

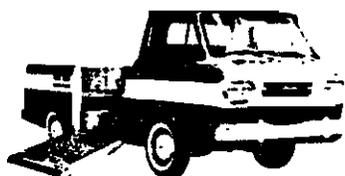


CORVAN ANTICS

VOLUME 16

NUMBER 2

MARCH & APRIL 1988



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division

CORVAN-ANTICS

VOL. 1 NO. 1

SEPTEMBER 1972

HELLO EVERYONE! WELL HERE WE ARE WITH OUR FIRST NEWSLETTER, AND I HOPE YOU ENJOY IT. I MUST APOLOGIZE FOR TWO THINGS THOUGH, THE RATHER CRUDE FORMAT OF THIS FIRST ISSUE, AND MY LOUSY TYPING! I DO BELIEVE THAT TIME WILL CHANGE THAT THOUGH. TO BEGIN WITH, I HAVE UNOFFICIALLY NAMED OUR ORGANIZATION THE "CORVANATICS" AND THE NEWSLETTER TO BE CALLED "CORVAN-ANTICS". IF ANYONE HAS A BETTER IDEA, LET ME KNOW, BUT I WOULD LIKE TO HEAR FROM EVERYONE ON HOW THEY FEEL ABOUT THE NAMES. ANOTHER THING THAT NEEDS TO BE MENTIONED IS MEMBERSHIP FEES, AS THE COST OF STAMPS, PRINTING, AND ENVELOPES CAN NICKEL-AND-DIME YOU TO DEATH, ANY MORE SUGGESTIONS ANYONE? FOR THE TIME BEING I AM ACCEPTING ALL THE COSTS OF SETTING UP THE CLUB, BUT AS MEMBERSHIP GROWS(HOPEFULLY!) I DON'T THINK I WOULD BE ABLE TO HANDLE ALL THE EXPENSES.

IN REGARDS TO VANS, I'VE BEEN WORKING ON MY '63 95 ROW IN ALL MY SPARE TIME, AND I HOPE TO HAVE IT RUNNING BY THE END OF THIS MONTH, OR THE MIDDLE OF OCTOBER. I AM JUST ABOUT COMPLETED ON THE REBUILD OF MY 140 ENGINE. UNFORTUNATELY THE PREVIOUS OWNER HAD THE SAME MECHANICAL KNOWLEDGE AS ATTLA THE HUN! AS THE WIRING HARNESS IN THE REAR COMPARTMENT WAS PRETTY BUTCHERED UP! (BUMMER! BUMMER!) I HAVE REFINISHED THE DASH WITH WRINKLE-FINISH BLACK, AND WILL INSTALL MY SPYDER DASH SOON.

FOR ALL YOU PEOPLE CONTEMPLATING INSTALLATION OF A ROOF VENT, THE JULY, 1972 ISSUE OF HOT ROD MAGAZINE HAD A HOW-TO-DO-IT ARTICLE ON HOW TO INSTALL ONE.

YES, FOLKS...WHERE IT ALL STARTED! VOLUME 1, NUMBER 1 FROM SEPTEMBER 1972. THIS ISSUE'S FEATURE ARTICLE IS ENTITLED "THE HISTORY OF CORVANATICS" BY OUR FOUNDER AND HONORARY MEMBER, KEN WILHITE. WE THOUGHT YOU MIGHT ENJOY SEEING THAT VERY FIRST ISSUE. NOT TO MENTION THE FACT THAT NOBODY SENT IN A COVER PHOTO...

CORVAN ANTICS

The official Bi-monthly publication of CORVANATICS,
a chartered chapter of CORSA. Established Sept. 1972.

Membership 300

Stories, articles, photos or anything of interest to CORVANATICS members may be submitted to the Editor. Deadline is the FIRST of each ODD numbered month.

Membership in CORVANATICS is open to any CORSA member with an interest in Forward Control Corvairs. Annual dues are \$6 (US) and should be sent to Caroline Silvey.

