over four years and has worked perfectly. My Greenbrier has been to the last two national conventions and was a workhorse for other projects; the alternator has performed flawlessly.

As for "a lot of spliced wires", if a soldering iron, shrink tubing, and patience are used, it will turn out to be a very neat installation. (R.M.'s critique referred to generator-to-alternator conversion in Nov. '79 CORSA COMMUNIQUE, not yours - tech. ed'r).

The Corvair alternator and voltage regulator have been used here in the Cincinnati area on a Loadside - without the additional resistor in the circuit. It also works! (...but only as long as indicator bulb isn't burned out; see explanatory footnote in chart, Jan. & Feb. '81 C.A., page 4 - tech. ed'r).

I feel that you owe me an apology for your failure to properly cross-check the critique of my article before writing "I only hope that this correction comes in time..." I also think that the next Tech Topics lead item should contain a correction statement."

Mike Demeter A: "Thank you, Mike, for the clarification but, sorry, I don't feel that an apology is in order. Your report in the Summer '79 C.A. - through no fault of yours - bypassed my scrutiny (usual editing and condensing of text, upgrading drawings, etc.) prior to publication and therefore

Ray Molina's remarks, made in good faith, perhaps didn't receive the attention they deserved. Also, not all contributions are double-checked by our T.A.'s; to do so would greatly delay publication of input - but we will make a greater effort to do so from now on. To sum it all up, your Summer '79 C.A. wiring diagram and instructions were technically correct (although you could have included the 10-ohm resistor if new wiring is used - as shown in chart on page 4, Jan. & Feb. '81 C.A.), and so is Ray Molina's wiring diagram and instructions in the Winter '80 C.A. But Ray's observation (and my temporary endorsement) that your diagram lacked the regulator was incorrect.

Meanwhile I do regret any temporary confusion and any inconvenience that may have been caused prior to the rectification in the Jan. & Feb. '81 C.A.

Again, many thanks for your and Ray's input; I trust that our readers now have all the information needed for selecting a generator-to-alternator conversion plan to their liking and for successfully installing it in their FC's." NHD

Q: "Have '63 Greenbrier and must open Side Cargo Door with vice-grip wrench due to the very badly chewed-up handle parts. Can you give me step-by-step procedure to replace these knurled posts (of Control Assembly - tech ed'r)? Am 75-year old member, but will never stop trying to accomplish any job I start. Are parts available? Thanks." Jack McCullen

A1: "Am offering following comments in attempt to share my solution to similar problem I had with left front door of '62 Greenbrier DeLuxe.

One answer to your problem is: replace Control Assembly (#3817814; discontinued 6/73), Inside Door Handle (#3848873; ask Chevy dealer for availability or equivalent contemporary handle), and, possibly but not likely, Lock Assembly (Utility: #3813349, DeLuxe: #3813362; both disc'd 10/73). You didn't indicate whether your "Brier" is a Utility or DeLuxe model, so I'll cover both models. Actually, I found only two differences as far as the control and lock assemblies are concerned; (1) the knurled shaft for the Utility is shorter (no upholstery) than for the DeLuxe and (2) the DeLuxe came with an escutcheon (chromed circular spacer between upholstery and door handle) - the Utility

didn't. Strangely enough, the parts catalog only lists the control assembly for the long-shaft DeLuxe version. However, the short-shaft Utility parts WILL fit the upholstered DeLuxe door, if you're willing to live without escutcheon. Conversely, the long-shaft DeLuxe parts will fit a Utility, if you don't mind fabricating a simple spacer to accommodate the extra length for appearance.

Apparently you don't have a 1960-'69 Corvaire Parts Catalog No.15. I urge you to get one; covers all models, ALL parts, including the many no longer available, but which may be had from Corvaire parts suppliers. Have found them to be essential complement to the Corvaire Shop Manuals. PC-15 is available from GM Parts Div'n, GM Corp'n, Flint, MI 48554. For your '63 Greenbrier you'll need the '61 Shop Manual plus '62 & '63 Supplement; limited supply from Helm Inc., Box 7706, Detroit, MI 48207. Oregon Corvaire Underground, 1203 1/2 Gales Creek, Forest Grove, OR 97116, announced plans to reprint for under \$10- each.

GM discontinued most, if not all of the parts you need, but don't despair. Try your friendly salvage yard, or anyone parting out an FC, or patronize the Corvaire parts suppliers you'll find listed in CORSA COMMUNIQUE; also, remember the good services of our expert FC Corvaire parts finder, Larry Thomas. Placing a want-ad in C.A. and C.C. is still another way to find the desired parts. Meanwhile I'm sending you copies of pages 16-16P and 16-17P of GM Corvaire Parts Catalog 15 showing side cargo door details and an exploded view of lock and control assemblies, in addition to pertinent shop manual pages '61: 10-45 and '62 & '63: 10-110 for your guidance and information.