Changes of address should be sent to Caroline Silvey as soon as possible.

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In This Issue

*The HISTORY OF CORVANATICS by Ken Wilhite, Dave Palmer FC'ing up in the mountains, the owners of "Jaws" revealed at last, Bob Kirkman explains all about those factory camper Greenbriers and more of the usual good stuff.

FC Classified Ads

WANTED TO BUY: set of four Cameo white smaller hub caps for 1961 Rampside. NOS, good used or restorable. Pair of used or NOS rear tailgate or door reflectors. Center chrome windshield washer spray nozzle. Don Arner, 29645 Windsor, Garden City, Mich., 48135.

1965 Greenbrier Deluxe. Original paint (faded yellow), RUST FREE AZ Van. Resealed 80HP (135,000), rebuilt 3-spd/3:89 transaxle, new clutch, Palmer flywheel, four new 15" wide tires (not mounted). Nice tight van BUT all four wheel openings were radiused for oversize tires. In storage two years since above work done. \$850. Joe Donlin c/o Ken Krol, 17433 N. 16th LN, Phoenix, AZ 85023 (602)866-2786.

FOR SALE: FC and Corvair parts. Wheel bearings, transmissions, differentials, engines, all the sheet metal that rusts out in the snow belt, cross-members, doors, etc. Rust free Corvairs and FC's. Larry's Corvair Parts, 912 N. 86th Way, Scottsdale, AZ 85257. (602)947-9353.

Forward Controlling With The President

After almost three months in the Southwest we are back at home. All our mail was not forwarded to us since our son sorted it and sent what he thought we wanted. In the process some CORVANATICS mail was not forwarded. Therefore some of you are waiting on responses that we will make as rapidly as we can. Please remember that if you would like to help us end the usual first of the year delays in CORVANATICS business, all you have to do is volunteer to be CORVANATICS President and Secretary/Treasurer. Then you can relieve us of the mail problems and our lugging a stack of CORVANATICS records and supplies around the country.

We really do need a new and younger President and Secretary/Treasurer. We have had the positions too many years and some new ideas and people would be refreshing for the Club. The Club needs you - where are you, volunteers?

We spent almost two months in Mesa, Arizona. When we were not out putting miles on the Greenbrier we watched the ESPN Sports Channel or we were entertained by the circus-like atmosphere of the Arizona legislature where the proceedings seem more like a lynching party than an impeachment proceeding (or at least to we out-of-state viewers). After leaving Mesa we visited Yuma, Mexico, San Diego, Los Angeles and vicinity, Lake Casitas, Ontario, 29 Palms and then back to Apache Junction, Arizona before heading home.

We met and visited some great people, mostly those associated with the Corvair Clubs, CORSA, the Pale Whale Chapter of CORSA and the Ultra Van Motor Home Club.

We visited with members Jim and Marlene Craig (Ultra Van Club President also). They have a fine collection of Corvairs, motor cycles and Ultra Vans. Jim has a large garage stuffed with cars and good parts all very neatly arranged (I wish mine was that neat).

After the Lake Casitas Ultra Van Meet, the Craigs, Honers and Caroline and I all motor-homed over to Ontario to see Orville and Dorothy Eliason. Orville is another one of those who keeps a neatly arranged Corvair collection. He also has built a unique device to roll a Corvair over on its side so that he can work on the bottom with ease. We ended the overnight stay at Eliason's and all of us went to Bob and Grace Ballew's home in 29 Palms, California.

Bob has the neatest and best organized Corvair garage I have ever seen. He also has made a tool for almost any Corvair assembly problem or rework that one can think of. He has four Corvair powered dune buggies which hauled us through the desert and mountains for a fun-filled day.

We hated to have to leave all of the above three congenial hosts but the April 15th IRS deadline loomed larger and larger on the Eastern horizon, so we had to head back to Indiana.

Tom Silvey



From The Editor's Glovebox



Well, at last, here's your March/April issue. I had most of it typed up by the first week of March but just didn't have all of the material until the middle of April. I hope it was worth waiting for. In this issue we have Ken Wilhite's article on how he began our organization all those years ago. It will be good reading for most of us but there are still several members in our Club that were around even back then that will remember it firsthand. I think we all owe a big salute to these faithful long-term members that have helped keep our group together for so long.

After being talked about for many years, one of our members have finally taken it upon himself to begin a complete registration of all FC vehicles. Larry Thomas, and the Kwik Brothers of Kwik Brothers Corvair Parts are undertaking this project and need all of our help. Enclosed in this newsletter is a CORVANATICS VEHICLE REGISTRATION. PLEASE take a minute and fill the form out. If you have more than one FC please photocopy the form and complete one for each FC you have, running or not. Mail them to Larry ASAP. From the results Larry will publish an article with a complete breakdown of plant distribution, earliest and latest, options and so forth. But for this registration to work we need your input!!! PLEASE RESPOND!

After mentioning that I was going to begin (finish) the camper conversion for my 1964 Corvan I received several responses from members that I did appreciate. Several good ideas. I also engineered a way to make the stock rear seat fold out just like the rare factory prototype seat (see CA Sept/Oct '85) to make a perfect space efficient base for a engine lid level bed. After the project is complete I'll write up an article on how to do it.

Membership Comments

I am admitting to being the proud owner of "JAWS", that you printed on the cover of CORVAN ANTICS newsletter July-Oct 1987.

We have taken him to the Grand Rapids Convention and to the Chicago Convention with an extended trip to Memphis and through Arkansas. We also plan to take him along to the Minnesota Convention with a side trip into Canada. He was called weird at Grand Rapids, but he does turn a lot of heads, gets a lot of laughs and quite a few OK's wherever we go.

The reason he was born was that I wanted to get the spare tire out of the inside. We use it for camping and didn't want to mount the spare in back where it would get covered with oil and be in the way when getting at the rear doors. I mounted it up front and then thought I would try to cover it. If you are interested I could write up a detailed article on how "JAWS" was born around three years ago.

Richard F. Lyons
Verona, WI

(ed. note: You bet we're interested! We'll be anxiously awaiting the article.)

THE HISTORY OF CORVANATICS By The Founder

It has been close to sixteen years since I acquired my 1961 95 van and since the formation of CORVANATICS. Yet, in retrospect, you cannot tell the story of the van without mentioning CORVANATICS, as they are both enmeshed! About three years ago your faithful and obedient newsletter editor Ken Krol contacted me about doing an article on the history of CORVANATICS. I agreed to "see what I could do", providing that he could forward me as many of the old CORVAN ANTICS newsletters as he could. After reading through the newsletters and reminiscing I was disappointed at not being able to glean much information from them that could be used in an historical narrative. It was very frustrating for me at the time and, due to other commitments, I decided to "pigeon-hole" the project till now, when I decided I would try to write a "history" of CORVANATICS and about my 1961 95 van, since for the most part, the conception of CORVANATICS was a direct result of my acquiring the 95 van.