I proceeded as follows when replacing the left front door assembly, and no doubt the same procedure will work for the front side cargo door. First, remove vice grips(!), handle, escutcheon, washer and trim panel. Window removal is not covered in this section of shop manual because it only discusses procedure for Corvan - which has convenient access cover. Loosen two window rail screws; if rusted stuck, heating with handy propane torch from your friendly hardware store should do the trick. If that still won't work, use heat plus hammer and small

TECH TOPICS (cont'd)

chisel to force phillips screw to turn. Go easy, and alternate hitting at two points, 180° apart. Disconnect window, remove window, remove door control assembly. Lubricate replacement control assembly with Lubriplate, install it and go through the previous steps in reverse order. Install replacement handle and enjoy opening your door without vice-grips!

NHD

A2: "Bonus item for '61 Greenbrier owners. If my memory is right, it's relatively easy to install a '62-'65 side cargo door pull-up-push-down locking button to replace the hard-to-turn '61 twist knob. Two holes to drill in door inner panel, under the removable access panel, to mount the mechanism. Drill an undersize hole in the access panel where the knob will come through. Put the access panel over a hardwood block with a bit larger hole drilled in it. Whack a phillips screwdriver, or similar object, through the undersized hole to flare it through. Leaves a smooth surface for the button to work up and down against. Plug the hole in the "soft" trim panel (if you have the DeLuxe option) with a "chrome" plug that used to plug the cigarette lighter hole in the Corvaire cluster when lighter option was not ordered.

Of course you need to get the mechanism and a knob. I believe no rework was required at the back end." Bob Kirkman

Q: "Are Corvan Scale Models, made by Amway still available?" Several Members

A: "Bad news. As I announced at the annual chapter meeting during the CORSA Convention in Marietta, Georgia, last summer, production has been discontinued. Until summer '81, my good friend, fellow-Corvanatic and Amway distributor Dave Sutherland of Cedar Falls, Iowa, had a substantial supply of new Super Vans, filled with shampoo and complete with decal sets and carton which he used to

make available at cost to our chapter members, as announced in CORVAN ANTICS for some time. He shipped several dozens all over the country, but has been sold out since last summer. So, unless there are still some Amway dealers around with old stock, this Corvan model has become extinct too. At any rate, he has made many Corvanatics happy that way, and on behalf of our chapter I want to express our appreciation for rendering that service. Thanks very much, Dave!

Amway Corporation had two plastic scale models - a white one, introduced in 1965, called "Amvan" and a green one of 1977, named "Super Van". Both were models of the '64 Corvan with the rear license plate off center and to the left. Amway distributors used to travel the highways and byways of America in their Amvans which were white Corvans with Amway signs on both sides. Amvans also adorned their business cards and stationery. Both units are really plastic bottles; the white one contained "Children's Bubble Bath" and the green one was used to market "Children's Shampoo". As a result, the amount of detail is somewhat limited. The wheels don't turn, but wheelcovers, grille, windshield wipers, door handles, head and tail lights are all there.

The white Amvan model came with a white finish and large Amway decals on each side sporting a white cap, suggesting a continental-style rear spare tire. The green Super Van, made out of the same mold, could either be left plain green, or could be styled with one of two sets of decals that came in the carton. This gave the owner a choice of converting it into a "Vacation Wagon" or "Drag'N Van". All Super Vans featured a black continental spare tire.

If the Amway units are the only plastic Corvan models around, then Guy Bokhoff's "Bread Truck Corvan ('80 Convention) must be the only metal one. Here's a listing of all Corvaire FC scale models." NHD

Corvaire Model	Corvaire Year	Mfr.	Mfr. Model	Mat'l	Scale	Size	Finish	Known Owners
Corvan	'64	Amway	Amvan	plastic	1/25	2.5x2.8x 7.3"	white	DeJong
Corvan	'64	Amway	Super Van	plastic	1/25	2.5x2.8x 7.3"	green	DeJong*
Corvan			Bread Truck	metal	1/25		red & white	Bokhoff
Gr'brier**	'61	KTS	School Bus		1/20		yellow	
Rampside**		G.A.		plastic	1/15		x11.5" turquoise	
Rampside**	'61	Premier		plastic	1/25		x 6.5" red & orange	Corbin

* and many other Corvanatics ** Dave Newell, CORSA QUARTERLY 3-2, p.27 & 4-2, p.24

NOW here is a story of a member who seems to do things backwards. Pete Cuipenski lives in Florida, vacations to Massachusetts in the winter, gets his vehicles from the boneyard, well, let's let Pete tell his own tale:

A DIAMOND-BACK'S DeLUXE by Pete Cuipenski

The Greenbriar, a 1963 DeLuxe, was found in an auto salvage yard back in 1976 in the town of Hudson, Florida. The vehicle had set in the boneyard for 3 or 4 years previously and was towed in with a blown engine. Upon inquiring about the vehicle, that was tireless, and had shrubs growing around it and a large diamond-back rattlesnake was using the interior for a home and had to be evicted. The van was towed out and its engine removed and upon working out the deal another engine was delivered. The deal? One title-less 63 Greenbriar, a set of 14" Supersport Impala hubcaps, a pair of Toyota reclining buckets and a 110 HP engine for \$100 bucks and a tow home with the help of Roger Blohm, who introduced me to CORVANATICS.