It was the Summer of 1972 and at the time my daily transportation was a 1960 700 4-door sedan, presented to me the year before by my parents who were moving to Atlanta, Georgia and didn't want to take the '60 with them. At that time vans were really popular, along with customizing and conversion kits. I had a friend who had one of the early '70's Chevrolet "Handivans" into which he had installed a '69 Z-28 engine! It was only a matter of time before I decided to get myself a van. Since I favored the Corvair an FC was only natural. I knew of a 1962 Loadside that had been used by Lake Shore Country Club as a "grounds maintenance vehicle" but found that it had been taken away a few years earlier. The search was on but I failed to turn up anything worthwhile. It was when I was scanning an edition of a local "pay only if you sell" newspaper that I spied an ad for a "1961 Corvair Van" for the amount of \$200. The van was behind one of the "then-unrestored" homes in the Lockerbie Square area (Lockerbie Square is just east of downtown Indianapolis and is the birthplace of James Whitcomb Riley, the famous poet and author). The van itself was a sight to behold, tires flat, with all kinds of items "stored" inside, on the roof and underneath. It was a faded yellow in color and had crudely welded supports on the roof for ladders, etc. The owner (who reminded me of "Bluto" in the Popeye cartoons) informed me that it was running two years ago but that the battery was shot. Everything appeared to be in order, three-speed transmission and it appeared to me that it had a passenger car engine instead of the original FC engine. We took the battery out of my '60 700, added some gas to the FC and, after protesting for quite some time, started with clouds of smoke! It ran but just barely. I parted with my \$200, obtained the title and a receipt of sale and informed him I would return to pick the van up. I had to drag my then-girlfriend into assisting me in picking the FC up - she would follow me home. We started out and I was amazed to find that I had no brakes, other than the emergency brake, so I drove it home that way. The trip was uneventful. Closer scrutiny of the FC proved to be very depressing, as it seemed that everything

needed repair and/or replacement. The only positive that I noted was a lack of severe rust. I decided not to try and repair it as I drove it, but undertake an "amateur restoration". I found that the engine had, at some time in its life, thrown a rod through the block, being hastily repaired with a piece of flat aluminum and sheet metal screws! If I can remember the engine was a '62 102HP with the original '61 3-speed transmission. I removed the whole powertrain and traded it for some other parts I needed.

It was around this time that I became aware of the fact that scant information was available in the COMMUNIQUE on the FC's. I came to the conclusion that maybe it would be a good idea to form a satellite group within CORSA that would cater to the owners of FC's. I obtained the CORSA Directory and went through the listings, finding all the FC owners, then forwarding "letters of intent" regarding the formation of CORVANATICS.

There may be some question as to how I came up with the CORVANATICS name. It was with the help of my girlfriend who at one time referred to me as a "Corvair Fanatic". That's how I came up with the name, which in turn led to the newsletter as well. So the credit should go to her for the CORVANATICS name.

The initial response was slow but picked up after a few months. I was preparing the newsletter using an IBM Selectric at work, and then then running the newsletters off on the photocopy machine in our administrative offices. If memory serves me right, the first newsletter was sent in September 1972 to 17 members. Through correspondence with these members I was able to gather much information that helped me, and I was able to pass this info on to others in the newsletter. I had one member who stopped by to visit, as he was on a cross-country trip East (I cannot remember his name) plus he wanted to pick up some gas heaters from a fellow I knew who was selling reconditioned Volkswagen gas heaters (manufactured by Stewart Warner). He bought five of them! I was also contacting some of the van conversion outfits to see if they would be offering any plans for the Corvair FC's, but they usually replied "there just wasn't enough demand". I also put ads in most of the auto related publications and got quite a few members, one of whom owned the "Brown's Bus" which Car & Driver magazine modified quite heavily - maybe some of you remember that FC.

Work continued on my FC. The brakes were completely rebuilt. I built the back area up level with the engine lid using marine plywood, with the top being hinged for access, while underneath it was "compartmentalized" with storage for the gas heater, tools, spares, etc. The lid was carpeted all the way to the rear doors. The walls were done with walnut panelling (a friend remarked that I had so many screws holding the panelling in place that it looked like the outside of a submarine or ship!). The original front seat was reupholstered with black "tuck and roll" and a curtain installed in back of the seat, California outside rearview mirrors. A Spyder dash was installed, along with Stewart Warner Oil Pressure/Temperature gauges and an Ammeter located where the original radio was. An AM/FM/8-track was installed in a console

under the dash. I had obtained a basket-case 140 HP engine for the amazing price of \$25, which I rebuilt in the basement of the house I was living in at the time. It took six of us to get it up the stairs from the basement and during this journey one of the stairs collapsed, almost plunging us into the abyss below! The transaxle was a 3:89 ratio with 4-speed, and I had to wait a long time till I was able to obtain a 4-speed crossmember! I also attempted, unsuccessfully, to install the later improved shift mechanism, installing the correct fuel tank (purchased brand new!) only to find that it wouldn't work, as the FC's with the later shifter had additional bracing where the shifter attached to the floor, so I had to keep the "soup stirrer". The FC ran very well indeed, but the camshaft couldn't have been a stock 140 HP, as the idle was fairly "loppy" but it sounded good!

Membership in CORVANATICS continued to increase, but not to the point where I couldn't still just photocopy the newsletters. I was then enjoying a healthy correspondence with Nico Dejong (I haven't seen his name mentioned lately in the newsletter) and was in touch with Ed Gridley and many others on occasion, and I'm happy to report that I still see some of these people on occasion. The newsletter received some revisions at this time which improved its appearance greatly, plus being granted access to a mimeograph machine, which streamlined operations quite a bit.

Work continued slowly on the FC. At this time I installed a set of aftermarket alloy wheels which nearly ended in disaster. I had purchased a set of aftermarket "dish mags" from a local speed shop. They were used but appeared to be in great condition, so I installed them with new blackwall tires. Soon thereafter I was traveling on the Westbound leg of I-465 (I-465 encircles Indianapolis) heading South toward the airport, when the passenger side rear tire rim separated from the hub of the wheel. Of course the left-rear dropped among a shower of sparks, etc, while the rim/tire combination sailed over a fence (I never did find it!). Needless to say this event really was quite frightening considering the fact that I was traveling at around 65-70 MPH! After this I will always advise anyone buying a used set of alloy or aftermarket wheels to have them run through NDT (non-destructive testing), also known as magnaflux or xyglo.

In late 1973 my interest in vans diminished and I sold the 95 to a local resident by the name of Mike Tingle, who drove the 95 out to Las Vegas (on his honeymoon!) and then back with no problems, although he indicated that it seemed to be missing a bit, later diagnosed as a loose nut on one of the rocker arms! I continued with the CORVAN ANTICS newsletter for awhile and then turned the editorship over to, I think, Nico Dejong.

I then acquired a 1962 Austin Mini-Cooper "S" which was a fun car ("You'd fix one thing and something else would break") then to an NSU Prinz 1000 TTS (997 cc SOHC 4-cylinder, dual Weber 40 DCOE's, 110HP@9-10,000RPM. This little car was really something, and on top of that, the styling was copied from the early Corvairs. I then progressed through several other cars and, in 1978, obtained from my father another Corvair, unfortunately not an FC, but another 1960 700 4-door,

which my father had purchased from a Winder, Georgia wrecking yard. I drove this '60 daily until November 1985 when I decided it was no longer practical (or fun) to "fool with old cars" (I also had a '63 Pontiac Catalina) so I sold the '60 to a guy who needed a beater to drive in the winter (he had a Porsche 911) and the Pontiac was sold the following July. I succumbed to the "Japanese Invasion" and purchased a Mazda GLC, which I am quite happy with, although parts and labor are a bit steep. At the present I am considering the purchase of a Pontiac Lemans GSE (Opel design, manufactured by Daewoo in Korea, with an Australian 95 HP engine). I still on occasion manage to drive a Corvair, my father's 1965 140 HP Coupe, and it does bring back memories.

I never imagined in my wildest dreams that CORVANATICS would grow to the size it is today, and even have their own little mini-conventions, one I managed to attend in Southern Indiana a few years back. I appreciate receiving the CORVAN ANTICS newsletters which I read and then donate to the library of the Circle City Chapter of CORSA.

Kenneth T. Wilhite, Jr.