The summer months were spent reinstalling the engine and going over the mechanics and securing a title. The original owner was found and the vehicle was registered to a Pennsylvania resident residing in Plymouth, Fla and she had totally forgotten about the van and the title was lost by her and she had no interest in helping me.. no help. No problem, there's other ways of getting a clear title, this was done the van was registered and ready for a drive around the neighborhood in December. The Greenbriar "bugs" were worked out and during the first week in 1977 it was decided that we'd take it on a short vacation to Mass. It's kind of difficult to put luggage, gifts, tools, 2 mounted snowtires, a folding lounge chair (for sleeping) and six crates of grapefruits and oranges in the trunk of our car, so what should we take? We loaded down the Greenbriar and as we were leaving the weather reports and traveller's advisory was up for the Atlantic coast states We ran into heavy rain in Jacksonville where we found the windshield had an irritating drip from a crack in the weatherstrip. As we proceeded north on the interstate into Georgia and the Carolinas, the rain turned to freezing rain and sleet. The windshield started fogging up and the heating system started to fail, the van started running slower and slower and finally we pulled off I-95 to find the gas pedal unable to move. Luckily we coasted into a gas station at 7 AM and to my amazement found the right carb looked as if someone had stuffed a snowball down the throat. Too much cold, moist air and no side panels in the engine compartment for winter operation. The problem was quickly resolved by taping off three of the four air inlets and we had plenty of heat, good defrosters and no more ice cube carbs. By the time we reached Washington the freezing rain turned to snow and there was 6" on the ground. On went the snowtires and by the time we reached Mass. there was about 12". The Greenbriar thrived on these conditions and made it's own roads. During the week in Mass. we had a total of 3 snowstorms and more than 2 feet of snow on the ground. I found it a challenge to drive and with the weight that I carried I had no problem Upon our return, we had snow on the roof of the Greenbriar until we gassed up in Brunswick, Ga. The weather was extremely cold, until our arrival in Fla. Anyways, I was sold that the Greenbriar had proven itself and treated it to a washjob and oil change. I drove the vehicle for another year, trouble free, and finally saw an ad in the paper reading, "Greenbriar wanted", so we parted and to this day the vehicle is well and alive and the last word was that it is now on it's third

owner since I pulled it out of the boneyard. I am presently driving a 65 Greenbriar and it is also quite the vehicle and we plan to take it north soon also.....

Pete



CLASSIFIED *****
FREE to members; non-members \$3 per 5 line ad. Commercial rates are available upon request. Approved furnished 8 1/2 x 11 inserts free.

WANT: 8 Door 1964 or 1965 Greenbrier DeLuxe or driveable 1964 Rampside Will Elliott, 1703 Prater Road, Chattanooga, TN 37412 Ga phone 1-404-891-0511

SELL: 62 Corvan with double doors on both sides and Spyder instrumentation, runs good, normal leaks, would like to sell to someone who will appreciate and restore, Calif. vehicle with no rust change of job forces sale \$800. To see contact John Fortney or George Diuguid, 27152 Barada Ave, Saugus, CA 91350 phone 1-805-254-1704 My address James Durbin, Bonanza Springs, 600 E. Bonanza Rd apt #333, Las Vegas, NV 89101

Note it must be removed from my old address by May 1, 1981
SELL: 1963 Greenbrier DeLuxe, equipped as camper, curtains, screens foam rubber full sized bed converts to Dinette, Compartments, awning rails, body tan, white stripe, original paint, no visible rust, doors painted, rocker panels replaced in '79 Powerglide rebuilt, excellent rear axle bearings, engine excellent, valves ground '80 1/2, new heavy shocks, four almost new tires plus two good spares, rear hitch, front tire carrier, instruments: ampmeter, oil pressure and vacuum gauge. Upholstering rebuilt 2 years ago, runs perfect, 17 to 20 mpg loaded 6000 lbs \$3,000 cash firm; includes many spare parts. Only reason for sale buying Travel Trailer pulled by Buick Electra. Kurt Gaida, 129 Green Acres M.H. Park, Clearwater, FL 33515 1-813-446-6252 NO collect calls please.

Gene Brier
&
his buddy "FC"



"I don't care how
cold it is outside;
get it out of here!"

P. Anderson

CORVAN ANTICS
423 DAVID LANE
MASON, OHIO 45040

FIRST CLASS