(ed. note: To complete the story... Beginning in June 1974 Nico Dejong took over the publication of CORVAN ANTICS. Between August 1973 and February 1974 there were no newsletters, then at that time Ken announced his inability to continue the editorship. Four long months later the next issue came out, with a brand new format and a brand new editor. At this point I believe a quote from Nico's column in that issue could best describe how he took the reins and single-handedly saved our club:

"This issue of CORVAN ANTICS is a rather presumptive one in several respects. First, in view of the absence of recent newsletters, I assume that no one is taking up Ken's job as editor. I can't stand the thought of CORVAN ANTICS dying a premature death by default, so - even though I'm not sure I'm qualified and despite the fact that my time is very limited - I am willing to serve as your editor-publisher for the remainder of 1974."

Well, Nico not only continued until the end of 1974, he published the next 14 issues until Winter, 1977, he established a full, new slate of officers, tripled the number of members and generally established the form the Club remains in to this very day.

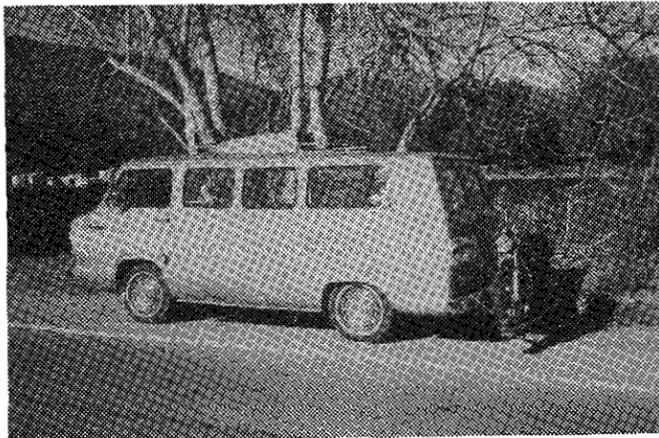
The Spring 1978 issue came out on schedule with a new "temporary" editor - then-Sec/Tres Pat Miller. Pat's temporary editorship continued until the Winter 1978 issue when Dave Anderson, previously staff cartoonist, took over the duties of Editor. Dave held down the fort for almost five years, at which time (January 1984) I took over.

In June 1974, Nico nominated Ken Wilhite for honorary membership. The motion was unanimously accepted by the members. Ken remained on as president until the Spring of 1977, at which time Cecil Miller began his term. Ed Gridley was next in line and became chief executive in 1978. By the Fall of 1981 Tom Silvey was in charge and, of course, remains in that position to this day. Well, that's the "rest of the story" as I was able to glean from the back issues in the Club archives. Long live CA!)

A Week FC'ing (Fish Catchin') In The High Sierras

This last Summer my wife Sharon and I enjoyed an eight day trip to the High California Sierras on a hunting safari. Our quarry was the elusive, man-eating giant and ferocious beasts that lurk in the lakes and streams of that region. We went well-armed with a collection of various high caliber Night Crawlers and precision honed number two eagle claw hooks. I would catch my limit of those vicious trout or not live to tell the tale!

Now you must properly prepare for an adventure of this magnitude. Starting with the basics of transportation, we obviously chose our 1964 Greenbrier because of its roominess, reliability, performance and most importantly of all... it was the only vehicle I had on the road at this time! Our supplies included all of our camping gear, a Honda 90 trail bike strapped to the bumper rack, field supplies, food, our 100 pound Labrador, my six foot and seven foot big hunting guns - "fishing poles" - and three adults. Oh, I almost forgot about the regiment of CRACK TRAINED earth worms! We were headed to where there are few modern comforts so you must pack in and out the majority of your supplies.



The Greenbrier proved to be a natural on this trip. Equipped with a 110 HP engine, 3:89 gears and a Powerglide the 'Brier performed flawlessly throughout the 900 mile trip. Several grades we encountered on those logging roads were 10 to 15 miles long and as steep as the Great Wall of China. Sure we lost speed on those grades and even had to put it in low to make the climb in a couple of places. But when you're on vacation you should be in no hurry...relax and enjoy the scenery.

I had originally purchased this van from my brother about five years ago. He decided he did not want it because it was not FAST enough. Well, after riding up and down all those mountains he has finally seen the light and recently bought his own 1965 Greenbrier. It isn't a turbo Corsa coupe, but then you can't haul all that junk in a turbo Corsa either!

Our first day was uneventful except for the sudden downpour with thunder and lightning. That didn't dampen the spirits of us fishermen, we just stood out in the rain and kept on fishing like a couple of idiots. Sharon had sense enough to keep dry in the van. Thank goodness for those sun heated granite rocks which kept

me from freezing! Uneventful? Well, I did not catch anything but I did manage to break a tooth on some beef jerky that first day. With a little filing with the rasp on my survival pocket knife and no discomfort, we continued on our adventure without any emergency services needed from the dentist.



Back on the road again we visited our other "secret" fishing spots and did quite well. Thanks to fish fries we managed to keep our limits of Rainbow, Brook and German Brown Trout to a legal level. I failed to mention that I have mounted a temperature gauge to the Powerglide transmission. Yes, I have the original remote oil cooler and oil temps were within encouraging operating ranges. Under normal operation, unloaded, temps are almost 150°. Loaded on this trip the usual operating temps were 160° to 200°. Occasionally on one of those steep grades the temperature rose to 240° to 260°. Now considering the normal operating temps of water pumps that cool the transmission through the 200°+ radiator, I am amazed at how cool the Corvair Powerglide transmission runs. Does anyone out there know what the normal operating temp range is for the Corvair Powerglide by GM specs? Well if the Powerglide can push a loaded Ultravan!

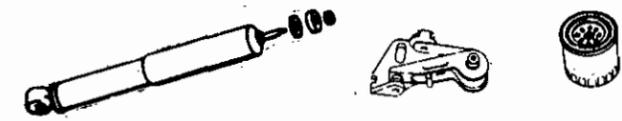
In conclusion, I have kept a running log on this vehicle since I bought it from my brother. Preventative maintenance is the key to long vehicle life. This one has 150,000 miles under its carriage. Also take the time to replace those old worn out parts. Mileage? After almost 900 miles for this fishing trip we got an overall mileage of 19.7 MPG. It just makes ya want to go out and spend \$14,000 + for a new mini-van! Corvairs forever,

Dave Palmer

Ventura County Corvairs
Central Coast Corsa

DAVE

Tech Topics



GREENBRIERS WITH "FACTORY CAMPER KITS"

CORVANATICS member Robert Lewis went to the general knowledge of Old Cars Weekly to ask how many Greenbriers with the factory camper kit were made, and how much such a vehicle was worth (in a stated condition). Such information had not been available through Corvair contacts. Neither did Old Cars Weekly know. I contacted Dave Newell, and Dave supplied part numbers and prices for this dealer accessory kit; none were installed by the factory. The basic kit sold for \$485 in 1961-62 and \$595 for the remainder of production.

Robert mentioned:

- Kitchen cabinet with sink
- Ice box
- Table
- Seat that converts to a bed
- Wardrobe with mirror
- Screens on all side windows and more.

Dave says that screens, rooftop sleeper, tent and awning were not part of the basic kit, but were sold separately. Dave suggested contacting Purchasing at Chevrolet. I contacted my friend, Dick Perkins, in General Motors Parts Division (Current name GMWD; General Motors Warehouse Distribution) who was one of several to do "releasing" of parts for service and accessories. He and another gentleman did check back and verified the kit part numbers and name, but all records were gone as to the source. I thought if the source were known they could be contacted for quantity purchased. I notified Robert and Dave of a dead end in checking through GM.

Then I began to wonder who the original Chevrolet engineer might have been and what he might remember. Two names came to mind. Norm Wilke was responsible for the Deluxe Interior (less seat trim) and much of the interior and structure. Tony Kudela was responsible for the rooftop tent and other accessories for many Chevrolet vehicles. Norm recently retired from CPC. A phone call to Norm resulted in a "Nope, not me". Tony retired from CPC in August 1987. A phone call to Tony proved him to be the Camper Kit engineer. Tony could still "see" the company rep/owner in his mind, but could not bring up a name. The fellow was a retired school teacher from Cleveland, Ohio and a free-lance writer for magazines such as Field and Stream. He did his camper business out of Ocala, Florida and used mostly retired people to do the cut out and construction. It was a small endeavor. Considering that the owner was retired in the early '60's, I would think it very unlikely that he, or production records, could still be found. However, if there are any CORVANATICS members that happen to know anything about that operation in Ocala, Florida please contact me.

One last word from Dave:

"Traville's Vista Camper Greenbrier conversion was much different than Chevy's, since it used a fiberglass utility section behind the front seat which contained the range, fridge, sink and water tank in a neatly styled unit. Most of

the other Greenbrier conversions were more elaborate than the Chevy kits. There were a number of lesser conversions built by smaller outfits around the country but their quality wasn't very good."

Chevy kit part numbers were 985103 (1961-62) 985654 (1963-64) and 986324 (1965).

STRANGE WINTER STARTING PROBLEMS

Strange winter problems with certain 1961 and 1962 FC's! In really cold weather the engine would crank over in very good fashion, with a good battery, but the engine would refuse to fire, start and run. For our winter trip to Tahquamenon Falls in the Michigan Upper Peninsula we took along a booster battery. Although the day dawned clear and bright and -10° F, the Greenbrier started OK on its own. That was the Delco battery that lived for 9 years and was still starting the engine OK when the vehicle was scrapped out due to rust. The cover of the Communique of February 1980 records our family and the 'Brier. As difficult as it is to believe, Chevy Engineering had omitted the 12 volt wire to the coil during cranking. Dave Newell has supplied a copy of Chevy's TSB to record the problem and field correction. That TSB is reproduced here so that you might see the form in which such matters were handled between engineering and the dealers.

CHEVROLET-CENTRAL OFFICE

BRANCH OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN

TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: DIFFICULT COLD WEATHER STARTING -
1961-62 CORVAIR "95" MODELS

WALLEN NO. DR #528

SECTION VII

TO: ALL CHEVROLET DEALERS

DATE: March 19, 1962

Difficult starting during cold weather on 1961-62 Corvair "95" models, even though the engine cranks readily, may be due to only partial voltage being delivered to the engine ignition system. The normal ignition circuit includes a resistance wire, while the starting circuit should by-pass this resistance and furnish full voltage for starting. On Corvair "95" models, this resistance was not being by-passed for starting and consequently, only the normal 6 to 7 volts was being supplied.

In the event this condition is experienced on 1961 and early 1962 vehicles, attach one end of a jumper wire (16 gauge - 68" long) to the yellow lead from the starter solenoid and the other end to the coil positive terminal as shown in the following sketch. This provides a by-pass of the resistance wire while on the starting circuit. Both wires (resistance and jumper) should be attached to the coil positive terminal.

This condition was corrected 3/9/62 in Production by adding a jumper wire as outlined in this bulletin. The approximate effective serial numbers are:

P - 109800

S - 110900

DISCONNECT YELLOW WIRE FROM CONNECTOR, SPLICE AND SOLDER TO (16 GAUGE - 68" LONG) JUMPER WIRE AND ROUTE WITH MAIN HARNESS TO COIL POSITIVE TERMINAL

TO COIL POSITIVE TERMINAL

REVISE CORVAIR "95" START CIRCUIT

Director, Technical Service Department

COME ON OUT GENE, WE KNOW YOU'RE IN THERE!
RALPH SAID HE WOULD GO EASY ON YA!



GENE BRIAR & THE CORVAIR PROHIBITION!

CORVAN ANTICS
17433 N. 16th LN
Phoenix, AZ 85023

FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE